



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
AUGUST 19, 2021
101 W. 8TH STREET
6:15 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.

ZOOM INSTRUCTIONS

1. You are invited to a Zoom webinar.

When: Aug 19, 2021 06:15 PM Mountain Time (US and Canada)

Topic: 2021/08/19 Regular Council Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/89375609701>

Or One tap mobile :

US: +13462487799,,89375609701# or +16699006833,,89375609701#

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 +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 893 7560 9701

International numbers available: <https://us02web.zoom.us/j/89375609701>

WORK SESSION

- 3:30 2. 2022 Budget

REGULAR SESSION

- 6:15 3. Roll Call
4. Pledge of Allegiance
5. Agenda Changes & Conflicts
6. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)
7. Council Comments

8. Consent Agenda

All matters under consent are considered to be routine and will be enacted by one motion and vote. The titles will not be read aloud. There will be no separate discussion on these items unless a Councilmember or Audience Member so requests.

- | | |
|--|--------------------------|
| A. Award of 2021-23Q - Wayfinding Signage | Discussion and/or Action |
| B. Parks and Recreation Commission Appointments | Discussion and/or Action |
| C. 2021 Coordinated Election IGA | |
| D. 2021 Coordinated Tabor Notice IGA | |
| E. Minutes for the July 29, 2021 Special Meeting | |

ACTIONS AND/OR PRESENTATIONS

- | | |
|---|--------------------------|
| 9. Proclamation Thanking CDOT | Discussion and/or Action |
| 10. Continuation of Annexation | Discussion and/or Action |
| A. 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). | Discussion and/or Action |
| B. Ordinance 2021-08: Annexing Property to the City. | Discussion and/or Action |
| C. Ordinance 2021-09: Zoning a Parcel of Land Annexed Into the City. | Discussion and/or Action |
| 11. Planning File 58-20-Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building. | Discussion and/or Action |
| 12. Report from City Administration | |
| A. City Manager | |
| B. City Attorney | |
| C. Correspondence Incoming/Outgoing | |
| 13. Adjournment | |



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: 2022 Budget

Action Requested: NA

Department: City Administration

Presented By: Steve Boyd, COO
Yvette Gustad, Finance Director
Debra Figueroa, City Manager

Background Info: The following budgets are scheduled to be discussed:
-Tourism Promotion
-DDA
-Fire Equipment Replacement
-GID
-VALE
-Cemetery

Issues: NA

Staff Recommendation: NA



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: Award of 2021-23Q - Wayfinding Signage

Action Requested: Approval of award

Department: City Administration

Presented By: Jennifer Ooton, Assistant City Manager

Background Info: On July 23rd the City issued an RFQ for exterior signage. We received two responses and would like to award the project to the low bidder, ASI Signage Innovations. The total cost of the program is \$38,160 (ASI's proposal includes \$1,906.50 in sales tax that the City won't need to pay). The second attachment is ASI's proposal without the sales tax.

This project involves the fabrication and installation of six (6) primary vehicular signs for 8th Street, Midland Avenue, and Wulfsohn Road. The signs direct visitors and residents to parking areas, major civic destinations, parks, trailheads, and historical landmarks in English and Spanish.

A small portion of this wayfinding project to improve bilingual signage is funded by a CDOT grant that will improve accessibility to downtown/main street amenities. The grant also included purchasing an ADA-compliant Topek unit for outdoor dining, repairing degraded walkways, installing new bike racks, and offering free carriage rides.

The City's Recreation Economy for Rural Communities process identified a need to develop additional Spanish resources to ensure Glenwood Springs is truly a community for all. Adding bilingual signage to connect people to recreation opportunities is an implementation goal of the RERC.

Issues:

Staff Recommendation: Approval of the award.



August 6, 2021

City of Glenwood Procurement Department
101 West 8th St.
Glenwood Springs, CO 81601

Wayfinding Sign Program RFP Bid

Justin Halverson
ASI Signage Innovations
6665 S. Kenton St. Suite 202
Centennial, CO 80111

ASI, Colorado
6665 S. Kenton Street
Suite 202
Englewood, Colorado 80111

ph 303.755.0997
fx 303.755.2943

asisignage.com

Reference of similar projects:

- Depaul Campus Wayfinding
- Des Moines University Campus Wayfinding
- NYS Empire State Trail Signage
- Oak Brook Park Wayfinding

Duration of work estimate:

Fabrication-6 weeks from drawing approval

Installation-4 days max. 2 days to set footings, 2 days to install signs. 4 total mobilizations. No staging needed by anyone other than our own team.

ASI, Colorado
6665 S. Kenton Street
Suite 202
Englewood, Colorado 80111

ph 303.755.0997
fx 303.755.2943

asisignage.com

Classic and Elegant Design Solutions

The DePaul University, located in Chicago, IL, was founded in 1898 and has grown to become the country's largest Catholic university. The university is nationally recognized for its high quality academic programs and commitment to service learning, while offering a practical, flexible curriculum that leads to enriching professional careers. DePaul serves more than 23,000 students across a broad range of ethnic, religious, geographic and economic backgrounds.

DePaul is the largest private educational institution in Chicago, with city campuses in the South Loop and Lincoln Park neighborhoods. The university commissioned Vasilko Architects and Associates, Inc. to design a solution that would increase brand awareness and establish consistency in its graphic identity on both campuses. Vasilko Architects and Associates, Inc. needed a partner to deliver an exterior signage solution for the university.



SignStudies ✦ Education

Service Offerings

- Wayfinding
- Fabrication
- Installation

Product Applications

- Custom steel exterior signage
- Custom freestanding directories
- Cast plaques with nickel finish

Solution Partners

Vasilko Architects and Associates, Inc.

About the Solution

After meeting with the client to scope the project, ASI analyzed both campus locations to help recommend a final signage solution including product and wayfinding recommendations. Based on the heritage of the university, ASI sought an elegant yet durable solution that would make an immediate impact while meeting the branding, wayfinding and identification needs of students and visitors. The exterior signage requirements called for a solution of significant proportion to ensure visibility from a distance and from the area surroundings.

To create the level of detail and provide a traditional feel, the complete signage solution was fabricated through use of aluminum panels and stainless steel dimensional letters mounted with fiberglass and steel finials. This custom exterior solution is comprised of free standing directories and wall mounted and freestanding I.D. signs with the DePaul Tree of Wisdom logo integrated into each design. ASI fabricated and installed the final solution at both campus locations, providing a graphic identity that will remain appealing and endure for many years.



Streamlined Exterior Wayfinding for Campus

Des Moines University is an osteopathic medical school located in Des Moines, Iowa. The University is the second oldest osteopathic medical school and the fifteenth largest medical school in the United States. In 1972, the college moved to its present 22-acre site on Grand Avenue. During the ensuing years, enrollment in the college more than doubled and new buildings were added to the campus.

The campus had evolved over time, resulting in an inconsistent and outdated signage system. The medical clinic entrance, a destination for many first time visitors, was hidden from direct view when approached from the parking area. Most signage was building mounted and what pedestrian signage was present was in non-visible locations.

The priority for the new signage system was to simplify the wayfinding task and clearly communicate information to the user. The owner also requested that the new branding elements be incorporated as a significant part of the signage design.



SignStudies ❖ Education

Service Offerings

Consultation
Design
Wayfinding
Fabrication
Installation

Product Applications

Cut aluminum letters
Custom aluminum exterior
Custom fiberglass exterior

Solution Partners

ImageFirst
Gemini
Dan VanWoert, Environmental
Graphic Design, LLC

About the Solution

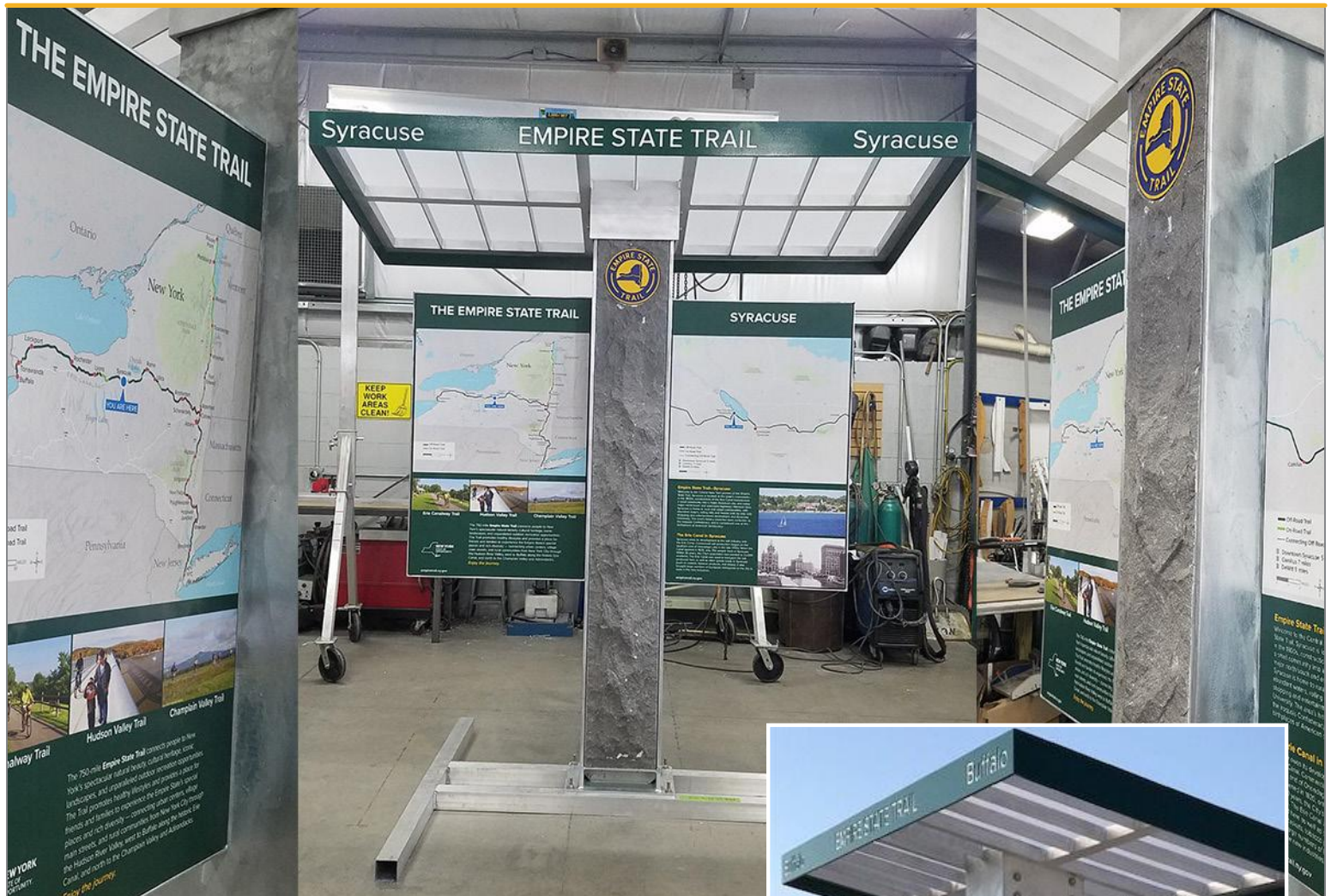
The new corporate branding elements were included in the designs, resulting in a more unique, unifying style, accentuating the signage throughout the campus. Bright, bold colors on all identification signs provided greater visibility from the parking area to the rear of the campus.

Building names were placed in locations visible from the parking area. At points where pedestrians entered the campus from the parking areas, you-are-here locator map graphics and directional information provide immediate orientation.

All copy for wayfinding and building identification signs appears at increased size, enabling greater legibility. While navigating users employ a combination of building mounted letters and pedestrian directional signs to guide them to the appropriate building entrances. The resulting sign system addresses the needs of the wide range of users at this medical school.



NYS Empire State Trail Signage for Longest Multi-Use State Trail in the USA



NYS Empire State Trail

When completed in 2020, the Empire State Trail is set to be the longest multi-use state trail in the US. The continuous 750-mile route will span New York State all the way from New York City to Canada and Buffalo to Albany.

The client was heavily involved with specific requirements, even down to the way the mounting hardware appeared. The vision was for an industrial-looking kiosk, utilizing materials that are specific to New York State.

Time constraints revolved around visits that the NYS Governor was making to Buffalo and Syracuse. From the acceptance of the contract to the first installation date, ASI had 5 months to complete the project.



Service Offerings

Engineering
Fabrication
Install

Product Applications

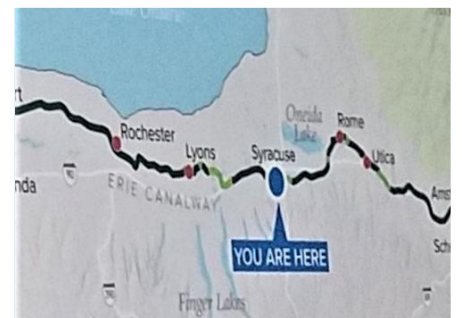
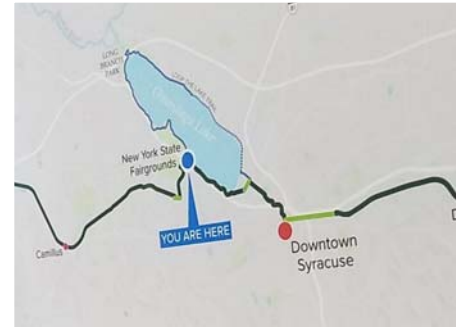
Galvanized Steel Frame Structure
Powder Coated Aluminum Roof Frame
1/2" Powder Coated Aluminum Panels
Routed Copy
Inset Powder Coated Lettering
Polycarbonate Roof
Onondaga Limestone
Rocked Face
HDL Informational Panels
Cast Aluminum Seals

About the Solution

All elements of this project were completely custom. As ASI was working with the state, there were various specifications and modifications that needed to be made to meet the specific product requirements. Every tiny detail had to be recorded and each piece and part easily duplicated and/or obtainable by others.

Once the production documents were complete, ASI had to create a full-size wooden mockup for the team to be able to physically see the size of the structure and the exact placement of each element, down to the 1/16".

Everything had to be precise as the design would be carried out across at least 6 sites. Not only did ASI have to engineer the kiosk to withstand the Buffalo winters, but ASI also had to consider and engineer for the environmental conditions in four other cities across New York.





Design and Durability Central to Park's Signage Solution

Oak Brook Park District, established in 1962, owns and maintains seven parks. Central Park is home to the District's Tennis Center, Family Rec Center, Fitness Center, Aquatic Center, Gazebo, administration office, several outdoor athletic fields, playgrounds and a walking and bike path.

Central Park required a building identification and wayfinding program for a 70+ acre public park, which consists of recreational buildings, athletic fields, playgrounds and walking and bike paths. The new sign system needed to be durable, flexible and designed to complement the park surroundings.

SignStudies ❖ Government

Service Offerings

Value Engineering
Consultation
Fabrication
Installation

Product Applications

Custom Aluminum Post & Panel Signs
Dimensional Letters

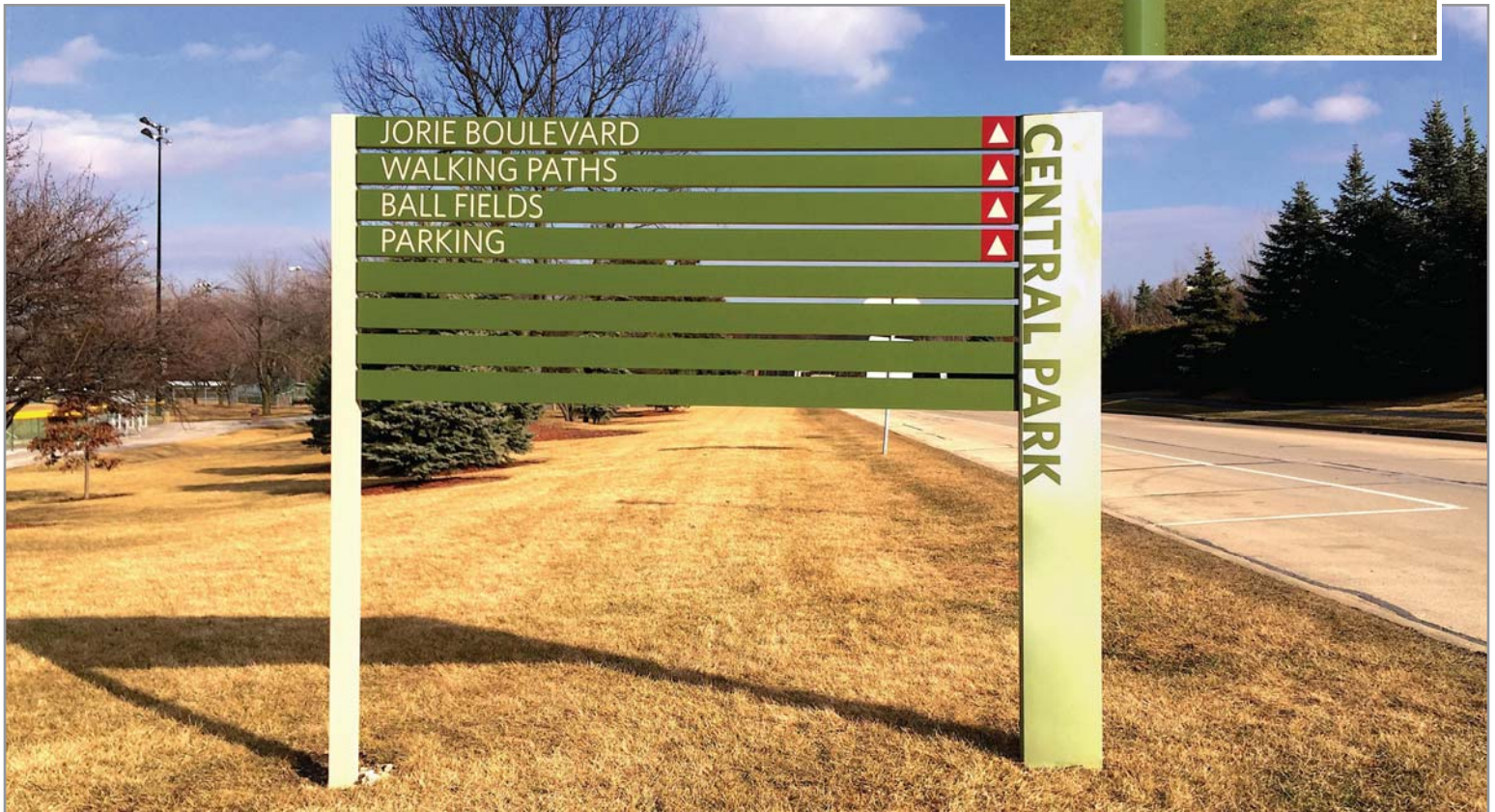
Solution Partners

ImageFirst
Direct Embed®

About the Solution

The signage system was designed to display unique graphic images, a bold font for the park name, and focused on natural color tones and nature images that clearly defined the property. A key feature of the post and panel solution was the use of a trapezoid shaped post with Direct Embed® graphic technology, facilitating the application of permanent imaging onto its contoured dimensional surface. This permanent print-on-panel solution provided both durability and a pleasing aesthetic appeal.

The trapezoid posts were mixed and matched with square posts. The post and panel solution featured multiple individual stacked text panels, as opposed to a single graphic panel, thus facilitating the easy updating of the information on the signs.



Quote No. DENV 92614

July 30, 2021

Page 1 of 2



Customer DEN Contractor: RFP/Bid Recipient
Location Primary Location
Reference Wayfinding Signage

Bill to

DEN Contractor: RFP/Bid Recipient
Accounts Payable
TBD
Glenwood Springs, CO 80601
US

Ship to

DEN Contractor: RFP/Bid Recipient
TBD
Glenwood Springs, CO 80601
US

Valid Until	08/30/2021	Revision Date	07/30/2021	Lead Time	7 - 8 Weeks	SR	Justin Halverson
F.O.B.	Job Site	Revision No		Ship Method	Installed	PM	Michael Bauer
Terms	1/2 Deposit balance Net 30						
Estimator	Mike McKeag						

No.	Item	Description	Qty	UOM	Unit Price	Extension
1.	Primary Sign	ASI Custom Legacy Series Overall Size: 11'8"h x 3'7"w x 5" Deep Background Colors: Black, Brown Reflective Vinyl Copy Color: Reflective White Vinyl Mounting: Direct Burial	6	Each	4,360.00	26,160.00
2.	Installation	Standard Installation* NOTE: Local Sign Permit Fees Not Included	1	Each	12,000.00	12,000.00

Subtotal	38,160.00
Sales Tax (7.75 %)	1,906.50
Deposit Required	20,033.00
Total	40,066.50

Quote Valid Until: August 30, 2021

By signing below, I approve and authorize this quote and acknowledge that I have read and agree to the attached terms and conditions.

08/06/2021

Submitted by

Date

Approved by

Date

Print Name

continued on next page

Quote No. DENV 92614

July 30, 2021

Page 2 of 2



Customer DEN Contractor: RFP/Bid Recipient
Location Primary Location
Reference Wayfinding Signage

Conditions

All pricing requires the customer provide final, usable, artwork in electronic form (i.e. Adobe illustrator file in outlines). Additional services for artwork touch-up or altering may incur additional charges.

ASI Signage Innovations (Latimer Associates, Inc.) will add a _PROJECT CHANGE FEE_ on any order, project, or contract job whereby a material change to the product is requested after receipt of approved submittals & release to production. Overall charges will vary based on a case-by-case basis but it will be determined on materials & labor already consumed along with \$100 per hour for administrative time.

Lead times are defined as the period of time to complete fabrication and delivery of product. This time period follows final approval of all details required to make the product. Lead times do not include time for design services, approvals, price negotiations, message schedule development, location plan development, etc.

Message schedule submission policies and requirements applicable to all customers and projects.

ASI will charge customers \$75 for each paint color (swatch) request and \$100 for digital print Ink color matching requests. This includes all of our standard colors along with any Pantone or CMYK color requests.

Pricing of installation services is an estimate based on numerous assumptions. Final Invoicing amount may differ.

Pricing is based on exact quantities shown. Changes in services, quantities or delivery timeline may alter the per unit price.

This quotation is valid for 30 days from the date of its creation.

Final delivery dates are determined by ASI PROJECT MANAGEMENT. The final date is estimated upon receipt of the order via an electronic order acknowledgment, and finalized after the LAUNCH DATE.

The customer is responsible for providing a knowledgeable contact on the day of installation in order to provide locations / elevations and any other questions that may arise.

City and state permit costs are not included in this quotation. Securing permits is an added service of ASI and costs are billed to the customer directly.

1/2 Deposit required for order to proceed, balance net 30 from date of invoice.

PLEASE REMIT TO:
ASI Signage Innovations
PO Box 187
Grinnell, IA 50112

Standard purchaser credit agreement applicable to all customers and projects.

A minimum order charge may apply and will be added to the final invoice.

Quote No. DENV 92614

July 30, 2021

Page 1 of 2



Customer City of Glenwood Springs
Location Primary Location
Reference Wayfinding Signage

Bill to

City of Glenwood Springs
Matt Nuñez
101 West 8th Street
Suite 200
Glenwood Springs, 81601
US
T: (970) 384-6424
M: (970) 319-6803
Email: matt.nunez@cogs.us

Ship to

City of Glenwood Springs
Matt Nuñez
101 West 8th Street
Suite 200
Glenwood Springs, 81601
US
T: (970) 384-6424
M: (970) 319-6803
Email: matt.nunez@cogs.us

Valid Until	08/30/2021	Revision Date	07/30/2021	Lead Time	6 - 7 Weeks	SR	Justin Halverson
F.O.B.	Job Site	Revision No		Ship Method	Installed	PM	Michael Bauer
Terms	Payment in Advance / Pending Credit Approval						
Estimator	Mike McKeag						

No.	Item	Description	Qty	UOM	Unit Price	Extension
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2.	Installation	Standard Installation* NOTE: Local Sign Permit Fees Not Included	1	Each	12,000.00	12,000.00

Subtotal 38,160.00

Sales Tax (0 %) 0.00

Deposit Required 20,033.00

Total 38,160.00

Quote Valid Until: August 30, 2021

By signing below, I approve and authorize this quote and acknowledge that I have read and agree to the attached terms and conditions.

08/12/2021

Submitted by

Date

Approved by

Date

Print Name

continued on next page

Quote No. DENV 92614

July 30, 2021

Page 2 of 2



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Location Primary Location
Reference Wayfinding Signage

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PLEASE REMIT TO:
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PO Box 187
Grinnell, IA 50112

Standard purchaser credit agreement applicable to all customers and projects.

A minimum order charge may apply and will be added to the final invoice.



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: Parks and Recreation Commission Appointments

Action Requested: Parks and Recreation Commission Appointments

Department: City Administration

Presented By:

Background Info: Matt Armentrout and Magdalena Palomores interviewed for seats of the Parks and Recreation Commission on July 21, 2021 with Ingrid Wussow.
Matt qualifies for an open seat on the Commission with a term expiring 3/07/2024.
Magdalena qualifies for the open Youth Representative seat on the Commission with a term expiring 5/31/2023.

Issues: None

Staff Recommendation: Staff defers to City Council

Parks and Recreation Commission Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Personal Information

1. Name *

Magdalena Palomares

2. Home Address *

250 County Rd 127 #14

3. Mailing Address *

250 County Rd 127 #14

4. Home Phone *

none

5. Work Phone *

none

6. Mobile Phone *

(970)9893847

7. Email Address *

magdalena24197@rfschools.com

8. Occupation *

Student

Personal and Professional Interests

9. Why are you interested in serving on the Parks and Recreation Commission? *

I am interested in serving on the Parks and Recreation Commission because I believe that I can contribute to my community by helping discuss the improvement of our towns public spaces and natural resources. Living in a unique community that has so many beautiful facilities has made me want to be a part of the improvements that make Glenwood Springs such a great place to live.

10. What do you view as your role if selected as a member of the Parks and Recreation Commission? *

As a youth representative, my role as a member of the Parks and Recreation Commission is to give my perspective as a high school student. I have lived in Glenwood all of my life and I

have seen the positive changes that the town has gone through. I have perspective on what future improvements the town could make and how it impacts Glenwoods youth.

11. What experience and/or interest do you have in programming, planning, and being a part of community meetings? *

As a leader in my High Schools' Key Club, Spanish Honor Society, and National Honor Society I have been able to organize and plan events that allow students to volunteer in the community. Each week there are meetings for each club to inform the members about the opportunities available to get involved. Managing attendance and involvement are essential to run a club smoothly.

12. Do you have any particular areas of interest or a particular perspective relating to parks and recreation in Glenwood Springs? *

I am interested in the protection of our rich environment and helping people engage with it because I believe these are important parts of living in Glenwood. The beauty and economy of Glenwood depend on these factors so we must make sure that as a community we preserve what makes our home unique.

13. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans, and the Glenwood Springs Municipal Code in an equitable fashion? *

Yes, I believe it is very important to separate my own opinions from my responsibilities as a member of the Parks and Recreation Commission to make the right decisions. By only focusing on the City's goals, policies, plans, and the Glenwood Springs Municipal Code I will be able to help the most people possible within the community. A successful representative must be able to prioritize the needs and desires of the people they represent.

14. Can you describe an experience making a decision that made people unhappy?
*

As a worker at Starbucks during the school year, I can only work on the weekends even though my store manager would prefer I work more days. I had to make it clear to my manager I would not work school days. She was unhappy but this was the best choice for me to succeed in my academics and extracurricular activities.

15. Do you have any existing time commitments that will hamper your ability to serve? (The Commission generally meets monthly in the evening for approximately 90 minutes, with members encouraged to participate in ad hoc projects outside of the scheduled meetings.) *

I do have commitments but the meetings fit within my schedule and I have a vehicle for transportation. I believe having multiple commitments makes me a better representative because it requires me to be very organized and always prepared.

16. What experience do you have working with people on a board, commission, or committee? *

I have worked in the Boards of Directors for YouthZone, as a youth representative I have learned from these adults how to effectively communicate with a large team made up mostly of adults. It was a challenge learning how to speak up in a room with adults to share my ideas and projects, but practice has helped me overcome this.

17. Please select today's date. *

7/9/2021



18. Have you served on the Parks and Recreation Commission before? *

☒ No

☐ Yes

Powers and Duties of the Parks and Recreation Commission

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the Parks and Recreation Commission:

(5) Parks and Recreation Commission:

- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- b. (R 20-05 §2)
- c. (R 20-05 §2)
- d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.

Powers and Duties:

(e) Powers and duties of Parks and Recreation Commission. The powers and duties of the Parks and Recreation Commission shall be:

- (1) To investigate, study and report to the City Council all matters concerning City parks and recreation within the City and other matters concerning the subject of parks and recreation which may be pertinent to the City and requested of such Commission by the City Council.
- (2) To investigate, study and report to the City Council on such other matters concerning parks and recreation within the City as the Commission may deem in the best interests of the City.
- (3) To provide technical assistance, advice and planning support to the Parks and Recreation Director and City Council regarding tree planting and maintenance needs in the City.
- (4) To provide recommendations from time to time regarding the administration and implementation of Article 090.050 of this Code.
- (5) To investigate, study and report to City Council all matters concerning the burial and internment facilities of the City and other such matters as may be requested by City Council from time to time.
- (6) To investigate, study and report to City Council on such other matters concerning burial and internment facilities and such other similar matters as the Commission may deem in the best interests of the City.
- (7) To investigate, study and report to City Council any and all matters concerning the use and operation of the City's Community Center.
- (8) To coordinate with other City boards and commissions on any aspect of the Community Center that may relate to the powers and duties of such other boards and commissions.
- (9) To investigate, study and report to City Council on grants, donations and other forms of funding to assist in the operation of the Community Center, and to otherwise advise City Council on budgetary needs related to the operation of the Community Center.

(A 61-02 §4)

Appointment, Removal, Term and Vacancies of Boards and Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment

for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)

Parks and Recreation Commission Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Personal Information

1. Name *

Matt Armentrout

2. Home Address *

904 8th St

3. Mailing Address *

904 8th St

4. Home Phone *

4026901979

5. Work Phone *

4026901979

6. Mobile Phone *

4026901979

7. Email Address *

matt.armentrout@ymail.com

8. Occupation *

Architect

Personal and Professional Interests

9. Why are you interested in serving on the Parks and Recreation Commission? *

I have a passion for public open space. Parks and open space provide the a community with a fundamental asset -a place to gather, relax, restore themselves. These places at their best instill a sense of pride and cohesion in the community. I enjoy the outdoors and the beauty of nature and landscape. As an architect I see these places as a necessary contrast to the built environments we all inhabit on a regular basis. Outdoor spaces connect with us on a basic human level with the world around us. When utilized they enrich our lives. It's an important duty of a community to maintain, create, and preserve our open spaces. Many people don't have the same access to open space, so to have these public amenities is a equalizing force for good.

10. What do you view as your role if selected as a member of the Parks and Recreation Commission? *

I frankly have no idea what this will entail. I want to find a way to become more plugged into my community and desire a way to help promote positive change in Glenwood. I'd be willing to contribute in as many ways as I can. I'd first need to learn much more about the operations of the commission and what needs exist. I imagine we'd be advocating for a more robust system and helping to make decisions about the allocation of limited resources.

11. What experience and/or interest do you have in programming, planning, and being a part of community meetings? *

As an architect I've presented at community meetings. In a lot of ways professionally all I do is plan. We constantly look to the future and try to overcome real life challenges given past experiences. Programming is a fundamental part of creating a building too. Understanding what utilization something serves and how to get the most out of something is a typical part of the design process. I'd bring that same pragmatic skill to the commission.

12. Do you have any particular areas of interest or a particular perspective relating to parks and recreation in Glenwood Springs? *

I'd love to see the river be a more celebrated feature in our public spaces. I'm encouraged by what I see in the future master planning of the city. I'd like to see how development can integrate with parks creating a vibrant balance of density next to public open space. As far as recreation goes, a more developed trail network would be a wonderful thing for Glenwood. There's a lot going on already but having that robust exterior hiking and biking network will bring in more economic development as well as more livable healthy communities. I love to hike and mountain bike. I spend a lot of time travelling to neighboring communities to take advantage of their networks even though I live in Glenwood.

13. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans, and the Glenwood Springs Municipal Code in an equitable fashion? *

Yes I can. As an architect we're often put in the position of doing the best for the clients and the best for the project even if that means we don't personally agree with what they've decided. That's apart of being a professional and being able to understand the larger picture aside from your own thoughts and feelings. With that being said I'll have no problem stating in a rational level headed way what my true thoughts are in a candid productive manner. Equity is a fundamental belief of mine. I will strive to repress any bias and any preconceived notions I may have looking first to educate myself on any topic before leveling an opinion.

14. Can you describe an experience making a decision that made people unhappy?

*

When I decided I no longer wanted to practice the religion of my family growing up, I ruffled a few feathers. My parents are very devout Catholics and, I had to decide for myself that I no longer believed the same things I was taught all of my life. This hurt my family and was not a supported decision, but I knew I had to step out of what was the norm and comfortable to progress with my own life. It was hurtful to some of the most important people in my life and we continue to work through that rift still today. These types of decisions aren't pleasant, but if I hadn't made that decision I would still be following a pattern that isn't true to myself and my own beliefs. The discomfort is temporary, but it's unlocked an amount of growth I wouldn't have experience without finding my own path.

15. Do you have any existing time commitments that will hamper your ability to serve? (The Commission generally meets monthly in the evening for approximately 90 minutes, with members encouraged to participate in ad hoc projects outside of the scheduled meetings.) *

I am fairly dedicated to my career and home life, but as a person without children, I find I generally have more free time than most. I'm able to devote the necessary time to the monthly meetings, no problem. I expect I'd have a few hours a week to devote to this endeavor. Outside of work I have no other official obligations.

16. What experience do you have working with people on a board, commission, or committee? *

In the past I've worked with school boards, non profit boards, design review committees, planning and zoning commissions, and various other groups as an architect. I have limited experience serving on these groups. In high school I was very active in school organizations, but it's been several years since then. Working with these types of committees from the outside, I understand the dynamics vary from organization to organization. I've seen very healthy functioning outfits that create a collective momentum. In general I think collaboration produces a more positive outcome when the environment around the group is inclusive and open. It all comes down to the candid interactions of the group as to whether or not the group dynamic is productive. In the construction industry no project is completed by one person. I enjoy working with clients, engineers, co workers, consultants, contractors, trades people, and a whole litany of others to accomplish a project. It's always a team and that's the only way it works.

17. Please select today's date. *

7/1/2021



18. Have you served on the Parks and Recreation Commission before? *

☒ No

☐ Yes

Powers and Duties of the Parks and Recreation Commission

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the Parks and Recreation Commission:

(5) Parks and Recreation Commission:

a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

b. (R 20-05 §2)

c. (R 20-05 §2)

d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.

Powers and Duties:

(e) Powers and duties of Parks and Recreation Commission. The powers and duties of the Parks and Recreation Commission shall be:

(1) To investigate, study and report to the City Council all matters concerning City parks and recreation within the City and other matters concerning the subject of parks and recreation which may be pertinent to the City and requested of such Commission by the City Council.

(2) To investigate, study and report to the City Council on such other matters concerning parks and recreation within the City as the Commission may deem in the best interests of the City.

(3) To provide technical assistance, advice and planning support to the Parks and Recreation

Director and City Council regarding tree planting and maintenance needs in the City.

(4) To provide recommendations from time to time regarding the administration and implementation of Article 090.050 of this Code.

(5) To investigate, study and report to City Council all matters concerning the burial and internment facilities of the City and other such matters as may be requested by City Council from time to time.

(6) To investigate, study and report to City Council on such other matters concerning burial and internment facilities and such other similar matters as the Commission may deem in the best interests of the City.

(7) To investigate, study and report to City Council any and all matters concerning the use and operation of the City's Community Center.

(8) To coordinate with other City boards and commissions on any aspect of the Community Center that may relate to the powers and duties of such other boards and commissions.

(9) To investigate, study and report to City Council on grants, donations and other forms of funding to assist in the operation of the Community Center, and to otherwise advise City Council on budgetary needs related to the operation of the Community Center.

(A 61-02 §4)

Appointment, Removal, Term and Vacancies of Boards and Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;

Finance Advisory Board;

Tourism Promotion Board;

Building Board of Appeals.

(2) March:

Transportation Commission;

Arts and Culture Board;

Parks and Recreation Commission;

Airport Board;
River Commission.

(3) April:
Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: 2021 Coordinated Election IGA

Action Requested: Attached is the IGA for the 2021 Election to be held on November 3, 2021 by the County. The Mayor must sign the IGA in order to have a City question on the November ballot.

Department: City Clerk

Presented By:

Background Info:

Issues:

Staff Recommendation:

**INTERGOVERNMENTAL AGREEMENT CONCERNING ELECTION SERVICES FOR THE
November 2, 2021 Coordinated Election**

This intergovernmental agreement ("IGA" or "**Agreement**") is made effective this ____ day of _____, 20____, between the Garfield County Clerk and Recorder ("**Clerk**") and _____ (Political Subdivision").

The Political Subdivision desires to conduct an election pursuant to its statutory authority ("**Election**"), The election will occur on November 2, 2021.

An agreement concerning the preparation, conduct and actual cost of a coordinated election is required. This agreement will be signed no later than August 24, 2021. C.R.S. §1-7-116(2)

The Clerk has agreed to perform the following election services in consideration of the performance by the Political Subdivision of its obligations and payment of costs and fees.

The Clerk has designated Rachel Weishaar, Election Supervisor, whose telephone number is (970) 384-3700 x 1770 as the staff member to act as the primary liaison between the Clerk and the Political Subdivision for the purposes of the Election. The Contact Officer shall act under the authority of the Clerk.

The Political Subdivision has designated _____ whose phone number is _____ as its Designated Election Official ("**DEO**"). The DEO shall act as the primary liaison between the Political Subdivision and the Clerk. C.R.S. §1-1-104(8)

If the Political Subdivision encompasses territory within other counties, this Agreement shall apply only to that portion of the Political Subdivision within Garfield County.

NOW, THEREFORE, in consideration of their mutual promises contained herein, the parties agree as follows:

I. Duties of the Clerk

The Clerk agrees to perform the following duties, or such other duties as may be mutually agreed upon by the parties in writing, in connection with the Election:

A. Preparation for the Election

1. Provide the Political Subdivision a street locator file, which lists the street addresses located in the boundaries of the Political Subdivision within the Clerk's voter registration system. If the Political Subdivision encompasses the entire county, a street locator file will not be sent for verification.
2. Assist and inform the Political Subdivision on any matter that should ensure the efficient preparation and conduct of the Election. The Clerk shall not provide legal advice.
3. Manage all voter records and correspondence in accordance with Title 1 of the Colorado Revised Statutes and the Colorado Secretary of State Election Rules for the relevant year of the Election.
4. Supply, deliver and set up all necessary items for the conduct and preparation of the Election.
5. Certify the election judges and determine their compensation. Provide a list of election judges upon request by the Political Subdivision. Train election judges prior to the election, including specific instruction in the secure operation of the election equipment. C.R.S. §1-6-101(6), C.R.S. §1-6-104, C.R.S. §1-6-115

6. Provide, no later than twenty days before the Election, notice of election by publication for the 2021 Coordinated Mail Ballot Election with in-person options for voting at Voter Service & Polling Centers. Such notice shall satisfy the publication requirement for all Political Subdivision participating in the Election. C.R.S. §1-5-205(1), C.R.S. §1-5-205(1.4)
7. Conduct all required tests and audits of the voting system prior to and after the Election C.R.S. §1-7-509(1), Secretary of State Election Rules.
8. Establish backup procedures and a backup site for the counting of the Election, should the counting equipment or location become unavailable during the count. Secretary of State Election Rules
9. Negotiate an agreement for the printing of the official ballots. After receipt from the Political Subdivision of the certified ballot content (per Section II.A.8 of this Agreement), the Clerk shall provide a copy of the ballot layout for proofreading before authorization to begin printing of all ballots.

B. Conduct of the Election

1. Mail ballot packets will be sent to all eligible active voters beginning October 8th thru October 15th. Then daily after that through Monday, October 25th.
2. Coordinate the proper number and location of Voter Service & Polling Centers. All Voter Service & Polling Centers will be accessible to electors with disabilities. Voter Service & Polling Centers and ballot drop off locations for the election are published on our website at: www.garfield-county.com. C.R.S. §1-5-101, C.R.S. §1-5-102.9 C.R.S. §1-5-703
3. Provide for the security and processing of all mail-in ballots. Provide for the verification of signatures on the self-affirmation section on the return envelopes. C.R.S. §1-7.5-107.2, C.R.S. §1-7.5-107.3, C.R.S. §1-7.5-107.5
4. Facilitate special accommodations for all registered military and overseas citizens as provided by the Uniform Military and Overseas Voter Act. Section 8.3 of Title 1 of the Colorado Revised Statutes
5. Provide provisional ballots to electors who qualify. Provide a telephone number that provisional voters may call to inquire if their provisional ballot counted. C.R.S. §1-8.5-101, C.R.S., C.R.S. §1-8.5-104(6)
6. Provide properly trained personnel for the preparation and conduct of the Election. Provide personnel at the tabulation center on Election Day/Night to release unofficial results.
7. Preserve all Election records for at least twenty-five months after the election. C.R.S. §1-7-802, Clerk and Recorder Record Retention Policy
8. Conduct a recount of any contest where the final ballot tabulation results are close enough to require a recount or if a recount is requested by an interested party. Section 10.5 of Title 1 of the Colorado Revised Statutes
9. Conduct a Canvass and Risk-Limiting Audit of the election to process, accept and tabulate the eligible military, cured, and provisional ballots received the 8th day after the election. Verify the votes were accurate and voting equipment was working properly by conducting a risk-limiting audit of election results and through the Canvass Board. C.R.S. § 1-10-101, *et seq.*, C.R.S. § 1-10-201, *et seq.*, Secretary of State Election Rules.
10. Provide, maintain and operate the County's ballot marking devices and vote-counting equipment.

11. Work with the Political Subdivision to make sure that eligible Property Owners are notified of an election in their district and are instructed on how they can apply for a mail ballot. C.R.S. §32-1-806, C.R.S. §1-5-304, C.R.S. §1-7-104

C. Election Costs

1. Keep an accurate account of all Election costs including, but not limited to, supplies, printing costs, legal notices, labor, postage and other expenses attributable to the Clerk's administration of the Election for the Political Subdivision.
2. Charge the Political Subdivision for its portion of the costs of the Election incurred by the Clerk for that Political Subdivision up to and including the date of cancellation of the Election or any additional costs related to removing the Political Subdivision from ballot programming or publications.
3. Submit to the Political Subdivision an invoice for all expenses incurred under this Agreement within 60 days of the election.
4. The cost of any recount(s) requested by the Political Subdivision will be charged to the Political Subdivision, or if more than one Political Subdivision is involved in the recount, the cost will be prorated among the participating Political Subdivisions.

D. TABOR Notice

1. Prepare the TABOR Notice, if relevant. Article X Section 20 of the Colorado Constitution, Secretary of State Election Rules
2. Charge the Political Subdivision for all expenses for the preparation, printing, labeling and postage for the TABOR notice. Said expenses shall be prorated among all Political Subdivisions participating in the TABOR notice.
3. Mail to each elector within Garfield County who may be affected by certain TABOR ballot issues the TABOR notice not less than thirty days prior to the election. The Clerk shall determine the least cost method for mailing the TABOR notice and address the TABOR notice to "All Registered Voters" at each address where one or more active registered voters of the Political Subdivision reside. Nothing herein shall preclude the Clerk from sending the TABOR Notice of the Political Subdivision to persons other than electors of the Political Subdivision if such sending arises from the Clerk's efforts to mail the TABOR Notice at least cost.
4. Execute a separate IGA with the Political Subdivision referred to as Attachment 1 for the production of the ballot notice referred to as the TABOR Notice.

II. Duties of the Political Subdivision

The Political Subdivision shall perform the following duties in connection with the Election:

A. Preparation for the Election

1. Post and/or publish any other legal notices required pursuant to relevant provisions of the Uniform Election Code of 1992 (C.R.S. Articles 1-13 of Title 1) or the Colorado Municipal Code of 1965, §31-10-101, *et seq.*, C.R.S., or Title 32, as amended, except as otherwise stated by this agreement.
2. Gather all necessary petitions, if applicable.

3. Be solely responsible for determining whether a ballot issue, question or candidate is properly placed before the voters.
4. Review the information contained in the street locator file and certify its accuracy, as well as any changes, additions or deletions to the file. The certification of the street locator file shall be made no later than September 3, 2021 at 5:00 p.m. to the Clerk. If the certification is not provided by the date specified herein, the Clerk cannot guarantee accurate ballot styles nor be responsible for additional charges associated with address library errors resulting in incorrect ballot styles. If the Political Subdivision encompasses the entire county verification of the address locator file is not required.
5. If required, request the Property Owner list from the Garfield County Assessor's Office to prepare the list of eligible property owners for the election. Provide the Clerk with the list of eligible property owners who are classified on the Secretary of State's voter registration records as UOCAVA voter no later than September 13, 2021. A supplemental list should be requested from the County Assessor's office thirty days prior to the election to determine if there are new property owner's eligible to vote. The supplemental property owner list should be provided to the Clerk no later than October 15, 2021.
6. The Clerk will not automatically mail ballots to eligible property owners as found on the list submitted to the County Clerk on Sept 13, 2021 but will send a letter giving notice of the upcoming election with an application for a mail ballot to these eligible property owners. This letter will be mailed at the same time as the TABOR Notice.
7. Provide a certified copy of the ballot content, submitted as an email attachment to eplace@garfield-county.com in electronic media format, in the format requested below, at the earliest possible time and in any event no later than sixty days before the election, September 3, 2021 at 5:00 p.m. Ballot content (candidates, issues and questions) to be exactly in the order in which it is to appear and be printed on the ballot pages and sample ballots. The certified list of candidates, ballot issues and/or ballot questions shall be final, and the Clerk will not be responsible for making any changes after the certification. C.R.S. §1-5-203(3)(a)
 - Candidates/ ballot issues and/or ballot questions must be submitted electronically in Microsoft Word format.
 - Contact Edna Place at 970-384-3700 x 1804 with any questions about submission format. Garfield County is using a new voting system (Clear Ballot) so you don't have to submit the ballot content in notepad format ever again.
 - Provide audio pronunciation of all candidates' names if applicable.
8. Proofread and approve the Political Subdivision's ballot content for printing preferably the same day of receipt of the ballot proof from the Clerk. The Political Subdivision shall provide an e-mail address and designate a person to be available for proofing and approving ballot content for printing and audio files of pronunciation of candidates' names if applicable. Due to limited printing availability and time constraints, the Political Subdivision should provide contact information for someone who may be available from 8:00 a.m. to 5:00 p.m. from September 7, 2021 until September 13, 2021 or until final approval for the printing of ballots has been reached. If no one representing the Political Subdivision is available and the printing timeline requires it, the ballot will go to print without Political Subdivision approval. The Clerk shall not be responsible for any errors or omissions as a result of the Political Subdivision's failure to proofread the ballot. The Political Subdivision has designated _____ whose phone is _____ and e-mail is _____ to be available for ballot proofing.
9. The Political Subdivision may assign a representative to witness logic and accuracy testing prior to the election, the risk limiting audit after the election and the canvass board certification of the election. The canvass board and risk limiting audit board will be made up by representatives appointed by Chairman of the Garfield County Republican and Democratic parties and the County Clerk.

10. Notify the Clerk if Political Subdivision is a municipality which has provided by ordinance or resolution that it will utilize the requirements and procedures of the Uniform Election Code of 1992 in lieu of the Colorado Municipal Election Code of 1965 with respect to the Election. A copy of said ordinance or resolution will be provided to the Clerk. Where the Political Subdivision is a special district, within thirty days after the special district has been declared organized by the court, the Political Subdivision will transmit to the county clerk and recorder in each of the counties in which the Political Subdivision or a part thereof extends certified copies of the findings and the order of the court organizing said special district. C.R.S. §32-1-306
11. Notify the clerk if the Political Subdivision resolves not to participate in the Election prior to the submission of ballot certification. After ballot certification day, a Political Subdivision that withdraws from participating in the election shall be liable for accrued election costs. The Political Subdivision shall provide notice by publication of the cancellation of the Election and a copy of the notice shall be posted in the office of the Clerk, in the office of the Designated Election Official (as defined in the Code) and, if the Political Subdivision is a special district in the office of the Division of Local Government. The Political Subdivision shall not cancel the election after the twenty-fifth day prior to the election, October 8, 2021. C.R.S. §1-5-208(2).

B. Conduct of the election

1. Immediately notify the Clerk of any Election contest that is initiated by the Political Subdivision and keep the Clerk apprised of the need to retain Election records for use in such a contest.

C. TABOR Notice

1. Be responsible for the additional costs associated with such TABOR Notice if notice is required on behalf of the Political Subdivision. (See also Section I.D.2 of this Agreement).
2. Collect and compile the TABOR Notice content in compliance with Article X Section 20 of the Colorado Constitution and any pertinent Rules. Article X Section 20 (3)(b)(v), C.R.S. §1-7-901, *et seq.*
3. Provide all content for the TABOR Notice to the Clerk by Monday September 20, 2021 (43 days before the day of the election). C.R.S. §1-7-904.

III. Election Costs

The minimum fee for election services is \$500.00.

1. Proportional share of costs is based on County expenditures relative to the Election, the number of electors per entity receiving ballots and the number of voted ballots returned to the County Clerk for processing, scanning, and tabulating.
2. The Political Subdivision acknowledges it has sufficient funds available in its approved budget to pay its prorated Election expenses.
3. Upon receipt of the invoice, pay to the Clerk within sixty days the prorated fee. Contact Officer can be contacted for an estimated cost of participating in this coordinated election.
4. The Political Subdivision will be responsible for any additional or unique election costs resulting from Political Subdivision delays and/or special preparations or cancellations relating to the Political Subdivision's participation in the Election.

IV. Additional Provisions

1. No portion of this Agreement shall be deemed to create a cause of action with respect to anyone not a party to this Agreement, nor is this Agreement intended to waive any privileges and/or immunities to the parties or of which their officers or employees may possess, except as expressly stated in this Agreement.
2. Time is of the essence under this Agreement. The statutory time frames or requirements of the Election Statutes, TABOR requirements found in the Constitution, and the Election Rules shall apply to the completion of any duties or tasks required under this Agreement. Failure to comply with the terms of this Agreement, statutory requirements, or Secretary of State Rules may result in consequences up to and including termination of this Agreement.

3. Timeline:

August 2, 2021	Address Library Given to Political Subdivision
August 24, 2021	IGA Signed & Returned
September 3, 2021	Address Library Returned
September 3, 2021	Certified Ballot Content Due to Clerk
September 7-10, 2021	Ballot Proofing
September 13, 2021	List of eligible UOCAVA property owners due to Clerk
September 14 or 15, 2021	Logic and Accuracy testing of voting equipment
September 17, 2021	Last day for pro/con comments to be submitted to the Political Subdivision DEO by citizens
September 18, 2021	Last day to send ballots to UOCAVA voters
September 20, 2021	TABOR Notice content submitted to County Clerk for creation of the TABOR Notice
September 21 -22, 2021	Tabor Notice proofing
October 1, 2021	TABOR Notice Mailed
October 15, 2021	Provide Property Owners list if applicable to clerk after secondary check with the Garfield County Assessor
October 8 &12-15, 2021	Ballots Mailed (Oct 11 th is Columbus Day so we can mail the Friday before the holiday)
October 25 to Nov 1, 2021	Voter Service & Polling Centers open for early voting Mon – Fri 8:30 am to 5:00 pm
October 25, 2021	Begin signature verification and ballot processing

October 25, 2021	Last day to register to vote or update an address and have a ballot mailed
October 30, 2021	Saturday Early Voting Hours: 10 am to 2 pm
November 2, 2021	Election Day-early voting and election day VSPCs open 7 am to 7 pm
November 8, 2021	Last day for a voter to cure a discrepancy for a submitted ballot
November 12, 2021	Risk limiting audit –round one may begin
November 18-23, 2021	Canvass when SOS gives the go ahead to proceed
November 26, 2021	Last day to certify election results to a participating entity

4. Allocation of Cost of the Election is at the Clerk's determination and shall be final.
5. The Clerk may enter into other substantially similar agreements with other Political Subdivisions for the conduct of other elections simultaneously.
6. Venue for any dispute hereunder shall be in the District Court of Garfield County, Colorado.
7. Notices. Any and all notices required to be given by this Agreement are deemed to have been received and to be effective: (1) three days after they have been mailed by certified mail, return receipt requested; (2) immediately upon hand delivery; or (3) immediately upon receipt of confirmation that a fax/email was received; to the address of a Party as set forth below or to such Party or addresses as may hereafter be designated in writing:

To Clerk: Garfield County Clerk & Recorder

Drop Off: 109 8th St., Suite 200 Glenwood Springs, CO 81601
 Mail: same as above
 Fax: 970-947-1078
 Email: rweishaar@garfield-county.com

To Political Subdivision: _____

Drop Off: _____

Mail: _____

Fax: _____

Email: _____

8. Term of IGA. The term of this IGA shall continue until all statutory requirements concerning the conduct of the election and the creation, printing, and distribution of the TABOR Notice, if needed, are fulfilled.
9. Amendments. This IGA may be amended only in writing, and following the same formality as the execution of the initial IGA.
10. In any event that any provision in this IGA conflicts with the Code or other statute, this IGA shall be modified to conform to such law. No resolution of either party to this Agreement shall impair the rights of the Clerk or the Political Subdivision hereunder without the consent of the other party to this Agreement.
11. The Parties hereto understand and agree that the County, it's commissioners, officials, officers, directors, agents, and employees, are relying on, and do not waive or intend to waive by any provisions of the Agreement, the monetary limitations or any other rights, immunities and protections provided by the Colorado Governmental Immunity Act (the CGIA), §24-10-101 to 120, C.R.S., or otherwise available to the County or the Political Subdivision. To the extent the CGIA imposes varying obligations or contains different waivers for cities and counties, both the County and the Political Subdivision agree that they will remain liable for their independent obligations under the CGIA, and neither party shall be the agent of the other or liable for the obligations of the other.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement to be effective upon the date first above written.

Garfield County Clerk & Recorder

Date: _____

Jean M. Alberico

Political Subdivision

Date: _____

By

Authorized Signature



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: 2021 Coordinated Tabor Notice IGA

Action Requested: Attached is the IGA regarding a Tabor question for the 2021 Election to be held on November 3, 2021 by the County. The Mayor must sign the IGA in order for the City to have a Tabor question on the November ballot.

Department: City Clerk

Presented By:

Background Info:

Issues:

Staff Recommendation:

ATTACHMENT 1

PRODUCTION OF "AMENDMENT 1 NOTICE" (TABOR NOTICE) FOR 2021 COORDINATED ELECTION IGA

WHEREAS, the County Clerk and Recorder of Garfield County, Colorado ("County Clerk") and _____ ("Political Subdivision"), (collectively, the "Parties"), have entered into an intergovernmental agreement to cooperate and contract for the purpose of conducting a coordinated election; and

WHEREAS, Const. Colo. Art. X, Sec. 20 ("TABOR") requires the production of a mailed notice of the ballot issues to be determined for the Political Subdivision that are subject to the requirements of said constitutional section ("TABOR Notice"); and

WHEREAS the TABOR Notices of several jurisdictions are to be sent as a package where jurisdictions overlap ("TABOR Notice Package"); and

WHEREAS the need to produce the TABOR Notice Package requires that there be countywide coordination of its production and mailing to effectuate the purposes of said constitutional section; and

WHEREAS the Parties desire to set forth their respective responsibilities in the production and mailing of the TABOR Notice Package.

NOW THEREFORE, the Parties agree as follows:

1. The County Clerk shall perform the following services and activities for the Political Subdivision's election:

a. Determine the "least cost" method for mailing the TABOR Notice Package and determine the Political Subdivision's proportional share of the total cost.

b. Combine the text of the TABOR Notice produced by the Political Subdivision with those of other districts to produce the TABOR Notice Package.

c. Address the package to "All Registered Voters" at each address of one or more active registered electors residing within the Political Subdivision boundaries or to each postal patron. Nothing herein shall preclude the County Clerk from sending the TABOR Notice of the Political Subdivision to persons other than electors of the Political Subdivision if doing so arises from the County Clerk's efforts to mail the TABOR Notice Package at "least cost".

d. Determine the order in which the TABOR Notice submittal of the Political Subdivision and those of other jurisdictions, if any, shall be placed in the TABOR Notice Package, provided, however, that the materials supplied by the Political Subdivision shall be kept together as a group and in the order supplied by the Political Subdivision.

e. Mail the TABOR Notice Package, addressed as required by law, at least 30 days before the election to registered electors residing within the Political Subdivision boundaries.

f. Mail copies of the TABOR Notice Package to registered electors residing outside of the Political Subdivision who own property within the Political Subdivision boundaries.

Attachment 1 - TABOR NOTICE - Page 2 of 3

g. Refer inquiries, correspondence, and calls concerning the substance of the ballot issues and ballot questions or the operations of the Political Subdivision to such person designated as the Election Officer by the Political Subdivision.

h. Write, print, and incorporate any notice to be included in the TABOR Notice Package that may inform the elector of the polling place or that may provide other information as may be required by law.

i. Provide the Political Subdivision an itemized statement of the costs of performing the tasks performed by the County Clerk hereunder.

2. The Political Subdivision shall perform the following services and activities for the Political Subdivision's election:

a. Designate an "Election Officer" to act as liaison between the Political Subdivision and the County Clerk.

b. Determine the ballot issues to be voted upon at the election.

c. Include, within its TABOR Notice, ballot titles in this order of preference: "NOTICE OF ELECTION TO INCREASE TAXES/TO INCREASE DEBT/ON A CITIZEN PETITION/ON A REFERRED MEASURE."

d. Inform the County Clerk of any voter-approved additions to the TABOR Notice for the Political Subdivision and incorporate such additions into the TABOR Notice supplied to the County Clerk.

e. Designate a person ("Election Officer") to be available to respond to inquiries, correspondence, and calls concerning the substance of the ballot issues or the operations of the Political Subdivision. The Political Subdivision shall communicate this designation to the County Clerk at the time of certification of the ballot content. The Election Officer shall be reasonably available to the County Clerk and shall within a reasonable time reply to the originator of all such inquiries, correspondence, and calls.

f. Determine the ballot title and text in accord with TABOR.

g. Prepare the layout of the TABOR Notice for the Political Subdivision in accord with TABOR.

h. Summarize written comments concerning ballot issues following receipt of such comments received from the public and provide summaries for use in the TABOR Notice as required by TABOR. The summaries are limited to up to 500 words one for and one against the proposal.

i. Provide the Political Subdivision's completed TABOR Notice to the County Clerk on or before the 42nd day preceding the election and provide the number of eligible electors outside of the Political Subdivision boundaries.

j. For Title 32 Districts, provide the Clerk with a list of eligible property owners so the Clerk can mail the TABOR Notice by the notice deadline to each address of one or more active registered electors who reside outside of the Political Subdivision.

Attachment 1 - TABOR NOTICE - Page 3 of 3

k. Perform such acts as may be required by law, including circulation, approval, review, and all other activities, relating to any petition that may concern the Political Subdivision. The Election Officer shall interact with any Political Subdivision petition representatives, including but not limited to, working to ensure that the Election Officer receives the summary of written comments for their petition within the time required by law.

l. Pay the costs shown in the itemized statement provided by the County Clerk either directly to the County Clerk or to such vendors or subcontractors as the County Clerk may designate.

IN WITNESS WHEREOF, the Parties hereto have executed this Attachment 1 to be effective the _____ day of _____, 2021.

POLITICAL SUBDIVISION:

GARFIELD COUNTY CLERK

Authorized Signature, Title

Jean M. Alberico, County Clerk



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: Minutes for the July 29, 2021 Special Meeting

Action Requested: Minutes for the July 29, 2021 Special Meeting

Department: City Clerk

Presented By:

Background Info:

Issues:

Staff Recommendation:



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

Note: Official meeting minutes are located on the City website via YouTube video at the following link: <https://www.youtube.com/user/GlenwoodSprings1885/videos>. The times in agenda items indicate approximately where the item can be found on the YouTube video timeline.

SPECIAL CITY COUNCIL MEETING

:06 Roll Call

Present: Mayor Pro-Tem Willman, Councilor Kaup, Councilor Stepp, Councilor Hershey, Councilor Davis. Also present were Debra Figueroa, City Manager; Jenn Ooton, Asst. City Manager, Karl Hanlon, City Attorney.

:07 Pledge of Allegiance

Mayor Pro-Tem Willman led the Pledge.

:07 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). Trent Hyatt, Senior Planner, Community Development, presented.

Barry Rosenberg, Matthew Fitzsimmons, and Curtis Rowe, presented for the Developer.

1:23 Recess

1:30 Mayor Pro-Tem Willman opened the item to public comment.

Public comment was taken.

2:56 Mayor Pro-Tem Willman closed the item for public comment.

2:57 Councilor Hershey moved, seconded by Councilor Kaup, to continue the public meeting to August 5th, 2021.

Motion passed unanimously.

2:58 Adjournment



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: Proclamation Thanking CDOT

Action Requested: Have the Mayor read a proclamation of appreciation for CDOT.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: Included in Proclamation

Issues: NA

Staff Recommendation: Have the Mayor read the Proclamation



A PROCLAMATION THANKING COLORADO DEPARTMENT OF TRANSPORTATION

WHEREAS, CDOT, founded in 1910, is the Department of the Colorado State Government that is responsible for safe and efficient transportation across the State and;

WHEREAS, Glenwood Springs is a part of the Intermountain Transportation Region with a Regional Transportation Plan that has a goal of completing 267 projects with an estimated cost of \$3.5 billion by 2045, and;

WHEREAS, On August 10, 2020 the Grizzly Creek Fire started in Glenwood Canyon and;

WHEREAS, The Grizzly Creek Fire burned over 32,631 acres in Glenwood Canyon and increased risk of substantial and recurring debris flows onto I-70, and;

WHEREAS, Through the fall, winter, and spring, CDOT worked hand in hand with Colorado State Patrol, Garfield and Eagle Counties, Glenwood Springs Fire Department, and the City of Glenwood Springs to come up with a closure plan for I-70 to ensure that City residents were not trapped in the event of a debris flow; and

AND WHEREAS, On June 26, 2021 the first major debris flow occurred onto I-70. There have since been around a dozen slide events requiring interstate closure and CDOT resources to execute that plan.

THEREFORE BE IT RESOLVED, I, Jonathan Godes, Mayor of Glenwood Springs in the State of Colorado, ask all our city residents to join me in humbly thanking CDOT and its dedicated employees for their tireless work everyday and especially during this summer's mudslides.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Glenwood Springs, Colorado to be affixed, this 5th day of August, in the year 2021.

Jonathan Godes, Mayor



City Council
STAFF REPORT
City of Glenwood Springs
August 19, 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.

8/18/2021

**DEVELOPMENT SUMMARY -
HOUSING**

Project Name	Unit type	Total Units	Square footage	Acres	Units per acre	Status
Lofts at Red Mountain, phase 1	Studio-1-2 bedroom rentals in 2 buildings	88	555-1270 sf		2	43.80 Construction complete; CO issued
Lofts at Red Mountain, phase 2	studio-1-2 bedroom rentals in 3 buildings	97	555-1270 sf		1.84	52.80 Construction complete; TCO issued
Lofts at Red Mountain, phase 3	studio & 1 bedroom rentals in 1 building	88	535-720 sf		0.52	168.26 Approved; in construction
Bell Rippy, MultiFamily	1-2 bedroom rentals in 5 buildings and 1 duplex	98	630 - 910 sf		5.63	17.42 Approved; not constructed
TB & SB LLC	1 bedroom condos	13	535-820 sf			Temporary CO issued
Oasis Creek duplexes-subdivision	for sale duplexes	12	2300-2400 sf			Approved subdivision. No housing units constructed.
Six Canyons	1-2 bedroom rentals	116	683-1064 sf		3.73	31.05 Construction complete; CO issued
Cardiff Glen Lot 95 & 96	For sale townhouse units	29			1.95	14.84 In construction
Caverns Village Mixed Use	1-2 bedroom rental units	19	565 - 980 sf			In construction
Glenwood Mall Area (Diemoz Annexation)	3 bedroom townhomes					Application submitted; Annexation
	1-2-3 bedroom apartments	332			12.929	27.02 calendar set; City Council special meeting scheduled 6/29/2021
	Live/work units					
2512 S Grand	1 - 2 bedroom units	24				Pre-application meeting conducted
BLD GW Meadows proposal- Wulfsohn Rd	Multifamily	300			27.929	10.74 Application submitted; awaiting P & Z meeting
Western Hotel	Multifamily	11			0.05	220.00 Application submitted. P & Z meeting scheduled June 22, 2021
405 Laurel	Multifamily	10	675-720 sf		0.46	21.74 Approved. Not constructed
Lofts Phase IV	Efficiency - 3 bedroom	36	454-1270 sf		0.96	37.50 Application submitted; awaiting P & Z meeting
Mountain View Flats	1-3 Bedroom	40			1.29	31.00 Pre-application meeting conducted
TOTAL		1313				

IN PIPELINE

Gould - west of Ami's Acres	single family detached -modular units	68				Garfield County review
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TOTAL**68****RECENT INQUIRIES**

Affordable Inn motel conversion	1 bedroom units	63 approx				Withdrawn
Rivers redevelopment	unknown	41 approx				No application submitted to date

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 June 3, 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 July 29 and _____, 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) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis 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 of 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 for rent 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. Ten percent of the for-sale units constructed 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. **Affordable Housing Agreement.** 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 8, below), all of Owner or CDSG's right, title, and interest in and to ~~614~~ shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property. 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 7, 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. Notwithstanding the foregoing, the land to be dedicated to the Fire Department may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. Said land shall be dedicated to the City.

(h) CDSG shall provide \$~~10~~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 emergency 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) Provide an annexation map for Mel Ray from Donegan to 6 & 24 if on or before June 1, 2022 Garfield County can establish ownership of the ROW allowing the City to legally annex the ROW. In the event that the ROW cannot be annexed the improvements related Mel Ray shall not be required to be constructed however, CDSG shall pay to the City an amount equal to the engineers estimate of the cost of improvements.

~~(k)(l)~~ Reconstruction of the foregoing streets before acceptance by the City.

The improvements described in this Section 10 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) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and 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.

In addition to the foregoing no issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property shall be issued unless: 1) the emergency access described in (h) above has been constructed and is operational; 2) a new water tank serving North and West Glenwood has been constructed and is operational; and 3) a new West Glenwood Fire Station is substantially complete. The foregoing shall not be a condition precedent of issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property unless the City has budgeted for the planning and completion of the emergency access improvements, water tank and West Glenwood Fire Station in the Fiscal Year 2022 and 2023 budgets.

11. **Phasing.** The development of the PUD portion of the Property~~Project~~ will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south; provided, however, that the foregoing shall not be a condition precedent to construction of Phase 2 if the Mall redevelopment plan has not been submitted to the City within six (6) months but not approved within three(3) years from the commencement of construction of Phase 1.

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 ten 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 12. 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 affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and

(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) 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 13 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 14 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.

DRAFT

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

DRAFT

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

EXHIBIT C

Phasing Plan

DRAFT

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)

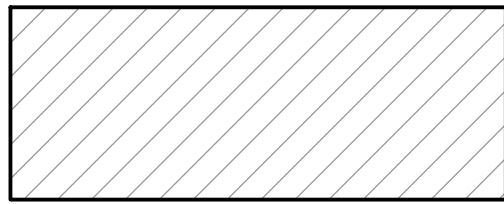
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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

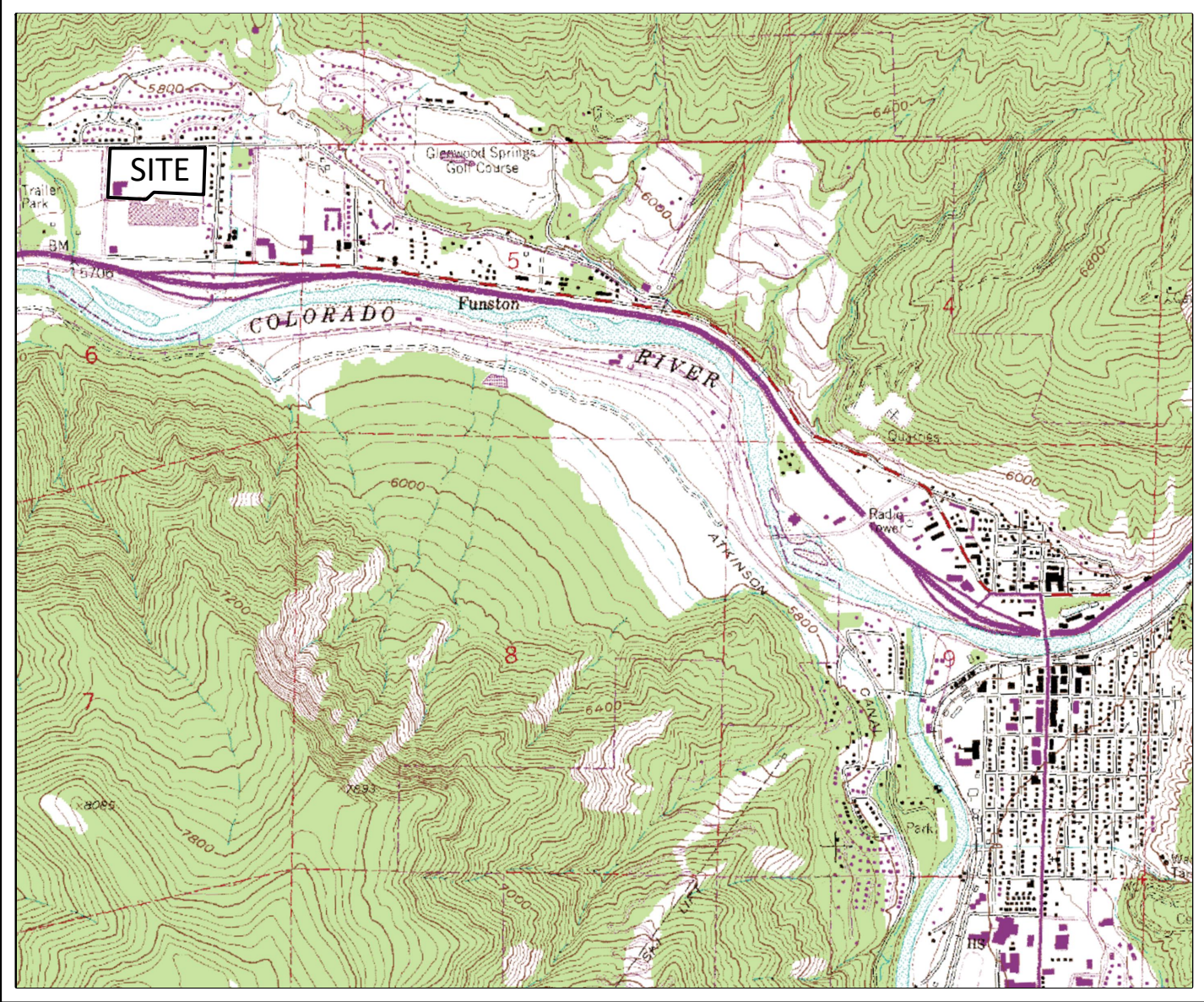
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

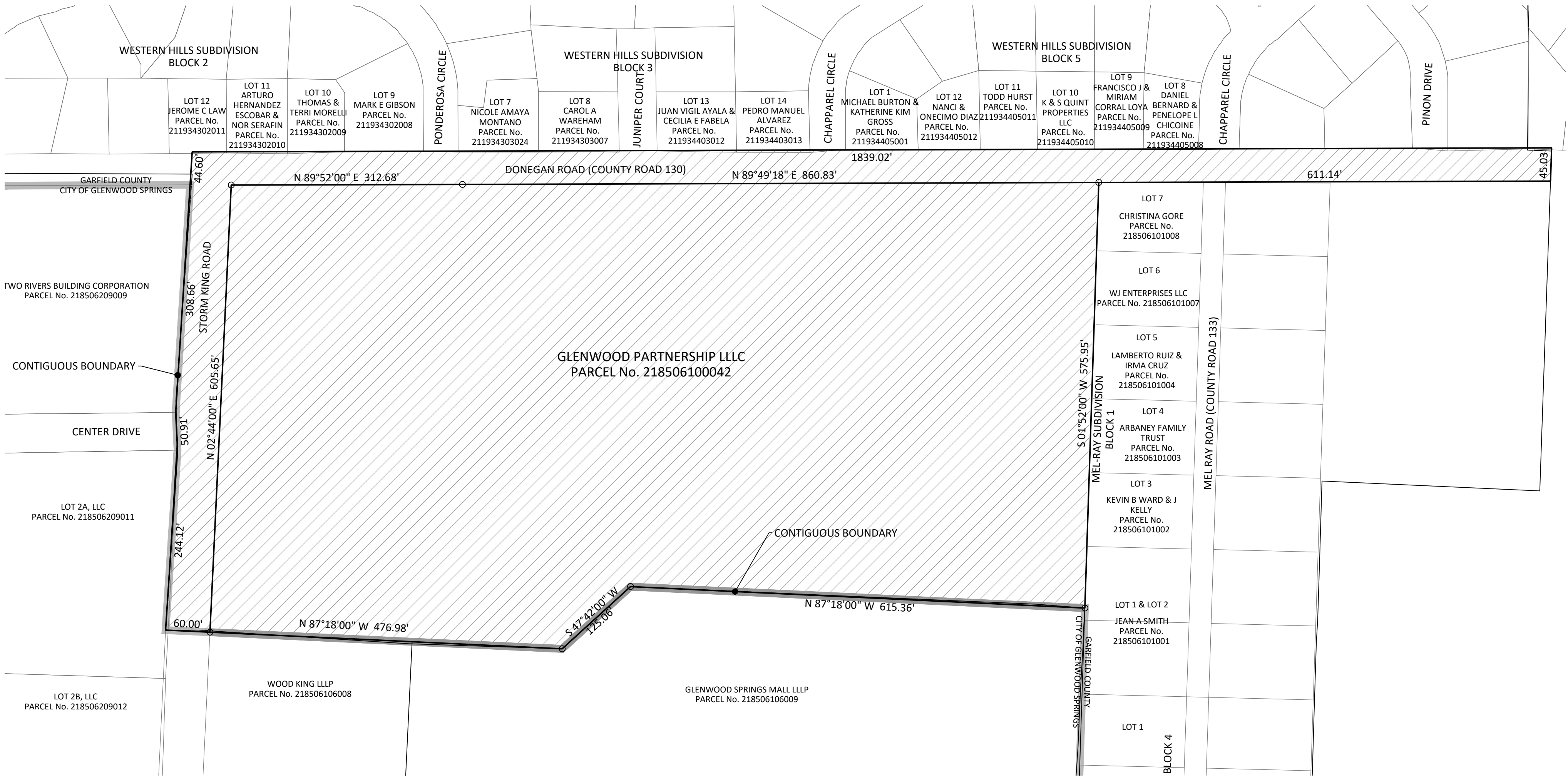
TOTAL BOUNDARY	4996.84'
1/6TH CONTIGUITY (4996.84 x 1/6)	832.81'
CONTIGUOUS BOUNDARY	1881.09'



AREA TO BE ANNEXED



VICINITY MAP
SCALE: 1" = 2000'



MAP NOTES

- 1) DATE OF PREPARATION: October 2020
UPDATED: January 2021
UPDATED: August 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

DRAFT

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

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation proposal
Date: Thursday, August 19, 2021 9:10:42 AM
Attachments: [Screen Shot 2021-08-19 at 8.18.56 AM.png](#)

Here yas are

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Thelma Zabel <tjzabel@gmail.com>
Sent: Thursday, August 19, 2021 9:05 AM
To: Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@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>; Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Annexation proposal

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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.

As stated in my first letter on this subject, I believe that there are a number of reasons to oppose the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and the 12.285-acre PUD proposal that's currently under contract with R2 Partnership LLC

I would like to focus on low-income/affordable housing. I think we all, including possibly council members, would like some clarification on the intentions of the developers regarding the type of housing planned. The project has been referred to as low-income housing but in an article in the Aspen Daily News and perhaps at other times that I'm not aware of, the developer is quoted as saying this would provide housing for middle-income families? Which is it? And a more important question for Council to consider is this. What does our town most need at this time?

A rent/work calculator (See attachment.) looks at maximum affordable monthly rent based on # of hrs worked/week and pay/hour and might be helpful as the Council attempts to answer the question of current housing needs. With all the recent building, what is the availability of affordable housing for local firefighters, police officers, teachers, health care workers, restaurant wait staff, etc. Consider 30% of income towards rent as the "standard" and then let's see what affordable housing for the different pay grades might really look like. An example follows.

The following figures are from The City of GS Salary Grade Plan Effective 1/1/2020 -

Regular Full-Time Non Exempt. I understand that these figures may be higher for 2021 but they give us an idea of what a beginning employee for GSPD might be able to afford to live in the town that he or she works in.

50 2108 POLICE CADET - TRAINEE	23.9178	28.7212	33.5245
50 2110 POLICE ADMIN ASSISTANT II	23.9178	28.7212	33.5245
max affordable rent (30% of income)	\$1200		\$1450

\$1550+

$(\$24 \times 40 \text{ hrs} = 960 \times 4.2 \text{ wks/mo} = \$4032 \times 30\% = \$1209 \text{ for rent})$

According to Indeed Salaries, a restaurant server makes an average of \$11.87 per hour. See www.indeed.com/hire/job-description/restaurant-server. This amount is roughly half of the police trainee salary in the example above so we might assume that a restaurant server working 40 hours/week could afford \$600/month in rent. This precludes the fact that that individual might have a spouse, partner and/or roommate(s) sharing the expenses of an apartment to help pay rent. Or that person might take on a second job.

Nevertheless, my point is that we all need to be looking at solutions for providing housing to those workers who support our city's welfare and well being as well as supporting this economy of ours that is based largely on tourism. There used to be a housing fund that local realtors contributed to for grants to new homebuyers. Is that still in place? There are other options to consider such as Habitat for Humanity with the motto, Giving a Hand Up, Not A Handout.

Again, this housing issue is only one of many issues that the current annexation proposal has raised. You have read in emails or heard from your constituents at Council meetings a myriad of concerns. We want you to be able to look at solutions to problems with the most up to date information available. The bottom line is that our Comprehensive Plan and Master Plan need to be updated with current and future needs of the citizens of Glenwood Spring in mind. Should you vote to approve this proposal now? The answer is no, not until the Comprehensive Plan and Master Plan have both been updated.

Thank you for your consideration.

Thelma Zabel

89 Rock Ledge Drive

Glenwood Springs

In Difficult times carry something beautiful in your heart.

Maximum Affordable Monthly Rent

Hours/week→ Pay/hour↓	20	25	30	35	40	45
\$8	\$200	\$250	\$300	\$350	\$400	\$450
\$9	\$225	\$281	\$338	\$394	\$450	\$506
\$10	\$250	\$313	\$375	\$438	\$500	\$563
\$11	\$275	\$344	\$413	\$481	\$550	\$619
\$12	\$300	\$375	\$450	\$525	\$600	\$675
\$13	\$325	\$406	\$488	\$569	\$650	\$731
\$14	\$350	\$438	\$525	\$613	\$700	\$788
\$15	\$375	\$469	\$563	\$656	\$750	\$844
\$16	\$400	\$500	\$600	\$700	\$800	\$900
\$17	\$425	\$531	\$638	\$744	\$850	\$956
\$18	\$450	\$563	\$675	\$788	\$900	\$1,013
\$19	\$475	\$594	\$713	\$831	\$950	\$1,069
\$20	\$500	\$625	\$750	\$875	\$1,000	\$1,125
\$21	\$525	\$656	\$788	\$919	\$1,050	\$1,181
\$22	\$550	\$688	\$825	\$963	\$1,100	\$1,238
\$23	\$575	\$719	\$863	\$1,006	\$1,150	\$1,294
\$24	\$600	\$750	\$900	\$1,050	\$1,200	\$1,350
\$25	\$625	\$781	\$938	\$1,094	\$1,250	\$1,406
\$26	\$650	\$813	\$975	\$1,138	\$1,300	\$1,463
\$27	\$675	\$844	\$1,013	\$1,181	\$1,350	\$1,519
\$28	\$700	\$875	\$1,050	\$1,225	\$1,400	\$1,575
\$29	\$725	\$906	\$1,088	\$1,269	\$1,450	\$1,631
\$30	\$750	\$938	\$1,125	\$1,313	\$1,500	\$1,688

How to read the table: Find your hourly rate down the column on the left and your weekly hours across the top. Then find your maximum affordable rent at the intersection.

For example, if you get paid \$20/hr. and work 35 hours a week, then your max. rent is \$875.

Calculation: Hours x Hourly Rate x 50 Weeks = Monthly Rent
 Packet Page 74

From: [Lynette Brickell](#)
To: [Trent Hyatt](#); [Ryan M. Muse](#)
Subject: West Glenwood 214 Center Drive-Donagan annexation
Date: Thursday, August 19, 2021 11:23:34 AM

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I had originally sent an email opposing this project during the initial stages. I assumed that when Planning & Zoning rejected this development, that the City Council would follow suit and not allow this to happen.

WRONG! Money, bargaining chips, and I will scratch your back, if you will scratch mine, seems to be the order of the day now.

I am very opposed to this development due to the various reasons that most of the West Glenwood residents and others have stated over and over again. I live behind the Two Rivers Community School and am always in the thick of the traffic, especially when school begins and lets out. There is traffic congestion every single day on Storm King Road, Hwy 6 & 24, Donegan Road, and the Roundabout area, let alone during a closure or evacuation. I have lived over here through both the Storm King fire and the Coal Seam Fire and thought I would probably burn up trying to get out of West Glenwood. Things have not improved much at all since then.

We do not have enough law enforcement, fire fighting personnel, water, parking, pedestrian and bike traffic, etc., to accommodate the density of this housing project. I would think it would be obvious to the Council that the community does not want this area to develop with the proposal at hand, as there were over 1700 signers on the petition.

City Council was elected to have the community's best interest in their decision-making. Please listen to our citizens and make the right decision. NO TO ANNEXATION AND THIS DEVELOPMENT!

Thank you for your time and consideration. Please include in the packet for tonight's meeting if still possible.

Lynette Brickell
0010 Ponderosa Circle
Glenwood Springs, CO 81601

From: [Jennifer Smith](#)
To: [Trent Hyatt](#)
Subject: Comments on 480 Donegan annexation
Date: Monday, August 16, 2021 2:16:51 PM
Attachments: [image005.png](#)

Warning! This message was sent from outside your organization and we are unable to verify the sender.

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

Dear Trent,

We live on the west end of Donegan road and my business is in Glenwood. We are very concerned about the annexation proposal for "480 Donegan".

We do not have issues with the Diemoz family and their ability to try to sell the property. We take issue with the city's interest in annexing the parcel under the PUD proposed by the developer.

Our primary concern is lack of safety. There is no written or coordinated safety or evacuation plan for West Glenwood in an emergency. Last year when we were under a preavacuation order because of a fire in south canyon we could not leave our home. The roundabouts in west glenwood were at a total standstill. There was no traffic management by the city or the county or law enforcement to keep the roundabouts open to allow homeowners to get home and gather things and no ability to leave our homes once we had our things. I was lucky I was able to get home on my bike to my children and pets.

When I addressed this with the National Forest Service and the Fire Department at a zoom meeting organized by the city this summer on fire preparedness, they agreed that there was no plan and that I was told to take my family to the nearest irrigated pasture if I could not leave the area. This is appalling.

Why is the leadership unwilling to keep us safe? There is no acknowledgement that there is a traffic and evacuation crisis and no demand from the city to the Sherriff who is responsible for safe evacuation.

Because this is the current reality, I do not see how the city can knowingly approve a project that will hinder my safety and that of my neighbors.

I am not anti-development or anti-growth – we live in a place that will continue to see growth. However, the city has a responsibility to all people and their property to manage growth without sacrificing safety. Unfortunately, I do not think the city can approve any new housing project, especially one of this size, without a coordinated City and county safety and evacuation plan in place that is public and ensuring the funding to the agencies needed to enforce the plan. I want to know I am safe and can evacuate now before more people and complications are added to the mix. I want the city to show its commitment to safety by not relying on promises that remain undelivered over and over again.

The other safety issue is the parking for this project. First there is not nearly enough parking within the project itself. In an attempt to address this problem, the developer has stated that it counts on street parking to meet an already inadequate amount of parking in West Glenwood for current homeowners. This proposed on street parking for this development is to be on the south side of Donegan Road. This is the same side the exit from the development and the proposed bike lane. Children riding to school in the bike lane will not be visible to a car exiting the development as there will be parked cars on both side of the exit. There is no light planned for the exiting traffic, it is only a one way stop sign that would be set too far back to see anyone in the bike lane. This is not acceptable. There is not a 4

way stop nor is there a light. Too dangerous.

More importantly, having the only entry and exit point on Donegan Road is burdensome and dangerous to the community. The stretch of Donegan between Mel Ray and Storm King is the only way for kids to get to the two area schools. Adding traffic here will put pedestrians and cyclists at risk considering the significant traffic increase.

There is already a speeding problem on Donegan adding more people will only make this worse.

Mel Ray road is in terrible shape as noted by the commissioners. It cannot take the traffic such a project will generate.

If the city cannot guarantee that it can and will ensure it is in a position to continue to be able to address the safety of current owners in an emergency with each amount of residential growth, then it cannot move forward with this project.

Also, I just learned today that there is another residential project being considered in West Glenwood behind Discount Tire. How are all these people ever going to evacuate safely through the roundabouts without plans and leadership in place?

Thank you for your time and please add this to the packet for the meeting this week.

Warm regards,
Jennifer M. Smith, Esq.
Managing Shareholder
SMITH IMMIGRATION
823 Blake Avenue, Suite 202
P.O. Box 3005
Glenwood Springs, CO 81602

970-945-5111 

jms@glenwoodimmigration.com

www.glenwoodimmigration.com

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Sent from my Verizon, Samsung Galaxy smartphone

Susie Straus
111 Creekside Court
Glenwood Springs, CO 81601

August 16, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

I hope that the continuance of the R-2 Development decision has allowed all of you time to drive and familiarize yourselves with the neighborhoods impacted by this development.

The P&Z wholeheartedly rejected this application for annexation and precisely listed all of their reasons, foremost being safety (top being viable fire evacuation plans), and actual COSTS to the city. The promises of bike lanes, sidewalks (in their area), etc. SHOULD NOT give the developers ability to replace fees for space (in the project). The Roaring Fork Valley's need for *affordable*, not "what the market will bear" or "reasonably priced" housing is and has been a challenge for years. For me this is not a "Not in my backyard" scenario, but a true concern for our town. As we know, fire can make all of these points moot, and we now have the added burden of flash flooding in the canyon.

We have just recently heard the mall is "under contract" with R-2, so let's see what the developers do with that property first. The wording is very ambiguous when developers say they are creating a "town square village within the mall". Not sure what that means?

I do not envy the hard decisions you must make, but the can has been kicked down the road...now to you! Take a breath and update the Comprehensive Plan (from 2011), update the Fire Evacuation Plan (from 2007) and prioritize the citizens of Glenwood Springs, as this affects all of us who already live here, and get some real plans in place before annexing anything.

Sincerely,



Susie Straus
Resident West Glenwood

From: folo@sopris.net
To: [Trent Hyatt](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#); [Ingrid Wussow](#); [Paula Stepp](#); [Charlie Willman](#); [Jonathan Godes](#)
Subject: WGWS pasture development
Date: Tuesday, August 17, 2021 8:31:19 AM

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Please place this in the packet

I am requesting that a community meeting be organized so the residents can ask questions of the developer, land owner, city staff, city council, fire chief, police chief, Matt Langhorst, West GWS sanitation etc.. {all parties involved} There are too many unknowns. We need to slow down, take a breath and make decisions for the betterment of our community. The comprehensive plan needs updated before this mess can be decided on.

Lisa Orosz

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Trent Hyatt](#); ingid.wussow@cogs.us; [Paula Stepp](#); [Charlie Willman](#); [Steve Davis](#); [Tony Hershey](#)
Cc: [Ryan M. Muse](#)
Subject: West Glenwood
Date: Tuesday, August 17, 2021 8:38:56 AM

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West Glenwood

The blight here is Not with the pasture.. the great blight would be a city that would not care for its own workers , nor set a metric for sustainable growth . the blight is that there is no assessable , biologically diverse area to gather for shade. Room To walk their dogs, fly a kite, breathe . This does not mean 3 miles away . It means here. We see , taste , breathe and smell the smoke and dust of draught .There's an R-2 district school that has nothing but hot cement for kids to play on, no parking for that school on Center Dr . The only park near is Gregory Park . It is 1.17 acres Half the size of an average running track: A tot park at the development will not do to serve the public . It is the very least .

A short walk West of the Pasture along Donegan Rd are the narrow and steep grades of the Mitchell Creek drainage . This is where the rural road interfaces with the mountain west. An environmentally sensitive area. Future draught years will command a significant level of water infrastructure upgrades in order to meet the new regulatory water quality regulations that would meet new stream water quality stands by 2027. 6 years out..The 2020 census shows that CO population has doubled since 2000 and will exponentially double again in 10 To add thousands of car trips .. this we cannot comprehend .

Metro Developers like R2& cannot begin to "explain " what hard work , innovation or community means to the very people who have built it's values over their lifetimes.Utopian / Disney , outdoor fantastical paved over dreams has not been the character of Western CO. There is nothing to lose by taking a second measure and setting the metric planning for sustainable growth .

"Steve Beckley : I think that there is such a need in the future for western Colorado to take our water issues more seriously.

"I think there are so many things that are going to happen over the next 20 years with water and usage, that it's very important to weed through the issues"

City council , we who live here are wary of being pushed off the diving board into a future in which officials have not yet updated infrastructure. And are a long way out . The water dept had a close call by the when infrastructure upgrade was barely in place before the last devastating mudslide event than shut the Canyon down. And Mike Hendricks says the newly installed equipment " performed beautifully ". We doubt this city is "beautifully prepared". If you were , there would be an updated Comp Plan for our community .

This PUD would represent approx 10 % of Glenwood's entire current population ..Another small "city" within 12,000 acres . It is no exaggeration to says tens thousands lives right now stand to have their lives and sensitive lands, reconfigured forever.

I love my neighbors . I respect their stories, their investments , diversity , and KNOW, how much they ALL have benefitted Glenwood and love and respect their own modest neighborhood and what a simple pasture symbolizes , that less is far more. These are ASSETS. Character , values , esthetics providing "shade from the blazing sun" a barrier from the storms .. what is benefiting the city for the greater and not just for the few ? I would hope you balance the scales in the favor true assets. The in tangible that dollars alone can not weigh.

Related to city finance for example , city just completed a salary comparison study. At least with fire and they are below compensation plans. Perhaps a reason that there be city employee affordable housing ? ... when the city itself a called for TRULY affordable .

The city did layoff/reduce services during the early days of the pandemic. And now with canyon closures during peak tourist time ongoing closure cycles will have a big impact on city revenues.

this development will cost the city in mitigation alone far more than R2 proposes to compensate for.

The Storm K investigation put the responsibility to fully upon the community to be alert and with a plan of action . Leaders, residents , responders, all to pay attention and prepared to the Current Conditions .

This is not a time to indulge in metropolitan dreams.

Even in urbanized areas there are abandoned Mall and shopping complexes . Working people at every level have rerouted every aspect of their lives, have made extraordinary adaptations to current conditions in a very challenging 3 short years. Some have fought every battle and yet give back to the community in valiant ways. Some have barely survived . . This proposal is doesn't belong in this time , in this place . My neighbors have compiled the facts about R2diligently for over a year. Severe draught complications challenge every Western state. City officials have the stats and they are if serious concern . It is plain as the living day that updated plans and strategy to current and strategy is KEY. We are acutely aware how the Canyons have and should change lives and priorities .

S Related to city finance for example , city just completed a salary comparison study. At least with fire and police they are below comp plans Perhaps a reason that there be city employee

affordable housing ? when the city itself a called for truly affordable .

The city did layoff/reduce services during the early days of the pandemic. And now with canyon closures during peak tourist time ongoing closure cycles will have a big impact on city revenues. *All the more reason to update city needs now .

Residents are rightfully skeptical about many details in R2s plans. Considerations for open space in West G which has almost none . mployee affordable housing ? when the city itself a called for truly affordable .

The city did layoff/reduce services during the early days of the pandemic. And now with canyon closures during peak tourist time ongoing closure cycles will have a big impact on city revenues. *All the more reason to update city needs now .

Residents are rightfully skeptical about many details in R2s plans.

West G needs significant open space. the simple Pasture is representative of what is lost. when it exists no more a space for native grass and and those forgotten creatures that dwell there too? Remember the fallen migrating finches of last summer ? They we heat scorched and buffeted too. There comes a time when decisions all come due . Time has already run out for West G to update to code . Esthetics , space and sense of place must remain or our city will have devised a massive Urban blight.

When smoke from epic draught assaults all senses, one tiny park provides only a few brave shade trees whose draught wilted leaves even so, help filter smoke that obscures the Storm King view. Children, pets as well as adults both deserve ample room to enjoy the outdoors . Not burning hot concrete .

Based on the density of this Project , city code would determine what the size of this obligation :

[Aprox 6 acres parkland / + 4 acres school land = total 10 acres of dedication out of the existing parcel.]

I •Mike Samson made comment a recent meeting with residents last month. No dissension came from his other two board members.. he suggested possibilities: that “ a coalition of groups, organizations, governments could come together and work with the Diemoz family to make that a more beneficial area to the people that already live there...he would be in favor as a County Commissioner to be part of that.

Traffic , roads , water treatment infrastructure , fire and emergency responders are daily being called on to do the superhuman in the face of change. Can Glenwood even consider what would happen when costs to mitigate developments could many times exceed ability to pay for ? Costs of mitigating poor planning would cost taxpayer much than avoiding making matters worse .

In a schoolyard nearby ,there is a small plot of ground with a few straggly volunteer trees . Children built a natural area , a simple plot .

They keep it tidy , birds attend to a few fallen seeds. There is a comfortable rock under a shade tree . Painted with letters on the seat that say “ sit here” . We ask for you to “sit there “ with them. Rather than deny what has been happening preserve finite resources for their uncertain futures .

Rebuttal to

Stuart Cerise (formerly of garco sheriff dept;

Bobbie Meriwether a year long investigation... comprehensive plan... leaders need to reflect... did you mention that several members of the investigation team refused to sign the final copy simply because the investigation failed to discipline those who failed their charges, the 14 lost,

the citizens, the nation and more.

Although some of the recommendations were spot on... it also failed to note that those policies were in effect long before that tragic day.

Such things as mudslides and debris flow are ALWAYS threats which follow larger fires. The threat didn't suddenly appear after that July day because the team suddenly discovered it. It appears after every fire.

Even noting that a debris flow may occur, we cannot prevent it. Even without a burn scar they may occur.

My next obvious question is: at what expense do we go to provide safety from every threat?

Fire, flood, snow & ice, earthquake, rains, natural erosion... man can do simple things like avoid low, swampy areas... but he cannot fool proof an interstate highway nor prevent "acts of nature".

Build a tunnel through the rock say some. Great! Lots of \$\$\$\$\$\$ spent, years & years to complete... and 1 bad accident and its shut down... maybe for months. Oh... and where do our fuel truck go? They cannot use the 15 mile long tunnel due to the material they carry... so add the expense of 12 hours of additional transportation per load (and additional trucks, drivers and overhead costs).

But you don't see any of that...you only see that there is a comprehensive plan. Still doesn't change the inconvenience.

John Denver.... yep he said you couldn't build a highway in a narrow canyon. An exceptional feat of engineering made a great highway. John... didn't care about transportation of people, goods by the best option.... hell, he flew in and out of Aspen! John was an amazing man, great entertainer ... but no engineer!

.....

Bobbie& current realities .

•Every reasonable effort made towards safety is what report concluded with . It did not imply any challenge was too great. There was no room either to abandon or not plan for the greater community. Meeting a challenge means thoughtful preparation.

There are those. like CO's famous climber Tommy Calder .. who free climbs, with ropes for anchoring (not assisting his climb). His partner and friend was and still is Alex Honnold .

Free solo . Either way these two exceptional men were prepared with hours of practice , dedication and skill and a plan for the challenge . They are of equal talents & work ethic. Both courageous by any measure . Calder' ethics respect the fact he has family and others to think about .Honnold goes free solo and depends completely on his skill. They remain friends that respect each other lest they ever lose confidence in each other Which .. I think removes that their collaboration is a contest of who's the more brave or skilled. There are always risks to meeting a challenge. One risk is not to overestimate your abilities Storm King Final report was addressed to both leaders and responders . It advised that no one abandon the challenge, ahead . Rather than descend into perpetual blame the report stressed continual assessments of current realities. It outlined procedures that would strengthen , not weaken trust and communication.. either between those who respond to duty and those who lead . There is not one resident in our city that has not been touch with challenge .The best is to respect everyone and every situation .

The website addresses both leadership and responders :

Both .

Arguments only lead to decent when disparaging anyone.

They deflect completely from others' good intentions and humanity . At what time do we call

for a pause for the best assessments before making the same costly mistakes ., compounded ..
by placing thousands of more people and responders in harm's way.

Mark Straus
111 Creekside Court
Glenwood Springs, CO 81601

August 16, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

I am writing as a follow-up to my remarks from the July 29, 2021 meeting. I feel my comments were based on emotion and my thoughts may not have been as clear as I hoped.

Putting emotion aside, a few concerns remain. The R2 developers have contracted to purchase the mall property which I assume is based on approval to annex the Diemoz property. While I am skeptical of the timing of the purchase, I believe it would be beneficial if a plan for the development is provided prior to annexation. The plan needs to include some type of long term guarantee it would not be altered in the future. The developers cannot be permitted to add additional housing on the mall property.

The developers have offered to donate land for a new station in West Glenwood and to help monetarily with equipment upgrades. This is well and good but doesn't address the major issue of traffic and evacuation in case of wildfire. A new fire station and access road through the mall will not solve the congestion caused by the addition of hundreds of vehicles. The developers have reduced the number of potential residents in the development. Due to housing costs in the area, I foresee additional residents in units the developers are not considering in their proposal. If they are going to monitor this, I would be curious how they plan to do this.

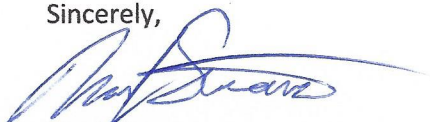
The additional traffic on Donegan Rd and Hwy 6 is also an issue. The traffic plan includes a rt turn lane at the intersection of Donegan Rd. and Hwy 6. My personal experience shows a minimal number of rt turns at this intersection. Additional traffic increase on both roads will make left turns even more difficult.

There are substantial questions regarding costs to the city, infrastructure, and an increase in services that were outlined in the P&Z denial. Approval will involve coordination of City, County, and State resources. Getting 3 public entities to work together can be a difficult proposition.

The need for additional housing is not just a Glenwood issue but needs to be shared by the entire area. Nobody is denying the right of the Diemoz family to sell their property. The problem is the development as proposed is just too big for the neighborhood. What is the proper size, I don't know? I do know this isn't it.

I ask the council to look past the developer's sales pitch and deny the annexation and development as proposed. Thank you for your consideration.

Sincerely,



Mark Straus

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation Petition and PUD request WGWS 214 Center Drive
Date: Wednesday, August 18, 2021 2:27:10 PM

Here ya go

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: hrududu@sopris.net <hrududu@sopris.net>
Sent: Wednesday, August 18, 2021 2:26 PM
To: 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>; Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Annexation Petition and PUD request WGWS 214 Center Drive

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All,

Wanted to share a few thoughts/questions related to your upcoming city council meeting items.

With the annexation request, staff and maybe some of you are leaning towards approving the annexation because perhaps the inclination is that the City would have some “control” over what happens to the annexed vacant parcel. If such is the desire, I believe it can begin a very problematic process for the City and citizens. The 214 Center Drive request MAY be in and of itself not a big issue, but larger issues loom:

-There are 50+ acres west of Ami’s Acres that may eventually request annexation to gain city services, plus other “under-developed” properties such as Mobile Home Parks.

-GarCo has stated the City should annex ALL of WGWS...currently it seems except for sanitary sewer, unincorporated WGWS IS served by City water and electric (an odd aberration)...the possibility exists where the City could be taking on so much more.

-At R2’s presentation the BOCC recommended at minimum the City should annex the remainder of Storm King Road, the portion of Donegan Road adjacent to this vacant parcel AND Mel Rey Road to the east of this parcel. As this is not a current part of the items under your consideration, it MAY be something that will come up in the future. Some “problems” I see are: 1) if this is done, that would leave a one block stretch between Mel Rey and Soccer Field Road that would NOT be part of the city

and could be problematic, 2) related to the current GarCo proposal to annex roads adjacent to the petitioned parcel is that it would create an “enclave” of around ten parcels along the west side of Mel Rey. AND if the one block section of Donegan is also annexed, then another ten or so enclaved to the east of Mel Rey. I do not know if there is a mechanism that allows property owners to either be “forced” into annexation possibly without their consent OR to allow an entity to enclave them with an annexation? May be worthy of consideration IF agreement is made to follow county recommendation?

-If you choose to annex, I encourage you to put conditions on annexation, many which have already been mentioned. The one that I feel would be VERY important is to require actual parkland dedication. There is a definite shortage of city-owned active parkland in this area of town. The closest outdoor basketball courts are at Veltus Park, close to three miles away as is Two Rivers Park! The offer of a “tot lot” as their parkland dedication to me is an insult when the needs/shortage is so great. As Two Rivers Community School is not part of RE-1, they may not benefit from either land or fees paid, but their use of city-owned Gregory Park highlights the need of parkland. Also I’ve heard reports that residents of Machbeuf Apartments regularly use the Middle School field for their active parkland use.

-The last staff calculations based on the 360 unit R2 iteration for parkland and school land dedication “fees-in-lieu-of” were \$1.48 million and \$884,000 respectively. My land calculations using the muni code and the proposed residential mix yielded 5.978 acres for parkland and 5.16 acres for school land. Unrealistic for this proposal, but highlights the density proposed AND the need to update the code to both give some flexibility to perhaps include some employee/staff housing or land to build as an option besides actual dedications or fees-in-lieu-of. AND to review the value of an acre of land per type...staff used “value of land per acre in 2017 for parkland as \$235,706.13 and for school land \$110,000 per acre. I did not see any comments from your Parks and Recreation Commission related to this proposal.

There IS a discrepancy and MUST be rectified prior to your acceptance of ANY fees-in-lieu of. The proposal for the parcel behind Discount Tires for 40 units on 1.3 acres exemplifies the “value” of an acre.

Regarding the PUD zoning/Rezoning item, I think it should be denied at this point in time.

With the WGWS Mall being under contract to the same development group, a Master Plan inclusive of both parcels should be done. There are many advantages to do this including:

-Requiring direct access to Highway 6&24 to include most of the residential proposal. The 40 townhomes proposed could use existing roads without major offsite improvements to Mel Rey Road AND the intersection of Donegan and 6&24. This could benefit the developer’s costs and the neighborhood, BUT disadvantage the CITY IF the City agrees to annex that portion of Mel Rey and if intersection improvements are eventually needed at Donegan and 6&24.

-As proposed, the “gift” of dedicating at least one acre for the construction of a new WGWS fire station comes to fruition either as part of these current action items OR as part of the redevelopment actions associated with the mall, then for efficiency sakes having direct access to the highway for emergency services would be critically important.

-I see nothing in the packet items formalizing the “agreement” for R2 to provide 20% towards the construction of a new fire station. Is that formalized and a valid offer since it may have only been verbalized and reported in the GSPI?

Finally related to the PUD zoning, I found nothing in the muni code requiring staff to formulate their recommendations based on the underlying zoning of a parcel. Thus believing that council is in the driver’s seat, I’d ask you to pause the PUD request and look at it in the context of other properties along 6&24 in the WGWS area. EXCEPT for the West Glenwood Mall as a PUD, the other commercial and residential properties along 6&24 between the highway and Donegan are zoned M1 Mixed Use Corridor. The could seem to justify the SAME M1 zoning rather than a PUD zoning be used for this parcel UNLESS it is done in conjunction with the mall property already zoned as a PUD.

070.020.090 - Mixed-Use Corridor (M1) District.

(a)

Purpose. The M1 district is intended to accommodate mixed-use development with walkable and active streetscapes on Glenwood's primary roadways. The mix of uses in the M1 district is intended to accommodate lighter-intensity commercial districts with limited auto-oriented uses compatible with surrounding residential neighborhoods. The M1 district is also intended to offer a diverse mix of housing opportunities at varying densities.

OR it may be preferable for you to zone this vacant parcel as “Residential Transitional R/T zoning” as the Bell-Rippy Triumph property is being developed under that zone district. AND they have agreed to dedicate public parkland unlike R2 with their 480 Donegan proposal.

070.020.080 - Residential Transitional (RT) District.

(a)

Purpose. The RT district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The RT district is intended to serve as a transitional buffer between residential and nonresidential zoning districts.

Finally(!) an observation I made in their “Revised PUD Site Plan” is there MAY NOT be enough “snow storage” space for a typical snow year. i encourage you to take a close look at this plan and decide if trying to squeeze in so many units AND accommodate all required parking on-site is practical.

The final 2019 US Census numbers for the City of GWS show 9930 +/-30 residents in 4459 housing units with a median household income of \$66,693. This specific R2 proposal plus assorted others including the 300 or so in Glenwood Meadows would increase the population and housing units by ten percent and more on very limited parcels compared to the overall land area comprising the existing corporate limits. Your staff recommends approval of the two agenda items based on:

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.

This 480 Donegan PUD would add 332 more units with (so they say) 600 residents. Muni Code calculations came to 854...what might the true numbers be? There will be with this proposal and already are with all the other residential projects under construction and planned within the city limits. What will this PUD add to your city beside MORE residents, MORE impacts, possibly some increase in sales tax revenues and utility revenues? Is it really worth it to annex when Glenwood Partnership is not precluded from developing something useful and less impactful? Such as mini-storage for all the other dense residential projects in the city or RV storage parking as I see many trailers, etc. on city streets that do NOT move per the 72 hour parking restriction?

I would urge you to really consider whether this AND other current proposals meet these findings. It seems worthy to pause this and any other large development proposals UNTIL the Comprehensive Plan from 2011 is updated, Emergency Services facilities, staffing, plans and improvements are in place and discussions are done with GarCo related to the future of WGWS.

Thank you,

Greg Jeung

No Name

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: west glenwood
Date: Wednesday, August 18, 2021 3:45:07 PM

Here's another

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Ray Ciborowski <ciborowskiray@gmail.com>
Sent: Wednesday, August 18, 2021 3:43 PM
To: Ryan M. Muse <ryan.muse@cogs.us>
Subject: west glenwood

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To the members of the City Council :

My name is Ray Ciborowski I live at 471 MT Shadows Dr in West Glenwood.. Because of my immediate proximity to the backside if the mall and the pasture land I cannot believe that this has gone this far .I would like to know how (and this is for you Charlie) you can limit the amount of people living in a home you own.And with rentals we all know how that goes mainly because of the ridiculous rents that are supposedly affordable.

R2 could care less about Glenwood Springs and it's residents. Paying a fine instead of park and school land should not be an option.

Why can't Garfield County buy the land and ask the state of Colorado to use lottery money and make a park with soccer fields ,running track and so forth? This was done in Grand Jct right of I-70 at Canyonland park.

Please hear my plea and send these people back to there fantasy land.There's no room in Glenwood for dirt pimps that could care less about safety and sanctity of our great town.

Thank you for your time

Best regards

Ray Ciborowski

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: STOP AND THINK...
Date: Wednesday, August 18, 2021 4:57:06 PM

Got another one

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Katie - SCS <Katie@saltcreeksearch.com>
Sent: Wednesday, August 18, 2021 4:24 PM
To: Ryan M. Muse <ryan.muse@cogs.us>
Subject: FW: STOP AND THINK...

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Ryan,

Please include the below comments in tomorrow night's packet.

Thank you!

From: Katie - SCS <Katie@saltcreeksearch.com>
Sent: Wednesday, August 18, 2021 9:06 AM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; 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>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: STOP AND THINK...
Importance: High

Dear City Council,

Thank you for taking time to read this email and for encouraging our participation in the potential annexation of the "West Glenwood Pasture" and proposed PUD by R2. A couple words sum this up: STOP AND THINK!

Annex the land if you must; however, *evaluate* the over development of West Glenwood! Not only are you considering this high density housing project but you have *others in consideration* - Mountain View Flats and The Meadows. Do you see that you are cramming all this high density housing in ONE PART OF TOWN – West Glenwood.

THINK about the ability, in an emergency, of West Glenwood residents to evacuate. The Meadows feeds into the West Glenwood roundabout – too many cars in one spot.

THINK about fire mitigation. Will you REALLY build a new station or is your talk just *lip service* to the West Glenwood community?

THINK ABOUT THE **CUMMULATIVE IMPACT** OF ALL OF THESE ADDITIONAL DEVELOPMENTS ON THE ABILITY TO EVACUATE, OUR WATER SUPPLY, THE SCHOOL, FIRST RESPONDERS ETC.

In summary, it is as if R2 is the only one to ask you to the dance and now you think you have to marry them. Kiss more frogs and learn about ***other developmental opportunities*** before you marry R2. You cannot divorce them. Finally, consider the *strong opposition* to this project, the vote by your own P&Z committee and our safety.

Sincerely,

Katie Fischer Mosquera

Glenwood Springs since 1968

Legal Representative for the Estate of Rolly and Tillie Fischer

PS Is it wise to associate with those that call West Glenwood “a blight”?

From: [michael Vidakovich](#)
To: [Trent Hyatt](#)
Subject: West Glenwood Pasture
Date: Wednesday, August 18, 2021 5:01:57 PM

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Mr. Hyatt,

I have lived in West Glenwood for several years, and I don't believe, when issues have arisen in our town, a more unanimous feeling against a proposal, whether it be new taxes or a development of this nature have I ever seen.

I have talked to several people in and around Glenwood, and in other towns who are fervently against this development. The amount of traffic and congestion in this part of town (and others) is beyond what we can handle at the present.

I drove to Rifle on Tuesday evening around 6 o'clock, and the traffic was so backed up in the two West Glenwood roundabouts, that cars were stalled as far as the eye could see east toward town, and on Midland Avenue.

Many people who don't live anywhere near Glenwood are hoping you do the right thing for the present and deny this development. Myself and several others have entertained the possibility of selling our homes in the area of this development because it will literally be a nightmare for all.

The right thing for council to do is to stop this proposal and revisit something much smaller and community friendly in future years.

Thank you,
Mike Vidakovich

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: STOP AND THINK...
Date: Wednesday, August 18, 2021 5:07:08 PM
Attachments: [WestGlenwood_Final.pdf](#)
Importance: High

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Dear City Council,

Thank you for taking time to read this email and for encouraging our participation in the potential annexation of the “West Glenwood Pasteur” and proposed PUD by R2. A couple words sum this up: STOP AND THINK!

Annex the land if you must; however, *evaluate* the over development of West Glenwood! Not only are you considering this high density housing project but you have *others in consideration* - Mountain View Flats The Meadows. PLEASE tell me you see that you are cramming all this high density housing in ONE PART OF TOWN – West Glenwood.

THINK about the ability, in an emergency, of West Glenwood residents to evacuate. The Meadows feeds into the West Glenwood roundabout – too many cars in one spot.

THINK about fire mitigation. Will you REALLY build a new station or is your talk just *lip service* to the West Glenwood community?

THINK ABOUT THE **CUMMULATIVE IMPACT** OF ALL OF THESE ADDITIONAL DEVELOPMENTS ON THE ABILITY TO EVACUATE, OUR WATER SUPPLY, THE SCHOOL, FIRST REPONDERS ETC.

In summary, it is as if R2 is the only one to ask you to the dance and now you think you have to marry them. Kiss more frogs and learn about ***other developmental opportunities*** before you marry R2. You cannot divorce them. Finally, consider the *strong opposition* to this project, the vote by your own P&Z

committee and our safety.

Sincerely,

Katie Fischer Mosquera

Glenwood Springs since 1968

Legal Representative for the Estate of Rolly and Tillie Fischer

PS Is it wise to associate with those that call West Glenwood “a blight” or “the little barrio”?

Join us at City Council this Thursday 8/19 at 6:00 p.m. to oppose the annexation of 480 Donegan

With close to 1,700 petition signatures WE must ask ourselves, is THIS for the "GREATER BENEFIT" to the City of Glenwood Springs?

Currently within the city limits there are 500 rental units in the pipeline to be built. Are MORE needed? Should the City of GWS alone bear the many impacts of housing so many in our region?

Now is the time to seek more creative solutions such as staff/employee housing for schools, government, non-profits, affordable tiny homes, Habitat for Humanity homes or senior housing options.

- The City is already challenged with taking care of what is in the city limits, should MORE be annexed? Garfield County staff recommends the city annexing "ALL of West Glenwood!"
- How it is possible that R2 "will limit occupancy to ONLY 600 residents" given that their 332 units are comprised of studios, one, two and three-bedroom units, as well as townhomes?
- There MUST be an Evacuation Plan in place and improvements in fire mitigation before ANY further residential development in West Glenwood.
- With R2 Partners under contract to purchase the West Glenwood Mall, there SHOULD be a Master Plan for both adjoining parcels with direct access to Highway 6 & 24, NOT PRIMARILY through the neighborhood!
- The Comprehensive Plan is from 2011 and MUST be updated. Conditions HAVE changed and making decisions based on a decade-old plan is senseless. Citizens need to be involved!
- There is a shortage of public parkland in this area. Developers are required to dedicate both park and school land but R2 wishes to pay "fees in lieu" of actual land, offset by resident-use ONLY facilities, a public tot lot, and bike lanes/sidewalks. LAND IS PERMANENT!

Paid for by the West Glenwood Pasture Development group.



Will "greater benefits" be gained with this out-of-state development proposal AND rental revenues not staying locally? Can BETTER be achieved for Glenwood Springs?

Garfield County Commissioner Mike Samson at a recent meeting review of these proposals supports a "coalition of groups, organizations, governments that could come together and work with the Diemmoz family to make that a more beneficial area for the people that already live there...I would even be in favor as a County Commissioner to be part of that... I think that would be a better solution for all of Garfield County." We agree, Commissioner Samson!

Please share your thoughts related to these items by attending the City Council meeting Thursday August 19th in-person, or remotely by Zoom. Email the City Clerk your concerns to forward to city council members at: ryan.muse@cogs.us

From: [Erin Wiencek](#)
To: [Trent Hyatt](#); [Steve Davis](#); [Jonathan Godes](#); [Tony Hershey](#); [Shelley Kaup](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#)
Subject: West Glenwood Pasture Development
Date: Sunday, August 15, 2021 10:53:34 AM

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Re: Development of West Glenwood Pasture by R2 Developers

I request that my email be included in the City Council agenda packet for Thursday, August 19th.

I have concerns regarding the affordability, and also the mis-representation, of the proposed housing at the West Glenwood Pasture by R2 Developers.

The proposed development started with a description of **low-income** housing and as of the July 29th meeting it was described by R2, the developer, as **middle-income** housing. The proposed cost of that housing, when described as low income, is way higher than what a low income family could afford in Glenwood Springs. Now, described as middle income housing, the same is true. It is not priced affordably for low- or middle-income families. Do the math – the developer has lowered the number of housing units therefore they are higher priced in order to retain his profits.

The developer also mentioned that pedestrian/bike traffic along Donegan Road has only one way out of danger – the Reynolds and Cain Ditch. In 38 years living in West Glenwood, travelling Donegan Road almost daily, I have never seen a pedestrian or biker dive for the ditch. In fact, what I have witnessed is all traffic, including motor vehicles, being equally polite to allow safe passage through our lovely rural neighborhood.

He mentions using the Reynolds and Cain Ditch rights to water landscaping. The pasture's rights are not senior so it's not realistic to believe there will be enough water to keep landscaping green. I have seen very low water levels in that ditch from year to year and with climate change this is of concern. It will not likely get better.

I hope you see these statements from the developer as the typical sales maneuvers that they are.

I hope that each of you, our City Council members, see your own Council legacy as one that provides a benefit for our entire community. Community includes those who already live here - seniors, families, dogs, kids with kites, tourists and even each of you. More concrete structures, overcrowding, and our already existing safety issues are a very poor legacy. Do we really need to provide more housing for more people?

Please consider this: **At some point continuing to build, and also protect your friends and neighbors' quality of life, the very reason for your jobs, are mutually exclusive. That time is here.**

Erin Wiencek

From: [Michael Hoban](#)
To: letters@aspentimes.com; letters@postindependent.com; [Trent Hyatt](#); [Ryan M. Muse](#); [Shelley Kaup](#)
Subject: West Glenwood pasture development
Date: Saturday, August 14, 2021 2:04:38 PM

Just got home to West Glenwood. We are so fortunate to live here. It is friendly, family oriented, and the sunniest place in town. R2 development, from Cincinnati, wants to build some 330 unaffordable units in West Glenwood, behind the mall. This will destroy us. They have lawyers, architects, traffic engineers, and even a PR lady. She says this massive development will bring "A new future to a blighted area." Wow! Thanks for the info. How about the traffic nightmares. What about our small town character. How about our safety, our welfare, and quality of life. Do they plan on 4 laneing Melray, Donegan, and storming road? Will the roundabouts be widened so we can escape the next fire. It is just money to them. It is our home and our future for us. Please join us on Facebook at West Glenwood pasture development and on Thursday, August 19, for Glenwood Springs city council meeting on annexation. Michael Hoban, West Glenwood

Sent from my iPad

To: kathleen@prstudioco.com
cc: trent.hyatt@cogs.us
steve.davis@cogs.us jonathan.godes@cogs.us tony.hershey@cogs.us
shelley.kaup@cogs.us paula.stepp@cogs.us charlie.willman@cogs.us ingrid.wussow@cogs.us

August 11, 2021

Dear Ms Wanatowicz:

Your recent appeal on Instagram for investors in the 480 Donegan Project -- "...a new future for a blighted area" is how you portrayed it -- interested me. As a resident as well as a business owner in West Glenwood, I was offended, but not entirely surprised, to see my community described as "blighted." A pasture hardly qualifies as blight, nor do the unpretentious older homes and small businesses in the neighborhood. The Mall, yes – but the Mall is not part of the 480 Donegan project. Then I realized you're probably thinking of the mobile home parks in the area – not because they *are* blighted, but because, I suspect, they embody your very definition of blight.

There are at least 8 mobile home parks in West Glenwood, and they represent the only truly affordable housing in the entire region for a diverse and contributing segment of the greater community. I'm one of those trailer owners, living here since 2003. To avoid speaking for others, let me tell you what this housing option has meant for me. My partner and I bought our trailer when we decided to lease the space on Highway 6 & 24 to start our business. We needed to be close enough to walk to work, knowing how frequently weather and accidents close roads here. Our business was our investment; our 20 year old trailer was for living. Its affordability let us put our limited financial resources into the new business. High Tails has been a valued community resource ever since, surviving the great recession and my partner's illness and death. During the lock-down phase of the pandemic, we continued to serve our neighbors as an essential business, and to provide employment during a hard time. Over the years, the trailer parks in West Glenwood have been home to many of our customers and employees. There is no other "affordable" housing within a hundred miles where we would have been able to live and do what we do. If there were more such housing, we would not have lost so many good employees over the years who couldn't find a place they could afford to live.

The residents of these mobile home parks are a diverse group, but one thing many of us have in common is a way of looking at our homes, our living situations, not primarily as real estate, but as homes for living that enable us to do what gives our lives meaning. We are trades-people, social workers, teachers, contractors, small business owners. We feel lucky to be part of this community, whether as singles, couples, families or retirees. We value the combination of conviviality, comfort and frugality that this type of housing affords. Many of us work in fields that don't pay a lot of money, but we enjoy what we do and are content. And we've turned these parks into stable, friendly neighborhoods.

There is a place for developments like the 480 Donegan Project, and there are certainly people who would like living there. Most would be short-termers, looking at tenancy as a temporary living situation. They'd be working middle-income jobs, or starting out in a profession. I would never denigrate their priorities or what they bring to a community. But not everyone would choose to live that way, even if they could afford to. I could not afford to, nor would I choose to. The breadth of human diversity that enriches everyone encompasses more than racial, ethnic and socio-economic differences.

So while the city and county have shown West Glenwood decades of benign neglect, its residents and businesses have managed to forge a kind of tolerant appreciation for each other. We don't crave the kind of cookie-cutter development R2 wants to sell us. We're an independent lot, not into enforcing a bland, uniform, lowest-common-denominator-of-taste aesthetic. We're the kind of community where working people can have their work trucks and equipment in plain sight. Sure, we'd

like better roads, an adequate fire station, maybe sidewalks. We need serious emergency evacuation and sheltering-in-place planning and infrastructure, but we like our neighborhoods as idiosyncratically diverse as they are, and aren't too proud to include trailer parks. Although we're happy enough with the pasture, we'd love a park with some shared garden space; but our priorities have been shaped by recent experience with wildfires. Some new life injected into the Mall would be welcome, but not if it comes at a price of basic safety..

Maybe R2 isn't aware, but in Colorado, over 100,000 people live in trailer parks. They are the largest type of unsubsidized affordable housing, by far, in Colorado. Since passage last year of 2 new laws respecting their economic importance, maybe this is a ripe field for some new kinds of community investment or public/private partnerships. Consider how tax and zoning changes could facilitate a renaissance in this and other types of housing, like adu rental units. I know that isn't the kind of development R2 does, but there are better locations for their kind of project in the valley. Places where, just for example, emergency planning would present fewer intractable challenges.

From: [Debra Figueroa](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fwd: West Glenwood Pasture Development
Date: Monday, August 9, 2021 4:47:02 PM

For the packet. Thank you

Begin forwarded message:

From: Gregg Velasquez <outlook_2A6DDD372B06DDBC@outlook.com>
Date: August 8, 2021 at 10:45:28 AM MDT
To: 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>, ingid.wussow@cogs.us
Cc: Debra Figueroa <debra.figueroa@cogs.us>
Subject: West Glenwood Pasture Development

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To Glenwood Springs City Council:

The city of Glenwood Springs is at a turning point with the decision you make on the West Glenwood housing project. Understanding that housing is a critical issue, this proposal does nothing to address the real problem. While this project may be part of the solution in the future, voting to annex this property and allowing this project to be built is premature before other areas of concern are addressed first. Until essential infrastructure upgrades are completed, and a legitimate evacuation plan is implemented, proceeding with this project is a recipe for disaster. I have seen a lot of changes in the more than 60 years I have lived in Glenwood, some good, and some bad, but I know that your decision on whether this project proceeds is a heavy burden that will directly impact us West Glenwood residents for the rest of our lives.

From my firsthand experience, evacuating for the Coal Seam fire was complete chaos. There was no evacuation plan. My wife and I reside at 200 Cedar Crest Drive, and it took us 2 hours to get to North Glenwood, after first being routed east on Donegan, then back west toward the fire on Hwy 6, and finally onto 170 where we sat in stopped traffic as the fire burned directly across the river from us. It was a complete cluster, and we were all lucky that no one died. Even without this proposed project, we already have all the additional vehicles from Six Canyons that are sure to compound our paths to safety. By adding additional traffic with no new solution in place, evacuating West Glenwood will become deadly.

The small-town character of Glenwood has passed for the fulltime residents. We are now a bedroom community for Aspen. The tight housing market was pinched tighter by the city's allowance of VRBOs that turned neighborhoods

into motels, so that ship has already sailed. Adding more sardines to a can that's already full will ruin the little we have left. South Bridge and city infrastructure need to be the priority for your residents. Tourism is necessary and wanted, but please consider the needs of current residents first. The addition of a new fire station may certainly be needed, but the lure of free land or 20% cost sharing is not worth the other costs to the city. The additional load to streets, parks, water, electric, police, and fire departments is sure to impact the already understaffed departments and city budgets.

I ask you to please take a moment and try to solve some of the concerns and problems we have before new ones are created for the betterment of all of us.

Sincerely,

Gregg Velasquez

Sent from [Mail](#) for Windows 10

From: [Jeanne](#)
To: [Trent Hyatt](#); [Ryan M. Muse](#)
Subject: 480 Donegan Road project
Date: Monday, August 9, 2021 8:00:52 AM

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Please include my letter in the City Council packet for August 19.

This proposal calls for too high a density for this area.

Whenever I-70 is closed for wildfires, accidents, mudslides we have gridlock in west Glenwood Springs and sometimes

the bridge in town is also affected. Adding another 900 vehicles/day to this is a safety issue.

It doesn't make sense to me that the city considers the south bridge project a safety issue but doesn't address safety when adding such density to the other side of town.

Traffic and gridlock will be a nightmare.

We need a fire evacuation plan in place before any more building is planned.

Another question is does Glenwood Springs have the infrastructure to handle more development?

Think about climate change. Water is getting more scarce.

How much additional building can we absorb?

The comprehensive plan need to be updated first.

Jeanne Dekoninck

Sent from [Mail](#) for Windows 10

From: [Shelley Kaup](#)
To: [Becky Wi](#)
Cc: [Trent Hyatt](#)
Subject: Re: High Density housing development proposed for West Glenwood
Date: Wednesday, August 4, 2021 2:23:33 PM
Attachments: [Outlook-45uww1ic.png](#)

Becky,

Thank you for sending in your comments, we appreciate the input from the community. We will make sure they are added to the public record for the project.

Kind regards,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



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

From: Becky Wi <becwin33@hotmail.com>
Sent: Tuesday, August 3, 2021 6:44 PM
To: ryan.muse@cogs.us <IMCEATO-+20ryan+2Emuse+40cogs+2Eus@namprd19.prod.outlook.com>; 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>; Shelley Kaup <shelley.kaup@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>
Subject: High Density housing development proposed for West Glenwood

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Dear Council members,

I am a resident of Glenwood Springs. I was virtually present at the council meeting last Thursday, when this project was discussed. I too feel strongly that this development is not feasible.

A valley this small and narrow is not able to add more housing without compromising the safety of the residents. There are not enough escape routes to handle the current residents in case of an emergency.

I can see from my house on Traver Trail how traffic stands still on Wulfson, Midland and I 70 due to fire, flood and accidents.

We are experiencing daily how crucial it is to have our interstates and highways open for people to be able to come and go, and also, how often this is impossible. Closures have become the norm.

In addition to not enough ways to leave the city, I am also concerned about the placement of the roundabouts. In my experience, the roundabouts do not work smoothly in heavy traffic or with large trucks. All of us on the north side of the Colorado River need to go through one of the two roundabouts to access either highway.

I have seen how one semi brings all traffic to a halt while it enters and leaves the roundabout. If traffic were to back up in the short distance from the roundabout to the on ramp, cars would wait in the roundabout, blocking all vehicles. We also have the many large trucks servicing the RMI mine.

The city has already added the high rise between Donagan and Hwy 6, and the 3 developments at the Meadows. Our roads and roundabouts can't handle the addition of an estimated 1,000 more vehicles.

The majority of commuter traffic drives up valley each day to work. These commuters would add to the heavy traffic passing through Glenwood each morning and evening.

While I agree that housing is important, we must find reliable roadways that can handle the current residents in an emergency, before we add another housing unit.

Please choose safety.

Becky Winchester
606 N Traver Trail
Glenwood Springs CO

From: [Shelley Kaup](#)
To: [Steve Boat](#)
Cc: [Trent Hyatt](#)
Subject: Re: West Glenwood development proposal
Date: Wednesday, August 4, 2021 2:21:31 PM
Attachments: [Outlook-imghzshx.png](#)

Steve,

Thank you for sending in your comments, we appreciate all the public input. We will make sure they are added to the public record for the project.

Kind regards,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



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

From: Steve Boat <steveboat@outlook.com>

Sent: Tuesday, August 3, 2021 7:18 PM

To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; 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>; Shelley Kaup <shelley.kaup@cogs.us>

Subject: West Glenwood development proposal

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Subject: 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 this in the city council packet for the next meeting on this project.

Dear City Counsel,

First, I would like to thank your time and efforts in serving. Balancing short term needs and requests

with the long term well being of a community, is a difficult job. I have a few comments concerning the West Glenwood proposal currently being considered.

1. Affordable housing is a common problem in resort communities as well as many urban areas in the country. While it needs to be continually addressed, when considering growth, it should be partly addressed, by providing space available for businesses to provide employment within the community. Removing commercial zoned property from the comprehensive plan limits the future of the entire community.
2. The Aspen times recently stated the valley is in need of 2000 units for employees in the valley. Do we know what percentage of those 2000 units would provide housing for people actually working in Glenwood? Evolving into a bedroom community for up valley is not scenario most Glenwood residents are looking for.
3. If the need is housing for up valley workers, there isn't a worse place in Glenwood to put this kind of density from a traffic movement perspective. The up valley workers would need to travel the entire length of the town twice a day into and out of a dead end, bottle neck situation. Is Midland being considered, as a bypass, for the additional traffic associated with this type of density?

I would encourage you to say no the current proposal.

Thank you for your time and attention in this matter.

Kind Regards,

Steve Boat
704 Traver Trail
Glenwood Springs, CO

From: [Shelley Kaup](#)
To: [Diane Boat](#)
Cc: [Trent Hyatt](#)
Subject: Re: West Glenwood development proposal
Date: Wednesday, August 4, 2021 2:19:41 PM
Attachments: [Outlook-3junve4h.png](#)

Diane,

Thank you for sending in your comments. We will make sure they are added to the public record for the project.

Kind regards,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



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

From: Diane Boat <dianeboat@outlook.com>
Sent: Tuesday, August 3, 2021 7:37 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; 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>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood development proposal

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Subject: 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 this in the city council packet for the next meeting on this project.

How many high-density housing units have been approved for the City of Glenwood Springs in the recent past? Over 1000? How many single-family

homes have been built or vacant lots approved in the recent past? 0? What is the addition of all of these high-density units and no low-density housing doing to our community? I don't believe the continual addition of only high-density housing to our community is meeting our goals of livability and small-town character. It feels like anything that is advertised as affordable housing gets approved by the City, even though they are not actually affordable, they are not actually housing employees working in Glenwood Springs and they are not meeting our goals of livability and small-town character. These high-density housing projects are not bringing families to our community that stay here for generations. Since these high-density units are not required to be occupied by Glenwood Springs based business employees, they are likely providing housing for up-valley workers, which is helping solve up-valley housing problems but not helping Glenwood Springs workers. By providing housing for up-valley workers, we are changing our community from small-town to urban and allowing the up-valley communities to maintain their small-town character. We are becoming a bedroom community for up-valley. I think we should be our own community, not someone else's bedroom community.

Drastically changing the zoning on a piece of property is not fair to the community and nearby homeowners who have relied on a property's zoning to determine if the neighborhood is livable in the future, only to have that changed in a moment.

Other problems with this proposal: emergency evacuation, daily traffic impacts, lack of open space, excessive building height, impacts on our schools, lack of parking, drain on city services and infrastructures... This project will aggravate all of our current problems.

What if this proposal was in your neighborhood? It might be easy for you to make this type of decision when it isn't in your backyard but please consider how it will affect this neighborhood. What would you do, how would you feel, if it was in your backyard?

Thank you for your time and consideration.

Diane Boat

704 N. Traver Trail
Glenwood Springs, Colorado

From: [jean.smith](#)
To: [Trent Hyatt](#)
Subject: Donegan prop
Date: Wednesday, August 4, 2021 1:50:16 PM

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This is Jean Smith and I live on Mel Rey. My street is simply too narrow to include a sidewalk without taking my property parking. Also my highest utility is the West Glenwood sanitation bill and I understand that has not been taken and consider ration. Also pictured were four-story buildings directly behind me at the south end of the property. That would be immense. Clearly two stories taller than my building. Way out of context for the whole neighborhood. This project is simply too dense and too huge for West Glenwood. Thank you

4728 County Road 154

Glenwood Springs, Co. 81601

Community Development Department

Members of the City Council,

I am a 60 year resident of Glenwood Springs. I recently bought a townhouse close to the proposed 214 Center Drive development and plan to move in within a year. While there have been many changes in Glenwood since I moved here, Glenwood is still a desirable place to live. I think we need to take a hard look now to see what the future Glenwood will look like. I feel that the annexation and the proposed build out of this property is totally inappropriate for the long term good of Glenwood. I think that we are building too many apartments for the city population and many of the occupants of these apartments are not invested in their neighborhood or the city. We are housing the up valley work force. We need more places for families to move into a first time house and to reap the benefits of home ownership. All of the things that people are against in any development are doubly true for this monstrous development. The increased traffic; noise and light pollution; school, road, infrastructure impact; and water and sewer issues are all negative reasons to question this development.

The existing roads in the area are totally inadequate for increased traffic. This includes Donegan and Mel Ray Roads. Safe pedestrian and bike infrastructure along both of these roads needs to be included. The increased density from 4-5 units/acre to 29/acre is very inconsistent with the surrounding Western Hills subdivision area. The abrupt change between single unit residential to a four story building is stark. I agree with the Garfield County Community Development Director that a transition density should be considered consisting of townhouses, duplexes and single family houses. The other part of the development should be decreased to 3 stories and moved closer to the mall to preserve site lines of the existing homes. As always, parking will be an issue and it needs to be determined that each unit needs a minimum of 2 parking spaces. A three bedroom unit could have up to 6 drivers living in it. There should be no parking along any of the streets.

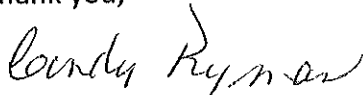
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

and adding more demands is inappropriate. The developer will come to the city and ask for reduced impact fees for roads, schools, water, etc., etc. They always do and it's always granted. I think most of us are tired of that.

There was a recent study done on the potential for lives and structures lost unless the South Glenwood bridge was built. I don't think a study even needs to be done for this subdivision because there will be a stark increase in potential loss of life and property from fires if this annexation and development is allowed as envisioned. I have seen nothing that has been discussed about improved evacuation of the entire West Glenwood area.

While I believe that eventually this development will be passed, I hope that the county's recommendations and citizens input will be considered and a much lower density with a variety of housing units will be seen as more appropriate for the neighborhood and city.

Thank you,

A handwritten signature in cursive script that reads "Cindy Ryman". The signature is written in black ink and is positioned below the "Thank you," text.

Cindy Ryman

From: [james conway](#)
To: [Trent Hyatt](#)
Subject: Fwd: West Glenwood Pasture Development
Date: Tuesday, August 3, 2021 5:47:56 PM

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----- Forwarded message -----

From: **james conway** <jimconway1967@gmail.com>
Date: Sat, Mar 27, 2021 at 2:01 PM
Subject: West Glenwood Pasture Development
To: <trent.hyatt@cogs.us>

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: [Michael Hoban](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#)
Subject: West Glenwood pasture development
Date: Monday, August 2, 2021 5:16:58 PM

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PLEASE INCLUDE IN 8/5 CITY COUNCIL PACKET

From: Michael Hoban <HOBDOG49@gmail.com>
Date: July 28, 2021 at 12:09:21 PM MDT
To: shelly.kaup@cogs.us
Subject: West Glenwood pasture development

Hello. My name is Michael Hoban and I have been a resident of Glenwood Springs for over 50 years. I would like to state a few reasons why we sincerely believe this project should not be annexed into the city. It would be like dropping a bomb onto West Glenwood. Our infrastructure is completely unable to handle this project. Our roads are totally inadequate. Schools, the grocery store, the clinic, the hospital etc. would be overwhelmed. The scary part is the safety issue with fire. Last summer was total gridlock due to the fire in South Canyon. Our only escape was either to run or ride a bike. The South Canyon fire and The coal seam fire we're terrifyingly close to our homes. We had to be evacuated and were close even then, to not be able to escape.

We have other important and useful projects for those 12.3 acres. A senior center and a small amount of senior housing. A new fire station. Baseball field. Soccer. It is also a great place to grow food. We love West Glenwood dearly and we refuse to let our part of town be destroyed. Please Deny the applicants annexation. Thank you, Michael Hoban.
Sent from my iPad

this is for the Aug 5th, 2021

To: Trent Hyatt, city planner /o debra Figueroa #cc packet 215 Center Drive
annexation

- If what is now a simple Pasture is built out to stated numbers .. the Project would represent approx 10 % of Glenwood's entire population .. A small "city " within 12,000 acres.

West Glenwood is a typical mountain /rural community with a proud and varied history . This is not Denver . What surrounds these acres ? A quiet neighborhood with the imperiled Mitchell Creek drainage flowing through it ..just a short distance upstream , is a fish hatchery . Storm King mountain and the Canyons define our history and touch our daily lives with their power. Here, in the Mountain West, Mountains , canyons and streams set the rules of what can be done . They must be respected .

- City could choose to pause .. to plan better , to look at the big picture . The Old Glenwood Mall in under proposal . There should be a master plan for both . Glenwood must not lose its wonderful identity , it must remain .. a special place. And a place that working people call their home .

To provide publicly assessable Parkland for this area does NOT preclude the Diemosz family parcel from being developed.

The Pasture area simply represents what is beautiful about the natural world. Places like this are endangered.

They are necessary .

Parklands could provide the relief of SHADE instead of more concrete. West G needs a buffer between the residents , the blazing Sun , Wildfire and Storms that blow in on powerful Western Winds.

- Dedicated School land is also needed for existing schools.

The only public park around is Gregory Park , (funded by Great Outdoors CO):It has ONE small public shelter. The Two Rivers school, many times seek out the Park for Shade. Children deserve more than hot concrete.

- Based on the density of this Project city code would determine what the size of this parkland would be.

[Aprox 6 acres parkland / + 4 acres school land = total 10 acres of dedication out of the existing parcel.]

- Before continuing to allow multilevel buildings of any size , residents should feel confident that infrastructure is in place . The city will be in obligated to mitigate the costs imposed by Big development. Water is scarce , fire fighting response very expensive . Pavement is cheap . What arrangements would benefit Glenwood the greater ? With big projects, come escalating costs to everyone and everything involved.

We are very skeptical that there will be adequate 1.) fire fighting capability as well as 2) reliable city water supply +including irrigated water . When the steams run low or are turbid from rain , fish cannot breathe . They die. It is clear that finite resources need protection , not exploitation.

- Mike Samson commented at a recent meeting . No dissension came from his other two board members.. he said that he supports a "...coalition of groups, organizations, governments that could come together and work with the Diemoz family to make that a more beneficial area to the people that already live there...he would even be in favor as a County Commissioner to be part of that.

At a nearby school , there is a very small , tucked away plot with a few volunteer , straggly trees .. children built a natural area , touchingly simple. They keep it tidy . It has a "comfortable" rock under a shade tree . painted with letters on the seat that say " sit here".

City council, would you pause and think what kind of city you will plan around their future. We ask for you to " Do the right things" . . They , as well as you deserve time to consider a sustainable future.

Sincerely, Britta Meriwether

152 Orchard Lane

GWS, CO 81601

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.

[illegible]

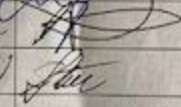
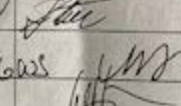
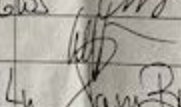
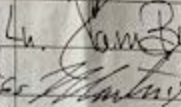
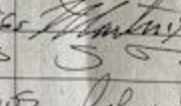
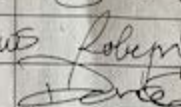
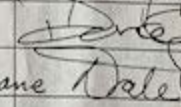
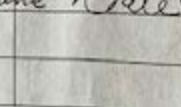
From: [Annie Stephens](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#)
Subject: For City Council Packet 8/5 re "480 Donegan"
Date: Monday, August 2, 2021 3:37:54 PM

Another sheet of petition signatures for inclusion in Council's packet this Thursday
Thank you

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
Ceryl Cain	1801 Grand	
Tom Patrone	10 Cooper Place Gardendale	
STEVEN KING	36 Hidenway Lk. Gwd	
Megan Dean	1136 CTRd 129 GWS	
Whit Dea	1136 CTRd 129	
Jamell Burns	100 Wildwood Ln.	
Martin Kellman	1068 County Rd 129 GWS	
Sarah Ludington	1558 CR. 129 GWS	
Robert Hahn	1517 CR 129 GWS	
Donald Weber	941 CR 129 GWS	
Dale Reed	1489 No Nantz Lane	

Sent from my iPhone

From: [Ann Stephens](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#)
Subject: TO BE INCLUDED IN THURSDAY'S CITY COUNCIL PACKET RE "480 DONEGAN"
Date: Monday, August 2, 2021 11:48:15 AM

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As a follow on to our previous emailed comments (already included in last week's packet) we have some more comments to add.

1. All along R2 has been quoted as talking about "providing affordable housing" and the fact that there is "such a demand for affordability in this market", yet we noticed at the City Council meeting on 29 July for the first time R2 referred to this development "to provide middle-income housing" (YouTube video mark 53 minutes). Maybe this development isn't going to meet a need for people to live closer to their workplace at all because many families rely on two or three jobs just to live anywhere in the valley yet alone live in Glenwood Springs.
2. That being said it would be good to have clarity on the rental prices and square footage for microunits, 1, 2 and 3 bedroom units and the asking price for the 35 townhomes "they will attempt to sell".
3. Despite the reduction of 28 units we want to reiterate that this development will be EIGHT times the density of the neighborhood to the north of the property. There is NO WHERE in Glenwood Springs where you have a development of this size next to single family homes.
4. As others pointed out at last week's meeting how will the City enforce the number of tenants? Will variance officers go in once a month to check each and every unit to make sure that only the legal contracted amount of tenants are living there?
5. In Erin Talkington's memo to R2 Partners she talks about how on average 200 new households are projected to move to Glenwood each year over the next five years. We have noted the following recently completed projects or other projects in the pipeline:
 - a. Buffalo Valley - 54 units
 - b. The Lofts - 181 built and 300 more approved
 - c. Bell Rippy Apartments - 100 units
 - d. Six Canyon - 116 units

- e. Real America (behind Discount Tires on Hwy 6) - proposing 54 units
- f. Other development sites potentially being bought and (over)developed: Ami's Acres, the Mini Golf Course on Hwy 6, Rivers Restaurant site etc.

When is enough ENOUGH? The decisions you our City Council make can destroy not only the small town character of Glenwood Springs but seriously jeopardize the safety of your citizens.

- 6. We would urge you not to “accept fees in lieu of” for parkland/school dedication.
- 7. We continue to urge you to deny both the annexation and rezoning of this land. First revisit the Comprehensive Plan and make sure that the Wildfire Evacuation Plan is in place (not just for West Glenwood but for all of the citizens of Glenwood Springs).

Thank you

Randy & Annie Stephens

Copy of our 3-minute speech

My name is Annie Stephens. My husband and I live in West Glenwood

We're opposed to this development for many reasons the main one being SAFETY but I'd like to address some of the other impacts this development will have on our small town and quality of life.

If you take the exact acreage of land immediately to the north of this property you will count 43 residential houses compared to the 332 units the developer is proposing. That's almost EIGHT times the density. There is nowhere in Glenwood with a development of this size next to single family homes.

R2s proposed development will be TRIPLE the units of Six Canyon apartments. I question how this fits in with “health, safety and welfare” and the City's vision of “small town character”

The residents on this development could bring in 1000 or more vehicles. Consider the traffic impact to Glenwood Springs but specifically to the three narrow roads surrounding this property and the two nearby roundabouts used by the majority of people in the valley.

On top of the daily road trips by the residents themselves, you will have

- delivery vehicles - Post Office, Fed Ex, UPS
- department stores delivery vehicles
- U-Haul vehicles/removal/storage vehicles
- trash/snow removal vehicles
- emergency vehicles
- restaurant workers
- food delivery vehicles
- people dining at the restaurant
- customers and clients utilizing the 13 live/work units
- and lastly people visiting all of the residents living on this development

Even with road improvements West Glenwood is incapable of handling a development of this size. These additional vehicles will have a devastating impact on the infrastructure, clogging the streets and turning our city into a parking lot.

Your Planning and Zoning Commission denied this unanimously, County Commissioners had considerable concerns over its impact, almost 600 Facebook members and 1,500 petition signatories oppose this development. We urge you to place a moratorium on these large scale developments until plans are in place to keep all of us safe. We are urging you to make a decision that you can live with - not one that some of us could die by.

Put safety first

From: [Charlie Willman](#)
To: [Trent Hyatt](#)
Subject: Fwd: Donegan Development
Date: Sunday, August 1, 2021 3:24:28 PM

----- Forwarded message -----

From: Russ Brown <russellbrown.co@gmail.com>
Date: Aug 1, 2021 4:25 PM
Subject: Donegan Development
To: Charlie Willman <charlie.willman@cogs.us>
Cc:

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To Glenwood City Council;

I cannot speak again and yet had more to say after thinking about it....

The Meadows was a super large project and the first developer comes along and shows the city their opportunity and the city jumped all over it...I was on P&Z when this vote took place and I was the lone dissenting vote and would vote that way again today if it was my choice for the simple reason that it was the first design and project we had seen....there were more and better opportunities to make something better than what we ended up with...we didn't take the time to look down the road and see other projects and opportunities to build a better development....So my point is this...This is the first concept we have seen drawn out and shown....is there a better opportunity from another developer who can put together a better project on this parcel?...this parcel will be developed and my hope is that Council have the foresight to look down the road and see that there may be several possibilities for this and there may be something much better out there yet to be seen...are we in a big hurry? Slow down and reject this development and there will be others trying to bring a better project to us in West Glenwood As the Meadows was and this will be, Monster projects affecting our Community and we need foresight to wait....the right project will come!

--

Russ Brown
russellbrown.co@gmail.com
970-945-2800 hm
970-618-9552 (Verizon cell)
165 Vista Dr
Glenwood Springs

From: [Michael Hoban](#)
To: [Trent Hyatt](#); [Shelley Kaup](#)
Subject: Fwd: West glenwood pasture development
Date: Saturday, July 31, 2021 12:36:41 PM

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Please include this letter in city council packet before August 5, 2021 thank you

Sent from my iPad

Begin forwarded message:

From: Michael Hoban <HOBDOG49@gmail.com>
Date: July 31, 2021 at 12:06:40 PM MDT
To: letters@aspentimes.com, letters@postindependent.com
Subject: West glenwood pasture development

Allvalley residence, please take a walk or a drive around the old pasture behind the mall in West Glenwood Springs. especially all of Glenwood city Council. Imagine what 330 units in the pasture would be like. It is mine boggling! Try to imagine 1000 people and over 900 vehicles. We are tired of hearing the R 2 developers telling us how wonderful these 330 unaffordable units would be. This is a lie. It goes against all the goals of Glenwood Springs. Our small town character, our safety, our welfare, and our quality of life. We have been through the fires and the evaluations.If approved,we will be trapped and some of us could die in the next fire. Our infrastructure is not capable of handling these impacts. Traffic will be a nightmare. Gridlock twice a day. Schools overwhelmed. Smiles will disappear. Water, roundabouts , water treatment facility, will be at capacity. This project just not just does not fit in West Glenwood.Too much for our narrow Valleys, and especially in the west, we need some elbow room. This is an extremely serious issue for us. Like planning and zoning, we are asking the city council to deny this application. Please join us at 6 PM on Thursday, August 5 for Glenwood Springs city Council meeting. We need everyone's support. Also please join us on Facebook at West Glenwood pasture development.thank you.

Michael Hoban West Glenwood

Sent from my iPad



CITY COUNCIL LIST OF MOTIONS

Date: August 19, 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 – Ordinance 2021-08 - 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. Prior to second reading of the annexation ordinance, the applicant shall revise the annexation map to include adjacent Mel Ray, Storm King, and Donegan Roads rights-of-way roadway sections related to the project.
2. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
3. 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.
4. 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.
5. 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.

6. 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 City Council 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 -Ordinance 2021-09 - 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

***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

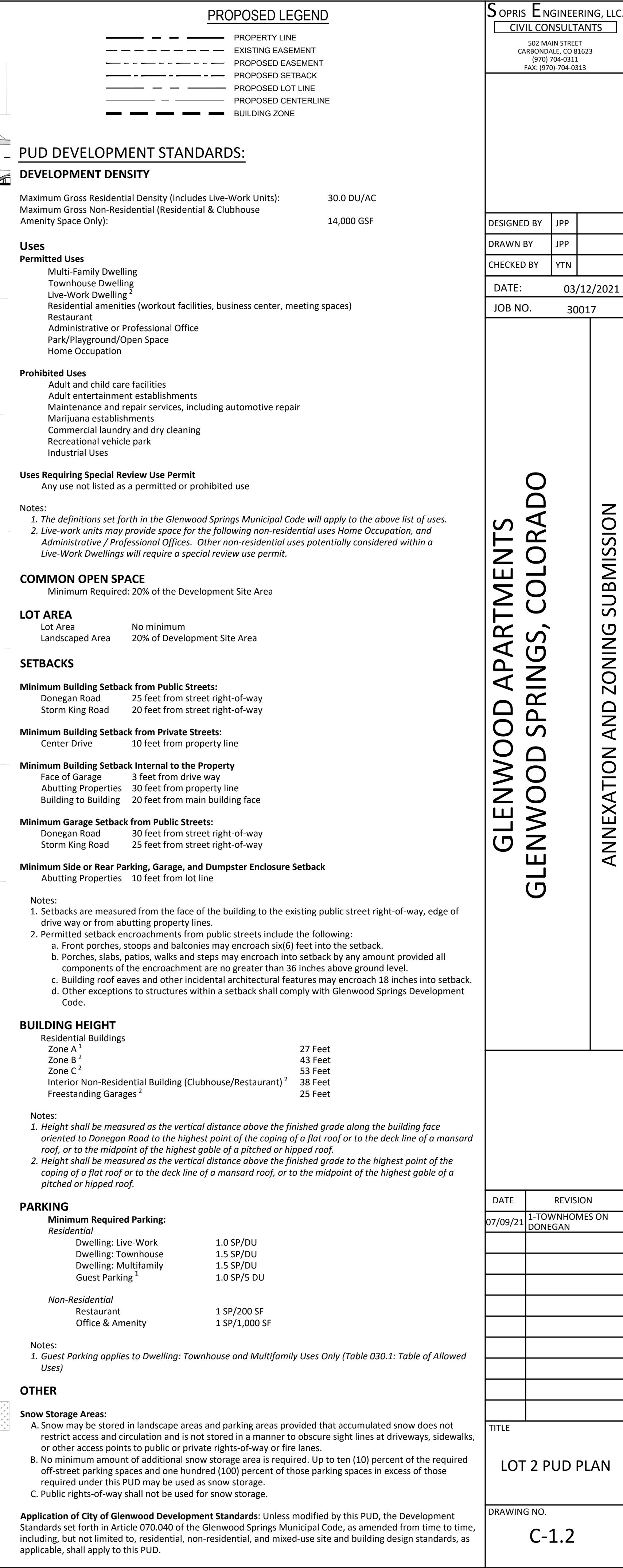
Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

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.



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.

Trent Hyatt, Senior Planner

July 12, 2021

Page 2 of 4

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 June 3, 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 July 29 and ____, 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) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis 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 of 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. Ten percent of the for-sale units constructed 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. **Affordable Housing Agreement.** 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 8, below), all of Owner or CDSG's right, title, and interest in and to ____ shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property. 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 7, 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. Notwithstanding the foregoing, the land to be dedicated to the Fire Department may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. 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 emergency 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 10 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) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and 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 C. 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 ten 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 12. 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 affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and

(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) 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 13 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 14 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 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

DRAFT

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

EXHIBIT C

Phasing Plan

DRAFT

ANNEXATION AGREEMENT

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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.

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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.

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otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

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- (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.

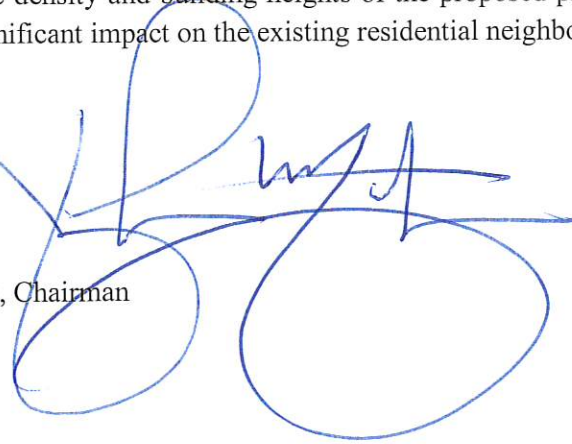
The Garfield County Board of County Commissioners held a public meeting on July 19, 2021, to discuss the annexation. Based on that discussion the Commissioners have the following comments/concerns to be shared with the Glenwood Springs City Council:

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.

July 23, 2021

Dear members of the Glenwood Springs City Council,

We agree with the Glenwood Springs P&Z who voted 4-0 to recommend denial of both the annexation and rezoning of the 15 acres in a pasture north of the Glenwood Springs Mall in West Glenwood Springs, CO for the proposed housing development. I also learned that apartments are to be constructed on Hwy 6 where the miniature golf course is now located and on land behind Discount Tires. The roads, intersections, and roundabout are not adequate for the increased traffic that would come with this and the other two developments. Will adequate parking off the road be available? Water and sewage infrastructure is not adequate. How about parks and sidewalks to accommodate the increase in population?

A. William Mischlich



Paula Mischlich



0277 Mountain Shadows Dr.
Glenwood Springs, CO

81601

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

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

Dear Glenwood City Council

In the 20 years that I have been a Glenwood City resident I have never written a letter to my City Council before, however the annexation, rezoning and development of 480 Donegan Road by R2 Partnership compels me to do so.

These are my concerns:

1. Is There Enough Water? We have just had our water fees raised over 30% this year with further increases to come in future years. The drought appears to be occurring in many regions of our country and with that drought and high temperatures comes wildfires. Our supply of water isn't a given. We must be resourceful and responsible with how our city uses its water supply and consequently we must build responsibly, not driven by the dollar but by safety.
2. Fire Evacuations. In the last 25 years there have been two dangerous fires in West Glenwood Springs. I lived in Mountain Mobile Home Park during the Coal Seam Fire evacuation. During the 111 Fire, West Glenwood was in total gridlock until 10.30pm. If you allow R2 to build 332 more homes in one small area with easily 900 more people evacuation will be even more compromised.
3. Traffic. I have lived off Midland for about nine years now. Increased traffic makes it more and more difficult to turn onto Midland in either direction. How many more cars might be added with 332 more homes several miles away – maybe 600, maybe 900?
4. This development will require MORE school space, medical care, law enforcement, fire responders, grocery stores, parks, and affordable recreation.

Each time you approve these large developments to be built in our small town it exacerbates all of these conditions. I urge you our City Councilors to put a halt on this type of large development and take the safety of your current residents seriously. In the light of Glenwood Canyon being closed every time there is a mudslide consider what you would do if there were another wildfire in South Canyon – how would people escape?

I urge you to protect the current population of Glenwood (both city and county) and help keep residents safe by rejecting the application to annex, rezone and develop this property.

Yours

A handwritten signature in cursive script that reads "Marsha A. Hutson".

Marsha Hutson
1318 Oak Way Avenue
Glenwood Springs, CO 81601

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.

Roberta Elvick

7-19-21

I may not live in West Glenwood, but my job is here. Something as minor as a traffic cop pulling someone over in the west bound lane near Canyon Creek will back up traffic. If there is ever a serious evacuation, people will be running on foot for their lives.

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City Manager & City Clerk
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Glenwood Springs CO 81601

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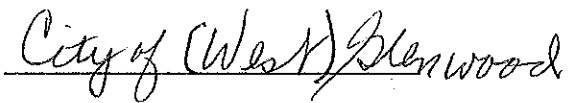
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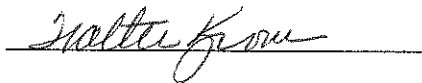
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It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood 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.



WALTER KROM

*Can't imagine another 1000+ cars at the
Fuel Ray roundabout! What a mess!*

From: [Paula Stepp](#)
To: [Christina Gore](#)
Cc: [Trent Hyatt](#)
Subject: RE: West Glenwood R2 development
Date: Thursday, July 29, 2021 10:54:08 AM

Hello Christina

Please forward your comment to Trent Hyatt copied here. In our quasi judicial role, city council can not consider any comments other than those in our packet or presenting during the public hearing.

Thank you
Paula Stepp

From: Christina Gore <toothdoc121@yahoo.com>
Sent: Thursday, July 29, 2021 8:56 AM
To: Paula Stepp <paula.stepp@cogs.us>
Subject: West Glenwood R2 development

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Dear Ms. Stepp,

I am writing to ask you to vote against this development as it is now planned. Our neighborhood can't support the density of proposed housing.

I am not against development of this piece of property, but in my opinion it is better suited to about 50 single family homes, not the over 300 units that are currently proposed.

Thank you for your time and attention to my concern.

Christina Gore

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development
Date: Thursday, July 29, 2021 10:49:38 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Trary LaMee <trarylamee@yahoo.com>
Sent: Friday, July 23, 2021 4:57 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: 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>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood Pasture Development

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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.

Dear Council Members,

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 an 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

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development - 480 Donegan
Date: Thursday, July 29, 2021 10:49:29 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Erin Wiencek <jerinwiencek@gmail.com>
Sent: Saturday, July 24, 2021 4:41 PM
To: Jonathan Godes <jonathan.godes@cogs.us>
Cc: Ryan M. Muse <ryan.muse@cogs.us>
Subject: West Glenwood Pasture Development - 480 Donegan

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Hi Jonathan,

I am requesting my concerns in this email be added to the packet for the City Council meeting on July 29th.

In regard to the recent survey of this last week you were quoted in the Glenwood Post Independent as saying:

"I know we on the City Council have a very good understanding of the housing crisis, but it was surprising and interesting to see the rest of the community by and large saw that this was one of the biggest issues in the community."

The same article said that the poll sampled 309 registered voters of the city of Glenwood Springs and one of their top concerns was workforce housing for local workers.

Certainly workforce housing is important, and 309 registered voters should certainly be heard, but I hardly think that they are the "rest of the community by and large".

I have read that there are at least 1,000 plus signatures on a petition to stop this poorly planned development. This "free survey" should tell you of the concern over this development and that it is currently "one of the biggest issues in the community."

In closing, I would urge you to consider the Planning & Zoning Commissions advice to decline this development. They are, after all, your advisory board and well versed in what is best for our community and future growth.

Thank you.

Erin Wiencek
123 Creekside Court

I

From: [Ryan M. Muse](#)
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: Thursday, July 29, 2021 10:49:21 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

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

From: Corina Jones <corina_90@icloud.com>
Sent: Sunday, July 25, 2021 8:37 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@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

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

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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

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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.

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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.

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

Kind regards,
Corina Jones
135 Soccerfield Rd,
GWS, CO

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

> Sincerely,

>

> Carl Uyehara

> Sent from my iPad

>

Cc: Steve Davis <steve.davis@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>

Subject: 480 Donegan annexation proposal, July 29, 2021 City Council Meeting : INCLUDE IN PACKET

Subject: 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 THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING

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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

Sent from my iPad

Sent from my iPad

<charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup
<shelley.kaup@cogs.us>

Subject: Childcare and the 480 Donegan Project

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Dear City Council Members,

My name is Penny McDill and I am a retired elementary principal from the Roaring Fork School District. I have always been concerned about the lack of child care in the Roaring Fork Valley and particularly in Glenwood Springs. I see the development of the 480 Donegan Project as a unique opportunity to include a quality Childcare facility in the plans. A Childcare facility would be a great amilety for Glenwood and the area.

A quality childcare facility would include roughly 12,000 square feet of indoor space as well as some outdoor space. There are excellent examples on the front range which include apartments above the facility to help address housing shortages at the same time.

Presently I and others from the community are forming a task force to work with the developer on this initiative provided that the City Council approves the annexation.

I strongly encourage you to approve the annexation of this property.

Sincerely,

Penny McDill
Glenwood Springs, Colorado

Glenwood Springs, 81601

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: AGAINST development on Donnegan Road
Date: Thursday, July 29, 2021 10:48:28 AM
Importance: High

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Katie - SCS <Katie@saltcreeksearch.com>
Sent: Monday, July 26, 2021 3:53 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; 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>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: AGAINST development on Donnegan Road
Importance: High

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Dear City Council:

Thank you for taking time to read this email. In short, I am **AGAINST** the proposed development by R2 Partnership and here is why:

1. **SAFETY** – an increase in residences will cause a need for an increase in police officers and firemen. Who is going to pay for this? How will this be addressed?
2. **CAPACITY** – West Glenwood does not have the water and sewer capacity to serve these apartments and their families. Our system is already at capacity thanks to homes housing many more people than what they were originally built for stretching sewer and water capacity.
3. **I 70** – I 70 is closing almost daily. Those of us in West Glenwood will be trapped and not able to get out. Add the increase in cars from the proposed project and we will never get through the ill-planned round

about to get anywhere! And in the case of another fire? Burn scar run-off will continue for a few more years meaning 170 closures.

4. **TRANSIENT POPULATION*** – by building these apartments, you are only inviting a transient population and that is not how this town was built. You are inviting an increase in the use of our social services coupled with our education, medical and judicial system all with no “return on investment” for the town.
5. **R2 LABOR** – I understand labor will come from Denver or Grand Junction so wages earned will not even stay in the Valley. Where will laborers stay while on the job?
6. **BUILDING MATERIALS**– there is a shortage of building materials and appliances across the country. We do not need R2 to start this project and then walk away leaving a hole in the ground because the project cannot be completed due to shortages in labor or materials.
7. **POOR PLANNING** – you are a “day late and a dollar short” in your planning for “needed” housing; however, do not shove it down the throats of those of that have been in West Glenwood for decades. Lack of planning on your part does not constitute an emergency on our part! Glenwood is not cheap, but why do West Glenwood residents have to be the ones to pay for “affordable” housing?

We moved to Glenwood in 1968 and my mother still lives in the home she and my dad built in 1970. We live above the West Glenwood Golf Club so you are looking to impact our future and safety. This project has been ill-conceived with no thought given to safety, impact on existing West Glenwood residents and the overall quality of life of current Glenwood residents. **DECLINE** this project as nothing good will come of it and due to the reasons cited above.

Thank you!

Katie Fischer Mosquera
GSHS Graduate 1979

- Glenwood Springs was built by generational families like Bosco, Bolitho/Bell, Diemoz (Adolph & Floyd), Beattie, Hubbard, Nieslanik,

Gerbaz ... other non-generational families such as – Reeves, Delaney, Zimmerman, Petre, Zeder, Fischer, Fergian, Griffenberg etc. These families were not transient – THEY STAYED and BUILT A COMMUNITY! (Do any of you know who started Mid-Continent Coal and Coke? Or Bighorn Toyota? Or LP Gas?)

- A transient population, by definition, sees no need, and has no interest, in being part of the community and making contributions towards a town's future.
- We are out of people who built this town and there is no one coming behind!

To: ryan.muse@cogs.us; debra.figueroa@cogs.us

Cc: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; s.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; 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

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Over run open space:

Gregory Park in West Glenwood is a small, and very beautiful. My kids and I enjoy spending time there. This little park has been quite magical for my children as the stream and all the trees have helped set a wonderful scene for my kids to use their vivid imaginations to create hours of play. When the urban development crash lands on our side of Glenwood it will definitely upset the quietness, and openness of this small area. There are very few places in Glenwood now where kids can go to play , or where families of our community can go

To be with one another. Basalt has Crown Mountain park, Rifle has a splash park, even New Castle has a decent skate bike park. We need more open space or at least not to overrun what little space we have now.

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.

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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 hope that this development is not being taken lightly? Growth has to occur but to what extent do we let revenue motivate our decisions? I hope that our concerns are being heard and taken very seriously. This valley is a gem and every bit of land here is priceless. As a community we need to think hard about what Glenwood Springs should look like in the years to come. Do we want a city in a small town or do we still want to keep all the charm and beauty that many have moved to this valley for. As of right now we are a rural city and not a urban city but these developers want to create a urban monstrosity. They do not live here and honestly have no investment in our community other than making money off of it. We need a fire department first, some shared open space and then maybe a nice little housing community. Make it tasteful and also protect the citizens who live on this side of Glenwood first.

As our population grows and the need for housing increases, let's also consider our environment and where most of these people are working. If we as a community are housing most of Aspen's workers then perhaps, for the sake of emissions, consider not making it our priority or problem to build more affordable housing, perhaps, instead, let Aspen create more affordable housing for their employees.

We need jobs in Glenwood and workers here too.

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

Charlie and Heidi Kimmel
Gamba Drive in West Glenwood

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: City Council Meeting July 29, 2021
Date: Thursday, July 29, 2021 10:48:08 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Tuesday, July 27, 2021 9:38 AM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: 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>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: City Council Meeting July 29, 2021

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

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 my remaining years here, I implore you to seriously 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 approximately 500-600 additional vehicles that this 300-unit complex will add to currently inadequate evacuation routes?

2. Traffic. Recurring closures of I-70 because of mud 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, which is more than one third of the population of the entire city of Glenwood Springs. *What is the plan* to address the issue of access into and out of West Glenwood during such closures, when approximately 600-900 (25 percent) more residents are added?

I respectfully urge you to deny the development of this or any other proposal that would bring significant numbers of additional vehicles to West Glenwood until these and doubtless other negative impacts are addressed and the solutions implemented. Before increasing our population by approximately 25 percent, we need improved evacuation routes, an updated and better equipped fire department, and upgraded local roads capable of safely and efficiently handling additional traffic.

Thank you for taking these issues into consideration.

Elizabeth J. Phillips
120 Rockledge Dr.
Glenwood Springs
Colorado 81601

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: Proposed annexation and zoning
Date: Thursday, July 29, 2021 10:46:44 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Thelma Zabel <tjzabel@gmail.com>
Sent: Wednesday, July 28, 2021 6:05 PM
To: Debra Figueroa <debra.figueroa@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>
Subject: Proposed annexation and zoning

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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.

There are a number of reasons to oppose the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and the 12.285-acre PUD proposal that's currently under contract with R2 Partnership LLC. I know that you have both received letters addressing the safety, the impact on traffic especially here in West Glenwood, and how this proposal fits into (or does not) the city's comprehensive plan.

So I'll not repeat all of the information that you've already received. Instead I wish to speak from a very personal perspective that addresses the issue of safety. Living here in West Glenwood in 2002 when the rapidly growing and rapidly approaching Coal Seam Fire resulted in hurried evacuations, my biggest fear about this proposed development centers around the ever-growing incidence of wildfires. It is hard to imagine the fear and the panic we West Glenwood residents were feeling as well as what we were seeing as we evacuated, the fire reaching so close to us as our cars inched along the roads to safety.

There was also the dilemma: which way do we go to get out of the fire's path- south to get on I-70 east or south through downtown Glenwood Springs? Certainly not west on I-70! Our family and the many other residents who lived through this wildfire will not forget looking back at our homes wondering if we'd return to them still standing and then, looking forward hoping that all of us on the roads trying to evacuate would come to no harm.

So now imagine this same scene with the recent increasing threat of wildfires and add perhaps hundreds and hundreds more vehicles into the mix. How can we possibly approve this proposal?

Thank you for your consideration.

Thelma Zabel

89 Rock Ledge Drive

Glenwood Springs

In Difficult times carry something beautiful in your heart.

FYI

Sent from my iPhone

Begin forwarded message:

From: lindyenwold@aol.com

Date: July 27, 2021 at 12:10:18 PM MDT

To: BOCC <BOCC@garfield-county.com>, Sheryl Bower
<sbower@garfield-county.com>

Subject: [External] include in city council packet on annexation of 214 Donegan

Reply-To: lindyenwold@aol.com

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed too occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed development will require ??? We just experieined I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660

Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

From: [Jeremy Gerbaz](#)
To: [Trent Hyatt](#)
Subject: Annexation of 214 center drive
Date: Wednesday, July 28, 2021 9:06:28 PM

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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.

Over run open space:

Gregory Park in West Glenwood is a small, and very beautiful. My kids and I enjoy spending time there. This little park has been quite magical for my children as the stream and all the trees have helped set a wonderful scene for my kids to use their vivid imaginations to create hours of play. When the urban development crash lands on our side of Glenwood it will definitely upset the quietness, and openness of this small area. There are very few places in Glenwood now where kids can go to play, or where families of our community can go to be with one another. Basalt has Crown Mountain park, Rifle has a splash park, even New Castle has a decent skate bike park. We need more open space or at least not to overrun what little space we have now.

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 hope that this development is not being taken lightly? Growth has to occur but to what extent do we let revenue motivate our decisions? I hope that our concerns are being heard and taken very seriously. This valley is a gem and every bit of land here is priceless. As a community we need to think hard about what Glenwood Springs should look like in the years to come. Do we want a city in a small town or do we still want to keep all the charm and beauty that many have moved to this valley for. As of right now we are a rural city and not a urban city but these developers want to create a urban monstrosity. They do not live here and honestly have no investment in our community other than making money off of it. We need a fire department first, some shared open space and then maybe a nice little housing community. Make it tasteful and also protect the citizens who live on this side of Glenwood first.

As our population grows and the need for housing increases, let's also consider our environment and where most of these people are working. If we as a community are housing most of Aspen's workers then perhaps, for the sake of emissions, consider not making it our priority or problem to build more affordable housing, perhaps, instead, let Aspen create more affordable housing for their employees. We need jobs in Glenwood and workers here too.

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

Charlie and Heidi Kimmel
West Glenwood Homeowners

From: [Carrie Bowen](#)
To: [Trent Hyatt](#)
Subject: Fwd: Annexation of 214 Center Drive
Date: Wednesday, July 28, 2021 8:40:17 PM

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Begin forwarded message:

From: Paula Stepp <paula.stepp@cogs.us>
Date: July 28, 2021 at 10:21:44 AM CDT
To: Carrie Bowen <carrie.bowen@gmail.com>
Subject: RE: Annexation of 214 Center Drive

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

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

From: Carrie Bowen <carrie.bowen@gmail.com>
Sent: Saturday, July 24, 2021 10:16 PM
To: 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>; Steve Davis <steve.davis@cogs.us>
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

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 and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety

issue, fire safety and evacuation 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.

Their 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 far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads 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 is anywhere near 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 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, 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. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY 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. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe 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.

Carrie Bowen
35 Gamba Dr, Glenwood Springs

Sent from my iPad

I would like to set the record straight. We the residents of West Glenwood are NOT against the Diemoz family selling their property, like many of you have been told. What we are concerned about is the magnitude of the development that R2 Partnership/Mr. Rosenberg is proposing. R2 is planning a 360 unit complex that Mr. Rosenberg claims that he can keep at 600 residents. Just last summer Mr. Rosenberg stated he could not control the number of residents. We all know what it is like here. Multiple families living in single family homes. Two of the buildings in this proposed development would be 53 feet, that is five stories. That is the same height as Six Canyons. Four stories is code. The GWS fire chief has even said that our fire department can not fight a fire in a building of the height. Our very own Mayor was on CNN telling about our drought and fire danger in our region. Mayor Godes even commented that no more people should move here. Another concern is the amount of traffic this development will produce. They are guesstimating 2200 additional trips on Donegan a day. Which would in turn mean down Mel Rey into the 114 round about. You county residents that commute up valley everyday should be furious with the additional cars in the West Glenwood round about. The state of Colorado must do a traffic study before anymore residential units are allowed to be built. Mr. Rosenberg has also decided that he would rather pay a fine in lieu of providing green space and dedicated land for schools which is required. A housing study was done that Mr. Rosenberg keeps referring to. Yes, it says that we are short 2000 rental units. BUT what Mr. Rosenberg is leaving out is that the "study area" included Aspen to Glenwood, Edwards to Parachute. So this entire region is supposedly low on rental units, not just Glenwood! If you have ever had to flee your home from a wildfire like many of the residents of West Glenwood you should understand the fear and stress we are experiencing. I believe that R2/Barry Rosenberg is trying to push this development through on the good name and the coat tails of the Diemoz family. Something to think about, look at the legacy that Doc Jackson has left for our valley. What kind of legacy is the Diemoz family leaving?

Lisa Orosz
West Glenwood Springs
970-945-0452
folo@sopris.net

From: [Jane Szucs](#)
To: [Trent Hyatt](#)
Subject: West Glenwood Annexation
Date: Wednesday, July 28, 2021 5:47:56 PM

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Dear Trent,

Please include my comments below on the West Glenwood Annexation for inclusion in the city packet.

Thank you,
Jane

Sent from my iPad

Begin forwarded message:

From: Paula Stepp <paula.stepp@cogs.us>
Date: July 28, 2021 at 9:35:30 AM MDT
To: Jane Szucs <janeszucs1@gmail.com>
Subject: RE: West Glenwood Annexation

Hello Jane,
Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

From: Jane Szucs <janeszucs1@gmail.com>
Sent: Tuesday, July 6, 2021 10:32 AM
To: Paula Stepp <paula.stepp@cogs.us>
Subject: West Glenwood Annexation

>> Dear Paula,

>> I write to express my opposition to the West Glenwood Development and Annexation. I have just come from hiking the No Name Jess Weaver trail. While there is still beauty on this trail, the creek has changed significantly in its flow as well as in the quality of the water. I could palpably smell the chemicals from the slurry dropped last August as a result of the Grizzly Creek fire in the areas where the fresh slides have occurred on this trail. I noticed that the intake for Glenwood Springs Water has been shut off, thankfully, given the quality of the water that is currently running from the creek. I encourage you, if you have not already done so, to take a walk up this trail and consider the future of Glenwood Springs.

>> Water is life and I am concerned at the consequences of the fire last summer. It is long overdue that Glenwood Residents stand up for a vision of our city that puts our quality of life and the preservation of our environment in front of and prioritised over a vision of economic growth and mechanistic utilitarianism. The West Glenwood Pasture Development is only a symptom of our out of balanced action favouring economic growth over the protection of our resources. It is important and my hope that the Glenwood Springs City Council will support responsibly built infrastructure that protects these resources and the people that live in this town. The time is now for our city leaders, to step up and oppose continued large scale high density housing growth without having the infrastructure in place to support it. The planning and zoning commission has voted no for the annexation and my hope is that the council will honor these views and do the same.

>> Respectfully,

>> Jane Szucs

>> 912 Minter Avenue

>> Glenwood Springs, Colorado. 81601

>> Sent from my iPad

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Charlie Willman](#); ingid.wussow@cogs.us; [Paula Stepp](#); [Shelley Kaup](#); [Trent Hyatt](#)
Cc: Debra.figeroa@cogs.us; [Ryan M. Muse](#)
Subject: To be included in packet July 29@annexation
Date: Wednesday, July 28, 2021 4:23:52 PM

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Council members ,
STORM KING July 6, 1994 :

At this meeting we in W. Glenwood , can finally say to you that we are relieved to have a chance to tell you what it means to us when the decisions you make have the potential to change and impact our livesforever.

The wonderful thing about a community.. is that most people already know, or have come to know , the significance of this mountain .

For some , a memorial anniversary for Storm King is a special occasion , one day a year .. Others can never forget ..

lessons learned long ago. In the aftermath of that fire , city officials vowed to
“never forget “

There was a year long investigation shortly after , A COMPREHENSIVE manual was published as well as a continually UPDATED website . That website is full of stories about what happened along the “ chain of command :

“ NOT paying attention “

.. to current reality was the overriding conclusion of the report. There is a firefighter’s training manual UPDATED every day online . Hotshot jumpers are reminded daily to PAUSE and REFLECT before jumping into situations that are out of their control.

This applies to both leaders and those hotshots on the line. The investigation moved from finger pointing , to CONTINUOUS online learning and training in order to seek BETTER outcome. Knowing that perfect safety is not possible , still we say “ let it never again happen. Thousands of lives is a lot of lives to lose .

•PRINCIPAL FINDINGS•

.....”No simple solution or novel approach exists that will significantly improve safety

..... The tragedies of 1994 were a WAKE UP CALL. No amount of sophisticated equipment and technology can replace personal and institutional VALUES that place safety above all else.

..... BOTH management and individuals are expected to be responsible and accountable for their actions. “

•The entire manual really is a lesson in Leadership The primary message to all individuals in the chain of command :

•PAUSE and REFLECT before jumping into the line of danger .

Citizens DO have a right to ask of our officials that reasonable efforts be made to provide safety ABOVE all else for the greater good of Glenwood. Adding thousands of more people near exits 114 and 116.. will certainly some day , result in avoidable tragedy .

From: [from: harlangwen2@aol.com](mailto:from:harlangwen2@aol.com)
To: [Trent Hyatt](#)
Subject: Re: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.
Date: Wednesday, July 28, 2021 4:16:18 PM

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I will send it on to him but was sure that I had included him in the address.

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

From: Paula Stepp <paula.stepp@cogs.us>
To: from: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Wed, Jul 28, 2021 3:20 pm
Subject: RE: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

Hello Gwendolyn

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

From: from: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Wednesday, July 28, 2021 2:57 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>; debra.figueroa@cogs.us; Shelley Kaup <shelley.kaup@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; trent.hyatt@cogs.us.com
Subject: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

I am writing to oppose the development of this Pasture for many reasons but mainly because the possibility of the SAFETY of the residents in West Glenwood with the fire danger.

West Glenwood had a taste of how helpless we are when last summer with the 111Fire and the gridlock went on for 5+ hours. Thousands of lives could have been

lost and this seems to be on deaf ears with the Rosenberg's and including the Diemoz's for the sake of what? I happened to leave the Meadows and entered Midland at 7:00pm at Target's exit only to pull into my driveway 2.3 miles distance at 10:30 pm. To think of developing still this large of a development with the impact of the traffic during a fire and human life could be lost is unconceivable to me. An evacuation plan needs to be addressed before any further discussion of the Development of this 12.5 acres. I understand there is not a water shortage so why am I a consumer for 49 years restricted by the tenants in these units will have plenty of water.

The number of supposed shortage of housing is 2,000 and 6 Canyon has been built after P&Z said NO, the Meadows are building more Lofts, land by Mtn. View Church has build housing and yet none of these get deducted from the 2,000.

The City of Glenwood has failed Senior Citizens in many ways and one in particular with home owned one-level homes. Many senior friends have had to move because of the lack of this type of housing. Population is growing but business are leaving and nothing is coming in. Target was going to buy the old Natural Grocers and they changed their minds-why did they not do that and what did they see. We need another Grocery Store and one that is in competition with Kroeger. Safeway is prime location land and hasn't been purchased. Rumors had it that Murdoch's was coming to town and occupy

the many vacant business by Wal-Mart and that did not happen. No movie theatre, good places for teenage to hang out but and overdose of Marijuana shops. And it goes on and on.

There is a letter to the Editor in today's paper from a Glenwood Park resident saying "the town is ruined enough from excessive growth" and also says " you all should be canned". Not complimentary to City Council (Tony usually does the right thing for the citizens). Just in case you haven't read it you need to know how most of Glenwood feels about the current growth.

In closing I pray you all will do the right thing and vote against this. Rumor has it that Steve Davis has bought a house in Texas so if that means you intend to move you should not be voting on the impact of this development, Jonathan was on CNN stating that we should not be building for growth (I paraphrased it as I did not see the interview), Ingrid has lived in West Glenwood along with many relatives and still has relatives here, so let's have the courage to do the right thing for the SAFETY of all of Glenwood.

I will leave you with a Bible message and hope that you read it: 1Timoth 6:10/

In God's Truth and Justice
Gwendolyn Porter
60 Ponderosa Circle (for 49 years)

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

July 28, 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 272 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 800 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 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 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 800 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 water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering can 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. 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 800 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 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, grocery store, 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.

Warm Regards,

Michael R. Kinser

Dear esteemed City Council members,

With yet another couple of related challenging decisions you are facing, I want to share a few thoughts on the proposed changes in West Glenwood Springs. I wanted to help long-time friends and neighbors living in that portion of our community. I dipped my toe into the waters and have become quite submersed with their efforts wanting to help guide, educate and inform them with the Annexation Petition by Glenwood Partnership/Floyd Diemoz and the PUD zoning request by R2 Partners.

As per the recent news of R2 being under contract to purchase the West Glenwood Mall and their “revisions” heard second-hand to their initial PUD proposal for the vacant portion of the parcel. I’d attended virtually some of the GS P&Z public hearings, another with some R2 representatives and also studied many of their submitted documents and the GS Municipal Code.

That said, at the time I began writing this, there was no agenda or related documents for the July 29th Special City Council meeting so want to share my concerns and suggestions based on previous documentation and some of what I have been able to review/digest within current context as things being “in flux”. I’ll try to be clear and accurate in my thoughts with reference to current information and the Municipal Code as needed.

First, with the “Annexation Petition”...as decision-makers you are in the “driver’s seat” and have the power to approve or deny and in my mind, if denial occurs, then perhaps there could be no time spent on the PUD portion of your agenda? OR IF the annexation is worthy, THEN I believe you should impose conditions on the annexation. Apparently public comments will not be “policed” and limited to just one or the other of the agenda items since they are so very inter-connected?

I, and others suggest you do not annex or allow ANY further development on the vacant portion UNTIL and UNLESS the following are required:

- 1) The GS Comprehensive Plan from 2011 is updated. Conditions have changed in your city and community/professional guidance should be sought to help guide responsive, up-to-date decisions for now and into the future.
- 2) An Emergency Response and Evacuation Plan be developed and ALL suggested improvements are in completed and in place. Lives, livelihoods and property are at stake as evidenced by so many examples locally, regionally and nationally.
- 3) Actual LAND is dedicated for Park/School Land. Currently none has been offered and the sense is they want to “wall” out non-residents and NOT honor and invite neighbors or school children who are a part of OUR community, but NOT THEIRS no matter how impactful the project is for the immediate vicinity and the city as a whole.

-4) NO reduction or offset in “fees in lieu of” land dedication or “fire and emergency impact fees” for off-site improvements.

I read through the Draft Annexation Agreement of March 12, 2021 and “hidden” in the documents are “gems” I discovered and have been a concern/issue with those I’ve shared. So much for being upfront, honest and transparent...

I’d asked follow up questions related to statements made by Barry Rosenberg at P&Z and our small-group virtual one. I am still somewhat in disbelief and hope a better development could be proposed.

-He stated whether they build 360 units or one unit, their costs would be “north of \$11 million!

-They said through lease agreements they would limit the number of residents at 600 or fewer. I think the cash cow/rental income would be more important than trying to physically count and enforce their “limit” which they based on their history of other rental properties in the Midwest and South. Their website show no developments west of the Mississippi. Using the Parkland Dedication Muni Code guidelines of “residents per unit type” I came up with approximately **877** residents. The newest proposal using their NEW unit types yielded **853.75** residents!!! I don’t know where they get their 600 maximum residents in their hoped-for-reality? (Live –Work 13, Townhouse 40, Multi-family 279 per their most recent PUD Site Plan)

(GS Code) “070.040.030 (g)(2)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). “

-With just two access/egress points in their PUD proposals, they suggested to reduce traffic impacts adjacent to Two Rivers Community School they would limit

traffic to just one of the two points, but didn't say if they would have someone close a gate twice a day or just post a sign which probably wouldn't be legally enforceable since it would be on a private street.

Other items in the initial Annexation Agreement that seem unpalatable include:

A) - "...the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-1 School District...". Perhaps they do not consider Two Rivers Community School as a charter school and part of our school district and do not want to dedicate any school land to help with their needs since the school already uses a de facto "playground" at city-owned and maintained Gregory Park??? Similar to St. Stephens School and Sayre Park...I don't know if there is any "agreement" with the city? I've heard instances when someone having their vehicle in for service were suggested to wait at Gregory Park only to be descended on by hordes of schoolchildren

B) "...the City shall accept fees in lieu of parkland dedication...".
BUT these "fees" they will pay to the City will be REDUCED/offset by their "actual costs "to construct off-site bike paths and pedestrian trails and sidewalks..." .

C) The biggest nugget found in the first Annexation Agreement was their hubris of constructing roadway improvements instead of paying fire and emergency impact fees to the City. I discovered this and shared with Chief Gary Tillotson who did not know of that intent. I shared this with him and other GS Rural Fire District board members and ALL agreed this idea was UNACCEPTABLE! And he shared beside the already current need for a larger, updated fire station there would be a need to purchase an additional aerial apparatus at an estimated costs of \$850,000 to one million dollars and perhaps was focused on the \$370,000 impact fees the developer would pay as no waiver was requested...the "reduction" for roadway improvements were "hidden" in the details. **Pavement will NOT save lives or put out fires!**

"...fire and emergency service impact fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements at the Highway 6 and Donegan Road intersection."

Per the latest agreement it looks like they will pay the fire and emergency impact fees with no reduction for roadway improvements AND dedicate not less than one acre to the City for a fire station site. I would encourage you to be sure such is the case as that is a great concession. BUT those fees will "trickle in" "at the time of building permit for each phase of development. I believe this is still not desirable as the need for new apparatus, construction of a new station and increased staffing should NOT have to wait for funding over a prolonged period. The need arises sooner AND the costs of construction and acquisition of equipment will only rise

over time. Perhaps the City could apply “annual cost escalators” to not just this fee, but others as well?

Even with their offer of one acre for construction of a new fire station, I would remain wary of other such “reductions/sleights/we know best” legalese as they seek to annex, apply for development permits and justify their proposals as worthy of being a part of the City. To me these fees in lieu of (with reduction for improvements) and spreading out payment of impact fees are not worthy of acceptance and should be considered the “cost of admission/annexation” into the city. Except perhaps the dedication of land for a fire station, but it would be much more appropriate and provide better response times with a direct connection to Highway 6&24 and should be a part of future applications related to the mall or combined properties rather than be considered as part of the two items under consideration at your special council meeting?

They had also committed to roadway reconstruction near to their property. IF you choose NOT ANNEX, or IS ANNEXED with CONDITIONS, perhaps you or they may NOT CONSIDER the PUD item of your agenda but instead recommend/require an overall master plan for both parcels. Their “commitment” to do roadway improvements adjacent to, in the immediate vicinity and nearby (Hwy. 6&24 and Donegan Road) could be obviated with a **direct connection to 6&24**, thus potentially reducing their development costs AND be less impactful and disruptive to adjacent and nearby neighborhoods. They still show two access points on Storm King and Donegan Roads which will be disruptive to the school and neighbors.

And yet another thing that has come up is both in GarCo Referral Agency comments and at the recent BOCC meeting related to the 480 Donegan proposal, it has been advocated that the City annex ALL of West Glenwood (former) and annex the remainder of Storm King Road, Donegan Road adjacent to the project and ALL of Mel Rey Road from Donegan to Highway 6&24 (latter). Are you and the citizens of GWS willing to take on more infrastructure and lane miles whether near to or ALL of WGWS? Will this development and residents generate enough revenue over the years to make approval worthwhile? The old adage I recall has been “residential does not pay its own way”?

Whatever you choose to rule on, whether as proposed or with appropriate conditions, and support Glenwood Partnership (Floyd Deimoz) and Commercial Development Services Group with the **Annexation Petition**, and before you consider the **“Initial Zoning/Rezoning” to Commercial District and Planned Unit District (PUD)** at 214 Center Drive, I want to remind you of the purpose of a PUD per the Municipal Code and to honestly consider both the benefits and ramifications of your decisions and whatever is agreed to will truly offer GREATER BENEFIT to the City of GWS.

(Development Code) 070.20.180

(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.

Finally (if you can believe it) I was both heartened and amazed by the comments made by GarCo commissioner Mike Samson as detailed below (link to meeting):

https://garfield-county.granicus.com/MediaPlayer.php?view_id=3&clip_id=1631

This web link is of the Garfield County Commissioners meeting of July 19, 2021 included the review of the Annexation Impact Report by the City of GWS. The comments from commissioners begin at 5:21:07 and ends at 5:32. Of particular interest I especially wish to bring to your attention are the comments by Commissioner Samson (5:25) encouraging a **"...coalition of groups, organizations, governments that could come together and work with the Diemoz family to perhaps make that a more beneficial area to the people that already live there...I would even be in favor as a County Commissioner to be part of that, to work with the City, to work the family, to work with the other groups.... I think that would be a better solution for all of Garfield County..."**. This support, whether annexed or not is an enlightened awareness by a County Commissioner (and I expect many, many others) to acknowledge the density, impacts and shortage of undeveloped space in this area, and by extension the deficiency of parkland and to cooperate with others including our county government to pursue or include a different, greater potential for the vacant portion of this property.

I too agree with Commissioner Samson, and hope there can be a Creative, Respectful. Sustainable and Responsive future for this parcel AND the West Glenwood Mall property, especially if your Comprehensive Plan is **updated** AND both developers and decision-makers can work together on positive solutions now and into our future. The Town of Carbondale has made huge strides with sustainable development and recently began work on updating their Comp Plan. Habitat for Humanity has brought to fruition owner-occupied housing from Basalt to Rifle (their biggest hurdle finding affordable land to build upon) and both RE-1 and CMC have been working toward affordable staff housing. I have tried to make contact with both HFH and RE-1 for them to provide input but have not yet made contact.

As city council, you are in the "driver's seat" with the Annexation Petition and Zoning/Rezoning PUD proposal before you. I believe they are more than just "Yes or No" decisions, and hope there is a way **IF** accepting the request for whatever reasons, that **conditions** be placed on the owners and developers of the 15.818 acres.

Such things that come to mind and have been shared by others are:

- A) Allowing no further development on the vacant parcel if annexed into the city without the completion of an updated Comprehensive Plan (Carbondale is currently working on their update of a 2013 plan with an emphasis on HOUSING),
- B) Completion of an Emergency Evacuation Plan with ALL suggested improvements in place prior to the issuance of any Certificates of Occupancy,
- C) Actual Park/School Land Dedication to help address the shortage of both in WGWS.
- D) Impose appropriate conditions as desired to make this much better than a “cookie cutter” development such as requiring use of “fire resistant” building materials, energy efficient building construction and implementation of alternative energy technology such as solar panels, heat pumps, etc.
- E) Consider requiring development under an **existing** City Zone District like “Residential Transitional” as done with the Bell-Rippy development which WILL provide Public Parkland rather than under a PUD zoning request.

RT) District.

(a)

Purpose. The RT district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The RT district is intended to serve as a transitional buffer between residential and nonresidential zoning districts.

- F) Require some land be dedicated (Parkland/School Land) to the City so you can partner with Habitat for Humanity to construct truly affordable, owner-occupied housing. Their biggest hurdle is finding land upon which to build.

Regarding the density of the PUD request and adding the new “twist” of R2 Partners being under contract to purchase the West Glenwood Mall, I believe things including traffic studies need to be looked at in a new light. I recall the developer did consider “full build out” of the mall, but under what scenario? As retail or as a mixed use development like Willits? Also I do not believe they projected any impacts of development on the unincorporated parcels west of Ami’s Acres. Maybe there will be a request to annex to the City there as well?

Glenwood has and will have much development, both approved and with other areas of “potential”. This includes more apartment units in Glenwood Meadows (300-400), the aforementioned Ami’s Acres area, redevelopment of mobile home parks, the unknown what may go on the recently sold Johnson’s Mini-Golf parcel, the 58 units proposed behind Discount Tire and whatever else might happen with other vacant commercial properties throughout GWS.

I did an analysis comparing the initial number (360) of units and types proposed at 480 Donegan on 12.285 acres with **SEVEN** existing multi-family complexes in West Glenwood. I tallied the number of units AND the estimated combined acreage of those existing and compared that to what is proposed on the vacant parcel.

R2's current proposal has 332 units on 12.285 acres. Compare this with 310 units in six different complexes spread over approximately 21.5 acres. This highlights the density of units proposed on this vacant parcel plus the concentrated impacts to the surrounding neighborhoods including daily traffic volumes and the necessity of having Emergency Evacuation plans and improvements in place, even before any more development is ALLOWED.

And they I believe inaccurately "justify" their proposal and density with their "RLCO Memo on Housing Demand" May 19, 2021:

"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."

I looked at the 2019 Greater Roaring Fork Regional Housing Study which is **"...a region that covers the Roaring Fork Valley and the Colorado River Valley; from Aspen and Snowmass Village to Glenwood Springs, and from Parachute to Edwards."**

The study does state for the Glenwood Springs AREA:

"Overall, the area has a 2,000-unit shortfall, which is projected to remain relatively the same over the next 10 years. That shortfall is also spread across every income level, and is projected to expand in the missing middle category (120 to 160 percent AMI) by 2027."

And perhaps an analysis of the following should be done to determine the true needs related to "affordability" and whether "rental" or "owner-occupied" units?

Table 6. Glenwood Springs Area Housing Units Needed by AMI, 2017 & 2027

Glenwood Springs	2017	2027
Less than 60% AMI	1,126	483
61% to 80% AMI	107	688
81% to 100% AMI	---	403
101% to 120% AMI	169	---
121% to 140% AMI	157	597
141% to 160% AMI	381	436
Greater than 160% AMI	301	---

Source: Economic & Planning Systems

What is the “Glenwood Spring Area”??? Using the 81601 Zip Code it encompasses from just north of Aspen Glen to just east of the New Castle City Market. R2 wants us to believe the **CITY** of Glenwood Springs not the “**area**” is short 2000 units! Can we even consider that number within the corporate limits? it is an “obfuscation for justification” and deserves further analysis by the City rather than to rely on R2’s out-of-state consultants summary outlined in the very brief one-page memo included in council and P&Z packets.

There IS agreement that Glenwood Partnership has property rights and the property is Commercial Limited zoned in GarCo which DOES allow for certain types of development, NOT a 24-hour-a-day warehouse operation as has been “threatened”. Per the GarCo Land Use and Development Code:

C. Commercial, Limited (CL). The Limited Commercial Zone District provides for a limited range of commercial uses needed to meet the shopping needs of residents in the adjacent neighborhoods. Businesses are to be oriented to the neighborhood and compatible with surrounding residential uses.

Mr. Floyd Diemoz is a long-time resident of GWS, is influential and has been well-regarded. The opposition is not a personal attack on him and does not want to take away anything from him or his family. It is mainly this development proposal with a myriad of issues, alone and in context with the greater whole and what it can mean for both the near future and long-term future of GWS. Change

is inevitable, but better to seek change for the better, quality over quantity, lest the end result is for the worse.

This vacant parcel is a “blank slate”. R2 Partners website states “...**their interest is in positively evolving established neighborhoods to support their long term viability**” and their property management partners site says “**We do the Right Thing-One Project at a Time**”. Keep these in mind as you make your decisions and consider whether this proposal truly meets the purpose not only of a PUD providing “...greater benefits to the City of Glenwood Springs”. And whether this proposal is the best vision and use of this parcel for the whole of GWS.

Much is at stake for so many involved. From the risk/rewards of the property owner and developer, to the impacts for immediate neighbors, travelers, commuters, workers and for the future successes or failures for the City of GWS and its revenues, expenses and attractiveness. I stepped in to help neighbors and friends in WGWS in their David vs. Goliath fight of a grassroots, no budget group of citizens against the deep pockets and professionalism of an Ohio-based developer and their team of architects, engineers, financial advisors, Public Relations group and attorneys. I had hoped to educate, inform and organize them from a possibly perceived NIMBY opposition to encompass a broader spectrum of people in GWS and the greater region. We ARE linked in so many ways and share in the struggles and hopefully successes and uniqueness of our community wanting to build on those successes, not lose or degrade that what makes us want to fight for those here now AND for those yet to come whether home-grown or those drawn to what they see as “right”, desirable and attractive.

I hope my thoughts, ideas, concerns and details have not put you to sleep, give you glazed eyes/deer in the headlights look. And my experience as a former two-term city council person, a Parks and Recreation Commission member, “instigator” of a Housing for Tomorrow city commission and current GS Rural Fire Board member has shed some deeper light on what may be helpful and important to assist (and not hinder) your decision-making with these two items on your Special City Council meeting agenda.

I know I am “well past done”. I want to sincerely thank you for your time and consideration, not only reading this “missive/novelette”, but also with your decisions...those specific to this agenda and with the many more items in the near- and longer-term future.

I’ve spewed so much more here than I could touch on/convey in three minutes. I don’t apologize too much for my “keyboard diarrhea” but I wanted to share with you so much of what I’ve discovered in my quest to help the core group of residents and perhaps even you with so much on your plates.

I too want to extend thanks to P&Z Commission members and city staff for their time, dedication and energy given to this impactful development that in and of itself will increase the population of GWS from the 2019 by close to ten percent.

With gratitude, sincerity and hopefully accurate/detailed intentions,

Greg Jeung

From: [Shelley Kaup](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fw: West Glenwood pasture development
Date: Wednesday, July 28, 2021 12:47:06 PM
Attachments: [Outlook-2vudmdri.png](#)

Can you please forward to the rest of council and include in the public comment?

Thanks,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



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

From: Michael Hoban <hobdog49@gmail.com>

Sent: Wednesday, July 28, 2021 12:09 PM

To: Shelley Kaup <shelley.kaup@cogs.us>

Subject: West Glenwood pasture development

Hello. My name is Michael Hoban and I have been a resident of Glenwood Springs for over 50 years. I would like to state a few reasons why we sincerely believe this project should not be annexed into the city. It would be like dropping a bomb onto West Glenwood. Our infrastructure is completely unable to handle this project. Our roads are totally inadequate. Schools, the grocery store, the clinic, the hospital etc. would be overwhelmed. The scary part is the safety issue with fire. Last summer was total gridlock due to the fire in South Canyon. Our only escape was either to run or ride a bike. The South Canyon fire and The coal seam fire we're terrifyingly close to our homes. We had to be evacuated and were close even then, to not be able to escape.

We have other important and useful projects for those 12.3 acres. A senior center and a small amount of senior housing. A new fire station. Baseball field. Soccer. It is also a great place to grow food. We love West Glenwood dearly and we refuse to let our part of town be destroyed. Please Deny the applicants annexation. Thank you, Michael Hoban.

Sent from my iPad

From: [Blaine Ward Towing](#)
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, July 28, 2021 11:55:44 AM

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----- Forwarded message -----

From: **Blaine Ward Towing** <bwt.6173@gmail.com>
Date: Tue, Jul 27, 2021 at 9:26 PM
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
To: <ryan.muse@cogs.us>, <debra.figueroa@cogs.us>
Cc: <steve.davis@cogs.us>, <jonathan.godes@cogs.us>, <tony.hershey@cogs.us>, <paula.stepp@cogs.us>, <charlie.willman@cogs.us>, <ingrid.wussow@cogs.us>, <shelley.kaup@cogs.us>

To: ryan.muse@cogs.us; debra.figueroa@cogs.us

CC: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; 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

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

We are writing to express our 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. We recognize that Garfield County, Pitkin County & Eagle County as a whole does need more affordable housing, but to allow 279 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable. As well as infrastructures that need basic reconstruction.

A great majority of my life & my family's lives have been in West Glenwood. We own a Towing/ Recovery business & have successfully operated on Mel Rey Road in West Glenwood for 40+ years, also living on Mel Rey road for 20+ years. We have seen and been part of the changes for many years. The one big thing that has changed over time is the huge increase in population as well as the traffic. Majority of the traffic are single occupants per vehicle. Our valley can barely handle the amount of population we already have because of our infrastructure issues. We have seasons, months, weeks & daily issues on the roads. (Whether it be in town or on the interstate & highways.) With being in the towing/ recovery

business our response times to respond to an emergency/ accident, as a 2nd responder, are & have been getting harder to negotiate traffic & our response times are taking longer, all because of traffic jams. We are known as 2nd responders in most cases, but in some cases, we do respond as 1st Responders. It always results in something big/ heavy that needs to be stabilized or lifted to help in the assistance of extrication of victims that have been in an accident. It is getting extremely hard to respond to these scenes in a Large Tow Truck (semi-size) due to the traffic congestion. We strongly believe adding this many (279) units and their vehicles to this area/ neighborhood community would only impact all of us even worse than where we are now.

Mel Rey Road, Donegan Road & Storm King Road is a known designated truck route. We use this route with our business daily. Adding more people and vehicles at this density would definitely alter the designated truck route to being impassible because people do NOT understand the room that is needed to negotiate a Tractor - Trailer. Knowing that parking will be an issue with that many more units/ people/ cars. Bringing in more people only brings more issues in every direction of the spectrum. Whether its cars, parking, water issues, sewer issues, property tax issues with adjacent properties & privacy. All this will do for us property owners is raise our utilities and our taxes.

I am scared for my family's safety knowing that this many strangers are going to move in just feet away from my backyard.

What we know as West Glen Sanitation District, cannot handle this amount of units. West Glen Sanitation would have to overhaul its complete system and pump the sewer across the river to Glenwood Springs Sanitation. So this would result in another pipe crossing the river, subtracting from our beautiful area. Our water structures are already compromised. We have been on mandatory restrictions for water all summer. The issue up No Name Creek & Grizzley Creek is not going to fix itself for a long time. We will experience mandatory water restriction if not full water restrictions for the next decade. The spring that belongs to the property that R2 partnership keeps referring to is DRY due to our ongoing drought that keeps getting worse every year. Mitchell Creek is at an alarming trickle.

There are so many infrastructures that will need to be reconstructed to accommodate that many units & people, it will be big & costly. The local Fire Department would need to be reconstructed to house the new ladder truck, that they will be needing. Our designated truck route (Mel Rey Road, Donegan Road, Storm King Road) would need to be reconstructed. That is a lot of reconstructing and money spent to accommodate such a huge project.

Whatever the case maybe, we need to focus on the reconstruction of our infrastructures that is needed now before we can accommodate a mass increase in population.

Finally we can now discuss our ongoing threat of wildfire that seems to be getting worse every year. It is total chaos when we experience these wildfires in West Glenwood Springs Area. Evacuations of West Glenwood was out of control. Cars & trucks were going in every direction. Every traffic law known was broken with everyone trying to escape. Adding more vehicles & people in West Glenwood would threaten lives if and when another wildfire arises. We have to start thinking about safety for our already known citizens and let's not add to the existing problem that we are currently living with.

I strongly hope and pray that the community's voice and needs are heard. In the end we are all in this together, lets make the right step for our future.

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

- And also -

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

From: [Jeremy Gerbaz](#)
To: [Trent Hyatt](#)
Subject: Annexation of 214 center drive.
Date: Wednesday, July 28, 2021 11:08:25 AM

To Glenwood Springs City council, 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.

Their 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. There are way too 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. There 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.

Hey Paula.

Just a quick note to thank you for responding. It is good to be "heard".

Another thought that we didn't really mention in our letter is how this development would affect the entire town. On a daily basis the effects would be immense for local neighbors, and surely fanning out to all of West Glenwood in different ways. But in an emergency, this is a situation that could affect the safety of **everyone** in Glenwood Springs, commuters from the entire valley, and also tourists. This is not a case of disgruntled neighbors who oppose growth and low-income housing only because it's in their backyard,

We hope the City Council will listen to the Planning and Zoning Commission, as it is our understanding that they wisely advised against this project.

Our best to you,

Ken and Erin

On Fri, Jun 25, 2021 at 5:48 PM Paula Stepp <paula.stepp@cogs.us> wrote:

Hello Erin,

As a city councilor, we have a quasi-judicial role in land use issues. I can not respond to your letter but will keep it on file to consider when this discussion comes before council.

Paula Stepp

Get [Outlook for iOS](#)

From: Erin Wiencek <jerinwiencek@gmail.com>

Sent: Friday, June 25, 2021 4:49:43 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

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: [Jamie and Bob](#)
To: [Trent Hyatt](#)
Subject: West Glenwood Development
Date: Wednesday, July 28, 2021 10:19:21 AM

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Please include in packet for the City Council Meeting on July 29th. Thank you

* Please note as in Wednesday's edition of the Post Independent, the R2 developers state they have reduced the numbers of units included on the 15 acre land to 272 units. This is only approximately 88 less units than their original 360 units and on less acreage by 3.5 acres.

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 particular, 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 for schools and surrounding neighborhoods

A- awareness of our fellow neighbors and humanity

F- FIRE!

E- EVACUATION plans/routes needed

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.

Proud residents of West Glenwood

From: [Karleen Lugena Clark](#)
To: [Trent Hyatt](#); [Steve Davis](#); [Jonathan Godes](#); [Tony Hershey](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#); [Debra Figueroa](#); [Shelley Kaup](#)
Subject: Comments for July 29, 2021 Meeting
Date: Wednesday, July 28, 2021 10:19:19 AM

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Please include my comments in the packet for the July 29, 2021 meeting.

Sometimes it takes something significant in our own backyard to wake us up. That is what happened to me with the 480 Donegan Road Project (West Glenwood Pasture Project) in West Glenwood. It was the realization that this project would create a density and safety issue that prompted me to dig deeper into our City's Planning Documents. It quickly became clear that the 480 Donegan Road Project was just another thorn in a much bigger problem. We believe we need to keep building to solve the growing housing shortage but have not paused long enough to study our road's limited capacity and inability to evacuate quickly. Safety should come first for the current citizens before we continue to build any additional housing projects. Yes, I oppose the 480 Donegan Road Project for the following reasons.

The 2011 Glenwood Springs Comprehensive Plan, adopted in March 2011, lists nine key goals on page 5. Safety is not listed! Why?

The 2020-2025 Strategic Vision lists five Strategic Goals. The 5th goal is safety. A new West Glenwood Fire Station is among the goals, but we must remember we need the station today to protect West Glenwood. According to our Fire Chief, the current station is not large enough to house the required personnel for the current population, let alone the additional proposed with the 480 Donegan Road Project. The new fire station and any new equipment should be in place before approving any new housing projects. The fire station is obsolete, and our firemen are stretched thin.

The Wildland Urban Interface Community Wildfire Protection Plan, April 2007, is 14 years old and outdated.

- Since the adoption of this document, the population has significantly increased along with drought conditions. On page 43, Mel Ray/Shady Acres has a Priority Level-High.
- I was discouraged to see on page 26 listed under Evacuation Routes the statement concerning alternative routes, stating, "Of the three, only one could be considered, and its usefulness may be compromised by rough terrain and poor surface conditions." While these roads were not in the West Glenwood area, they are part of our surrounding community. Any evacuation road requiring a 4-wheel drive is unacceptable. If these roads are considered evacuation routes, they must be maintained and useable by the average car.
- Page 29 mentions the designation and development of "Shelter-in-place" areas. While not ideal, a "Shelter-in-place" area could give hope for those cut off from evacuation routes. Fourteen years later, they do not exist.

In a YouTube interview titled "These Americans are fleeing the West Because of Extreme Heat - <https://www.cnn.com/videos/weather/2021/06/25/heatwave-west-drought-wildfire-us-orig-kj.cnn>," starting at 1 minute 22 seconds in, you can find a statement made by our Mayor. He states, "We have never seen fire restrictions this early in the year, ever. Last year we had three of the largest fires in Colorado in the States history. If that happens in our part of town, we are talking about 1,000 lives lost." This statement tells me that our City Government is aware of the danger looming over all of us. One life lost is a tragedy; 1,000 is devastating and

unthinkable. Is that me, my children, or maybe your own? Who would be among the dead?

The West Glenwood roads are not designed to handle the proposed density. During emergencies, the streets quickly become gridlocked and take hours to resolve. Should a fire start in the West Glenwood neighborhood, the existing residents could easily get cut off from evacuation. The addition of 600+ residents would compound the problem. West Glenwood has many roads, but they all lead to SH 6. SH 6 has two exits to I70 with small roundabouts. I am not an expert, but it seems the deep ditches between SH 6 and I70 might as well be 40-foot walls because they prevent escape. We need emergency exits with closure gates emergency personnel can control.

The Palisade, CA fire resulted in 85 deaths. This fire is an example of everything going wrong. Many of the survivors stated they never received the emergency phone alerts ordering an immediate evacuation. The data indicates all methods of notification were not used. People panicked in the suddenness of the emergency. The phone lines became sluggish with the number of notifications, and delivery was taking too long. We must remember we do not have cell coverage in many areas within our community. I grew up in the Midwest and relied on tornado sirens for timely notification. What about evacuation sirens?

During emergencies, people forget training, people panic, and make the wrong decisions. When our Infrastructure is lacking, those mistakes will increase. Our safety infrastructure is lacking! A plan on paper but not implemented does not help us. We must plan and design our city around the worst-case scenario.

I beg you to support our efforts to create a safer community for all of us. I beg you to pause, build our safety infrastructure, and then carefully consider future developments that fit into the safety measures required for our community. Today, the 480 Donegan Road Project does not fit within the safety requirements for West Glenwood. Glenwood Safe - Glenwood Strong.

Karleen Clark
570 Mel Rey Rd
Glenwood Springs, CO 81601

From: [Kimberlie Chenoweth](#)
To: [Trent Hyatt](#)
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: Wednesday, July 28, 2021 10:16:11 AM

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Dear City Council Members,

I have been a Garfield County resident for nearly 40 years and business owner in Glenwood Springs for 30 years.

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.

Kimberlie Chenoweth
New Castle, CO

From: [linda drake](#)
To: [Trent Hyatt](#)
Subject: Re: west glenwood pasture development
Date: Wednesday, July 28, 2021 9:54:41 AM

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Hello Trent

Sent this email to Paul Stepp several months ago and she just suggested I send it along to you.

We have witnessed an huge increase of opposition to this proposed development and even with the lesser numbers, it's still an huge impact on an already strained area. The traffic is already insane even on the best days. Factor in I 70 closures, which are happening regularly, the fear West Glenwood residents are feeling when we are faced with a wildfire evacuations... note: NOT IF but WHEN! We have two fires around us and I cannot express the terror we felt leaving our home. Our safety is at risk with this big developement.

I am weary beyond words, not to mention sad to see our wonderful community facing a massive change in the name of development. Our lives will be changed because of this "progress". It boggles my mind as I watch my garden dry out with watering restrictions. Global warming is here now. And we all need to step up and be responsible people or our town, our valley, our state, our planet will be destroyed for our children and their children.

Again I ask the City Council members. WHO DO YOU SERVE?????

Linda Drake

www.lunar-designs.com

970-947-0648 ph

On Tue, Jun 22, 2021 at 12:31 PM linda drake <lindalunardesigns@gmail.com> wrote:

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: [Shannon](#)
To: [Trent Hyatt](#)
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: Wednesday, July 28, 2021 9:43:20 AM

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: [Shelley Kaup](#)
To: [Trent Hyatt](#); [Ryan M. Muse](#)
Cc: [Jennifer Ooton](#)
Subject: Fw: Annexation of west Glenwood property
Date: Wednesday, July 28, 2021 8:25:28 AM
Attachments: [Outlook-awixmabp.png](#)

Please include in the public comment - was sent to my personal email.

Thanks,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



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

From: Shelley Kaup <skaup1203b@gmail.com>
Sent: Wednesday, July 28, 2021 8:24 AM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: Fwd: Annexation of west Glenwood property

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Begin forwarded message:

From: Marlis Laursoo <mmmlaursoo@gmail.com>
Subject: Annexation of west Glenwood property
Date: July 27, 2021 at 10:54:32 PM MDT
To: "Shelley K. Kaup" <skaup1203b@gmail.com>

Dear Shelly

I am writing in regard to the proposed annexation of property in West Glenwood .. Many residents of that area are very concerned about the fire danger in that area when more people will be living there. During a recent accident that closed I-70, many people were marooned for hours because of the traffic pileup. This city in this small canyon is beautiful,

but too congested in case of a disaster for evacuation. During the 20 years I have lived here, there have been 3 major fires affecting our town. There was a very devastating fire before we moved here as well. Because of the worry people have about their safety , I think it is a very reasonable reason for denying the annexation of that property that will allow many rental and other use units to be built. Another reason for denying that annexation is that it impacts the ambiance of the residential areas in that part of the county; these homes are in a quiet peaceful area that is attractive and allows for lovely walks and hiking. Adding more housing would be noisy and attracting less permanent residents. There is land available on the south side of the river for more units if they are needed.

I appreciate your consideration of my concerns for these local residents.

Thank you,

Sincerely,

Marlis Laursoo

July 27, 2021

Glenwood Springs City Council Members
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601

Dear Council,

Glenwood is at a crossroads. Glenwood Springs is a wonderful place to live and call home but continued dense infill development may change the charm of our community. I am writing you in opposition to the current development proposal at 480 Donegan Road. R2 Partners is asking to annex a parcel into the city with the caveat of granting a variance to the height restrictions defined within the design standards as part of the annexation approval. These two items should not be linked. Design standards were developed and implemented to maintain the characteristics and charm of the community we call home. I believe it's inappropriate to request a 50% increase in the allowable building height as part of a request to annex in a parcel of land. These items should be divested from each other.

The proposed development continues the trend of dense housing infill. The Post Independent reported that there are 587 units in the current development pipeline. The units in the pipeline coupled with the recently completed Oasis Creek Apartments, Red Mountain Lofts and others will represent about a 30% increase in the total number of housing units within our community. This is significant. The infrastructure required to support these additional residences is not present. The roadway system, utility system, school system and recreational opportunities are not keeping pace. Glenwood is a landlocked community and adding infrastructure to match the growth trajectory is not possible. Roads cannot be expanded and the amount of land available for schools and parks is ever decreasing. While having a study that states there is demand for an additional 2,000 house units is interesting, it fails to dig into the impacts of what happens if those demands are met. The proposed units are not affordable for the working community and only a small percentage of them (with the latest development revision) offer people the opportunity to own and invest in the community.

The traffic study commissioned by the developer is one sided. It shows the impacts to the West Glenwood area with current volumes but fails to calculate the potential traffic at the Glenwood Springs Mall site. The mall will be revitalized (perhaps by R2) and if the retail is filled in its current format, no PUD modifications or city approvals may be necessary. There is more than 100,000 sf of existing retail space. Though traffic is currently minimal, the already approved mall retail space has the potential to deteriorate the service factors of the surrounding intersections further. The study commissioned by R2 Partners should recognize the potential traffic that may be generated from this site and incorporate it into their study since it is already approved retail space.

Property owners have rights, but it is up to you to afford them the opportunity to develop their properties within the confines of the design standards and city requirements. Granting approval of this

annexation proposal essentially ties the city's hands on the future approval of the project (height restrictions, etc.). Please listen to the constituents you represent as you make the decision on which road to take the City of Glenwood Springs down. This city is a desirable place to call home. Glenwood's desirable qualities are driving the insatiable demand for growth. Please recognize the importance of pacing growth with the infrastructure necessary to support it as you make these tough decisions.

Thank you for your service to the community!

Sincerely,

A handwritten signature in black ink, reading "Jeff Peterson". The signature is written in a cursive style with a large, stylized "J" and "P".

Jeff Peterson

607 W. Harvard Dr.
Glenwood Springs, CO

Julie Kaufman
244 Red Bluff Vista
Glenwood Springs, CO 81601

July 27, 2021

Glenwood Springs City Council
101 West 8th Street
Glenwood Springs, Colorado 81601

steve.davis@cogs.us
jonathan.godes@cogs.us
tony.hershey@cogs.us
paula.stepp@cogs.us
charlie.willman@cogs.us
ingrid.wussow@cogs.us
shelley.kaup@cogs.us

Dear Mayor Godes and City Council Members,

I am writing to you to offer my support for the 480 Donegan project located in West Glenwood Springs. As we all know, the need for housing for our local work force and local families is an issue of critical concern for our community. The demand for housing in our mountain communities is strong, and 480 Donegan will keep people living and working in Glenwood Springs. I support the annexation and rezoning.

The City's Comprehensive Plan identifies a need for more housing. 480 Donegan will result in substantial and much needed new housing opportunities in West Glenwood. The developers have agreed to a thoughtful and thorough project that factors in affordability, public safety, traffic impacts and open space. It will create a sense of community for residents, and planned area safety improvements and enhancements will be far-reaching for the West Glenwood community. The developers have listened carefully and addressed specific concerns raised by the city and neighbors, and the project has been thoughtfully and responsibly designed. The annexation plan conforms to state statute. The property is served by City water and sewer by the West Glenwood Sanitation District.

480 Donegan puts an emphasis on the type of livable community that will benefit Glenwood Springs. I support the 480 Donegan application, because it will keep our workforce and their tax dollars in Glenwood Springs. I encourage your favorable consideration.

Sincerely,


Julie Kaufman

From: [Sheryl Bower](#)
To: [Trent Hyatt](#)
Subject: FW: [External] include in city council packet on annexation of 214 Donegan
Date: Tuesday, July 27, 2021 12:56:07 PM

Hi Trent, Just forwarding this on to you.

Regards,

Sheryl L Bower, AICP
Community Development Director
108 8th Street , Suite 401
Glenwood Springs, CO 81601
970-945-1377 (1605)

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Tuesday, July 27, 2021 12:10 PM
To: BOCC <BOCC@garfield-county.com>; Sheryl Bower <sbower@garfield-county.com>
Subject: [External] include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed to occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed development will require ??? We just experieined I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660 Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

From: lindyenwold@aol.com
To: [Trent Hyatt](#)
Subject: Fwd: include in city council packet on annexation of 214 Donegan
Date: Tuesday, July 27, 2021 12:17:55 PM

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

From: lindyenwold@aol.com
To: bocc@garfield-county.com <bocc@garfield-county.com>; sbower@garfield-county.com <sbower@garfield-county.com>
Sent: Tue, Jul 27, 2021 1:09 pm
Subject: include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed to occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed development will require ??? We just experieined I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660 Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

July 26, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

We are writing this letter to implore you to take a breath, and not annex this property into Glenwood Springs at this time.

This development just does not belong in this neighborhood on so many levels. Your Planning and Zoning committee completely agreed, and DID NOT recommend this annexation. I hope you all have looked and driven around the area for perspective that is not on paper, and if so you will have reached the obvious conclusion-this development just DOES NOT FIT this neighborhood.

We have lived in Glenwood Springs since the 1970's, and West Glenwood since 1993. Having lived through all of our local wildfires from Storm King to Coal Seam to the "little" 111 Fire and then Grizzly Creek, our lack of evacuation routes is becoming noticeably worse with each passing year.

The most personal reason for us opposing this development is safety due to wildfire threat with no updated infrastructure (roads) and planning since 2007. The "little" 111 fire last year by I-70 and Canyon Creek bottled traffic for hours, and had the fire blown our way we would have had to walk to where we could hitch a ride. This isn't a "what if" situation but a "when will it happen again" situation.

The housing issue is of major concern, and the Red Mtn. Lofts and Six Canyon developments have helped reduce those numbers, but they have also contributed to the crazy congestion that we face daily. The actual numbers of people living in these units is grossly underestimated, people must share to afford these rents, and with people come cars.

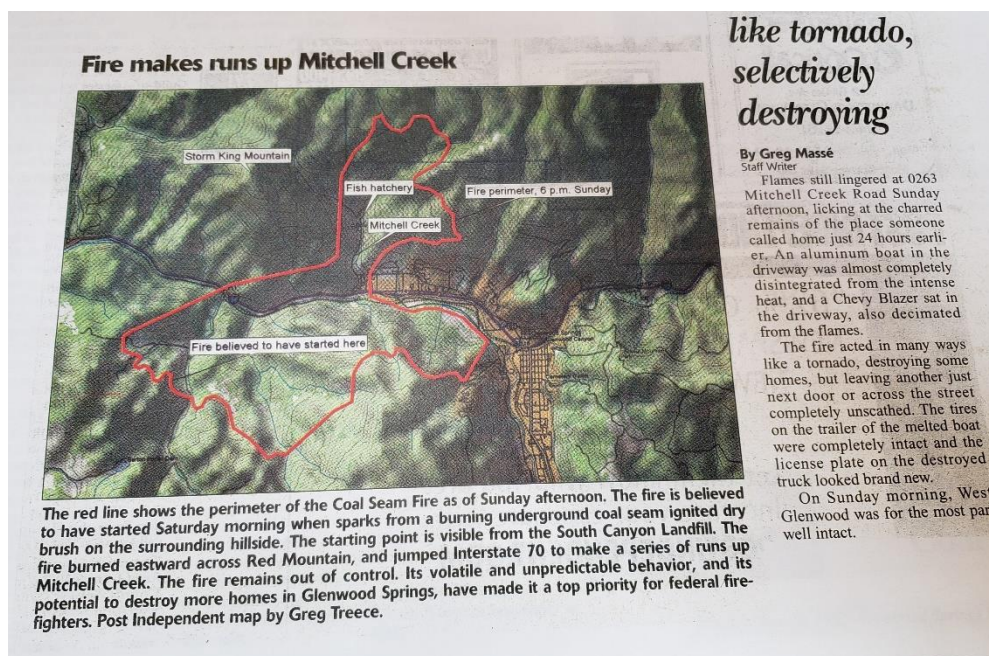
We know there is no magic bullet to solve many of our issues, but we must remember that we do live in an area that has to be protected more than ever due to the changing climate/drought issues. We are not ready for a wildfire in Glenwood, and if watching the small towns in California burn isn't enough....remember our own fires! Please, TAKE A BREATH! (although not a deep one - the smoke will get you!)

Sincerely,

Susie and Mark Straus

**A reminder of what can happen,
please see the next page.**





To Whom It May Concern:

Regarding the Proposed 400 Person Residential Development on the Property to the North of the Glenwood Springs Mall

We are writing at the behest of a local Glenwood Springs Resident because of an experience which overwhelmed us on November 8th, 2018. On that date a rapidly moving wildfire consumed much of the town of Paradise and the neighboring communities of Magalia, Concow and Butte Creek Canyon, displacing nearly 50,000 residents, destroying over 18,000 structures and killing 86 people in less than 8 hours.

Although the residents of Paradise had been preparing for a major wildfire event for years the rapidity and force of that event overwhelmed the community. In the aftermath of the wildfire the community has come together and identified aspects of community planning that needed to be addressed.

Among those aspects were issues of access from the community. A single four-lane divided highway led from this mountain community to the valley below. One other highway which was four-lanes within the town narrowed to two winding lanes just out of town as it headed to the valley below. A third two-lane road within the community wound down the mountain through another break in the hills to the valley below. And, a fourth two-lane road headed up the mountain to the north over a ridge out of town. Within town many cross-streets were narrow with dead-end single-lane branches along both sides of the street.

Early-warning reverse 911 phone calls began being sent at 8 am in the morning just as the town was awakening. Although those that had received the calls began reacting by 8:30 am the streets were beginning to fill. We were one of the fortunate ones because we had signed-up for the reverse 911 calls. Many residents had not signed-up and had to rely upon friends and relatives to warn them of the danger. Public media was of no help since the fire encroached and expanded with such rapidity that media was unaware of the developing disaster. Many residents were trapped within the fire and struggled to escape.

The Paradise community has come together since the disaster and is working to solve the transportation problems which kept the community hostage.

Following the fire we relocated to Colorado and temporarily lived with our daughter and her family in Carbondale for two-and-a-months before finding a permanent home in Grand Junction. Along with living with her and her family and, now, making frequent visits to them, we are familiar with Glenwood Springs and the surrounding area.

The message that we want to bring to your community is that it is imperative to include adequate transportation planning, not only within a planned community, but, also in the surrounding community to ensure that residents have adequate avenues of escape in the event of an unplanned disaster. This is not only a developer issue. This is a community issue.

Lynn & Mary Shoger

From: [Debra Figueroa](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#); [Jennifer Ooton](#); [Karl Hanlon](#)
Subject: Fwd: Annexation of 214 Center Drive
Date: Monday, July 26, 2021 6:02:13 AM

Begin forwarded message:

From: Carrie Bowen <carrie.bowen@gmail.com>
Date: July 24, 2021 at 10:16:43 PM MDT
To: 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>, Steve Davis <steve.davis@cogs.us>
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

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 and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety issue, fire safety and evacuation 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.

Their 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 far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads 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 is anywhere near 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 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, 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. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY 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. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe 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.

Carrie Bowen
35 Gamba Dr, Glenwood Springs

Sent from my iPad

July 29, 2021 *

Glenwood Partnership, LLLP
Glenwood Business Center
214 Center Drive
Glenwood Springs, Co 81601

To: City Council
Re.: Proposed West Glenwood Annexation

Hi:

I'm a member of the family that owns the land behind the West Glenwood mall. We've owned this land for over 60 years, it's zoned commercial. Over those years we've been asked many times to sell some of the land. A giant retailer wanted all of our land; their plans were to tear down our two existing office buildings to provide the land area they needed. We said no.

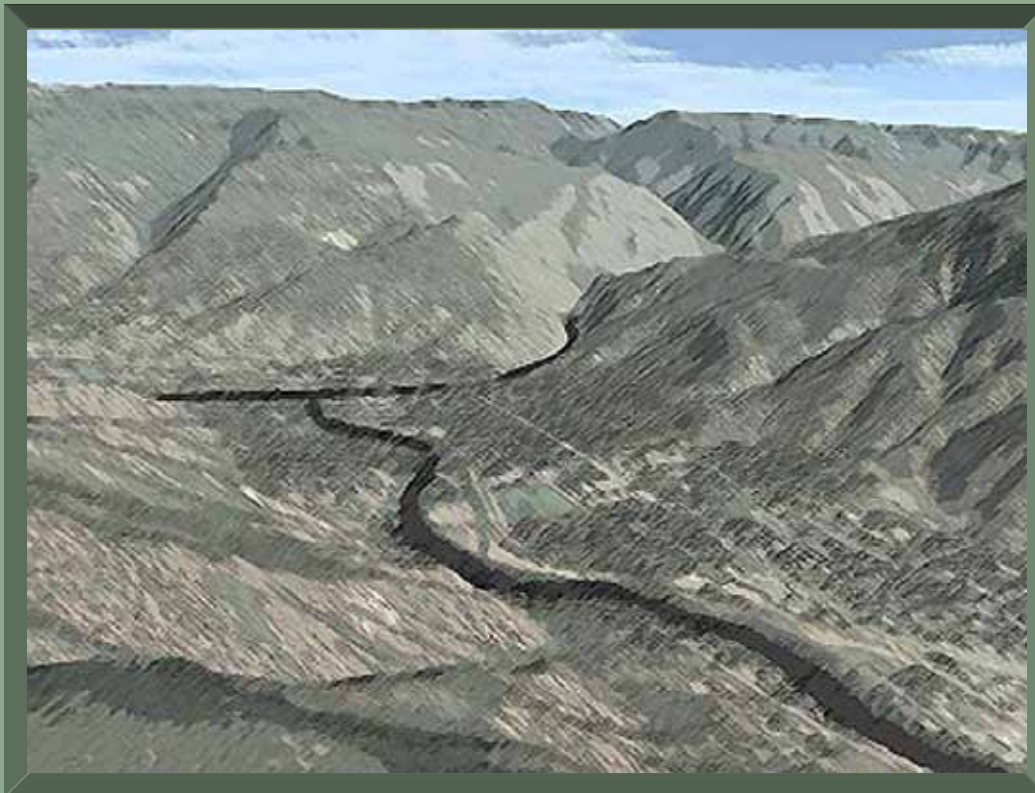
Others wanted to build apartments, condominiums, and one company wanted the land for a major auto dealership. Again, we said no.

We did say yes to Marv and Barry Rosenberg, and R2 Partners nearly two years ago. Why? Because we believed they had the proven track record and expertise to develop our property in a responsible manner. Over the past two years we have found the Rosenberg's and their people to be very straight forward and honest. We believe that R2 has made significant concessions and their plan would be a great contribution to Glenwood. We believe this project would be beneficial to the City by providing much needed housing.

If you read pages 41 and 46 of the City's Comprehensive Plan, as well as the City's Development Code, you'll know they are faithfully following the City's vision.

Floyd Diemoz	floyd@diemoz.net
1410 Oak Way Ave.	(970) 379-4181 C 945-6712 Of 945-7460 Fx
Glenwood Springs, Co 81601	

Glenwood Springs



Comprehensive Plan

Adopted March 2011

Acknowledgements

City Council

Bruce Christensen, Mayor
Dave Sturges, Mayor Pro-Tem
Russ Arensman
Stephen Bershenyi
Shelley Kaup
Leo McKinney
Matthew Steckler

Planning and Zoning Commission

Patrick Barker
Bruce Barth
Michael Blair
Tim Bottger
Marco Dehm
John Duven
Mary Elizabeth Geiger
Judy Gillespie
Colleen Long
Barney Mulligan
Kathryn Trauger

Steering Committee

The Comprehensive Plan Steering Committee was made up of the City Planning Commission along with representatives of many of the City's Boards and Commissions, and two City Council members.

David Alcott, Transportation Commission
Patrick Barker, Planning and Zoning Commission
Bruce Barth, Planning and Zoning Commission
Michael Blair, Planning and Zoning Commission
Tim Bottger, Planning and Zoning Commission
Allan Cunningham, Housing Commission
Marco Dehm, Planning and Zoning Commission
Marice Doll, Historic Preservation Commission
John Duven, Planning and Zoning Commission
Mary Elizabeth Geiger, Planning and Zoning Commission
Judy Gillespie, Planning and Zoning Commission
Jeremy Heiman, River Commission
Colleen Long, Planning and Zoning Commission
Leo McKinney, City Council
Barney Mulligan, Planning and Zoning Commission
Barbara Sexauer Corcoran, Parks and Recreation Commission
Dave Sturges, City Council
Kathryn Trauger, Planning and Zoning Commission

Staff

Andrew McGregor, Community Development Director
Gretchen Ricehill, Senior Planner
Jill Peterson, Planner
A'Lissa Gerum, Planner

Planning Consultant Team

Winston Associates RPI Consulting Charlier Associates
Leslie Bethel Ignacio Correa-Ortiz RRC Associates



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.

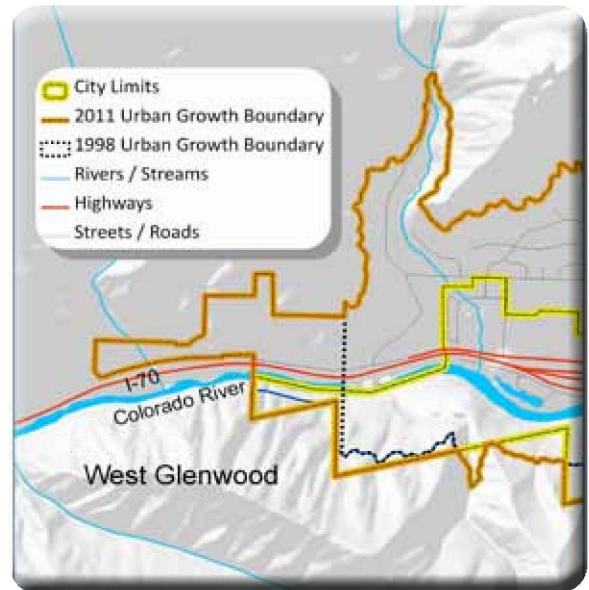


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

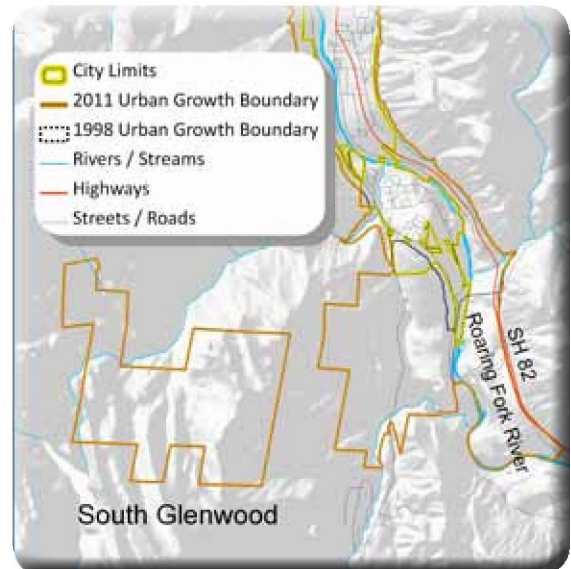


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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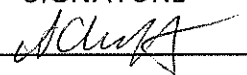
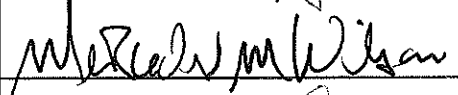
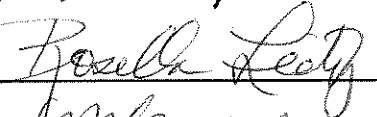
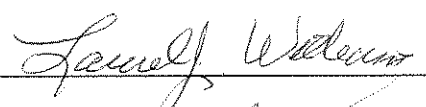
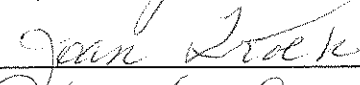
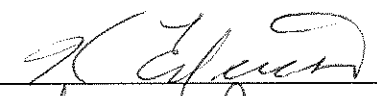
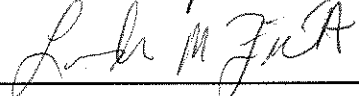
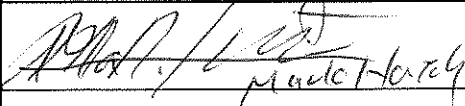
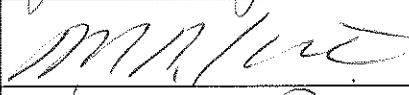
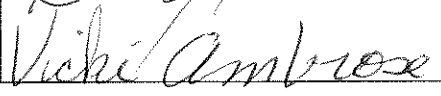
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot 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
Artur K Perreault	812 Bennett Ave	Artur Perreault
Megan D'Herm	927 Colorado Ave	Megan D'Herm
S. Glassen	902 Bennett	Sherry Glassen
Sheri Scruby	530 Hyland Park Dr	Sheri Scruby
Stephanie Nor	160 Orchard Lane	Stephanie Nor
Austin Hamilton	3955 Sky Ranch Drive	Austin Hamilton
Molly Hamilton	3955 Sky Ranch Dr	Molly Hamilton
Bonnie Ferg	10561 156	Bonnie Ferg
VIVITA EVANS	949 County Rd. 129 GWS, CO 81601	Vivita Evans
James Bakehouse	409 10 th St	James Bakehouse
Summer Star Haeske	1027 Cooper Ave. GWS	Summer Star Haeske
Marguerite Flett	51773 Hwy 6	Marguerite Flett
Bobbie Meriwether	152 Orchard Lane	Bobbie Meriwether

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
ADRIAAN VAN THOFF	270 Rockledge Dr ^{GWS}	
Mercedes M Wilson	142 Castle Ridge Dr	
Rosella Leety	218 Oak Ln.	
M. Susan Carmel	342 PARK DR, GWS 8601	
Laurel Williams	2906 Sopris Ave	
JOAN TROTH	3204 COOPER CT	
Sally Mehaluk	1106 Colorado Ave GWS	
Kenn Edquist	215 5th GWS	
Jeremy Joseph	P.O. Box 283	
Emilie Zepernick, DC	101 Chapparral Circle	
Lark M Fulk	P.O. Box ^{GWS, 8681601} 2274 GWS	
	45885 Hwy 6 & 24	
Kelsey Roper	449 Palmiello Dr	
Vicki Ambrose	1110 Red Mt Dr	

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build ²⁷⁹360 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
Elizabeth Delaney	203 Haystack Rd, G.S. Co	Elizabeth Delaney
Patricia Peterson	Basalt, CO	Patricia Peterson
Roberta Boyer	Basalt CO	Roberta Boyer
Susan Rice	125 Vista Drive	Susan Rice
LeAnn Leaty	103 Prince Drive CARBONDALE CO	LeAnn Leaty
Erin Gillman	343 Park Dr GWS	Erin Gillman
ANN KELLER	241 CRYSTAL CIRCLE CARBONDALE	Ann Keller
David Shepard	331 Mel Roy Rd	David Shepard
WALT KROM	120 ROCK LEDGE DR	Walt Krom

PETICION: MANTENER SEGURO A GLENWOOD – PAREN EL SOBREDESARROLLO

Los residentes abajo firmantes urgen a el concilio de la ciudad de Glenwood Springs que paren el sobre desarrollo y que aboguen por prácticas de crecimiento inteligentes. El incremento de grandes desarrollos multe-familiares están destruyendo a Glenwood Springs y pone en riesgo la seguridad de todos sus residentes. En los últimos tres años 800 unidades multe-familiares han sido construidas o aprobadas y de estas solo 29 son para alquilar.

Les pedimos que rechacen la petición de anexar y la aparición posterior de R2 Partnership of Cincinnati para construir 360 unidades en el lote detrás del West Glenwood Mall, que mide 12.285 acres de terreno. Si esto se aprueba traerá un crecimiento de 1100 inquilinos (un incremento del 10% de población sobre un pequeño terreno) y sus vehículos. Les urgimos que consideren que West Glenwood es incapaz de manejar un desarrollo de esta densidad con los preocupantes de causa mayores como la evacuación segura cuando suceda el próximo incendio, inundación, o deslave así como también una infraestructura inadecuada con la densidad cinco veces mas que la comunidad adjunta, el congestionamiento de tráfico, contaminación y los alquileres excesivamente caros.

Nombre Completo	Dirección	Firma
Tayde Molina D.	830 C. Donegan Rd.	Tayde Molina

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Ronnie Smith	3689 Valley View Dr ^{GWS}	Ronnie Smith
Patricia Smith	" "	Patricia Smith
Kittany Brown	3116 Grand Ave ^{GWS}	Kittany Brown
Jen Harbottle	100 Midland St ^{GWS}	Jen Harbottle
Cathy Lee	0077 Mtn. Shadows ^{GWS}	Cathy Lee
Shirley Brown	3116 Grand Ave Glenwood Sps	Shirley Brown
Debra Wolf	270 Donegan Rd Glenwood Sps	Debra Wolf
Mary Wentzel	3101 Sepin's Ave	Mary Wentzel
Jeanne Morrison	57 Badger Rd ^{GWS}	Jeanne Morrison
Dave Spence	37 Badger Rd.	Dave Spence
Teresa Zuba	59 Ponderosa Dr ^{GWS}	Teresa Zuba
Julia Williams	925 Bennett Ave ^{GWS}	Julia Williams
Michael Delveire	3251 E Rd	Michael Delveire

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[illegible]

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.

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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.

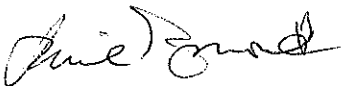
Also, we have learned, often the hard way, that people panicking in an emergency behave differently than planners and authorities expect. They refuse to take the most expedient way out of town if that means leaving vulnerable pets, kids and disabled neighbors behind. As a pet services provider in my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

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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

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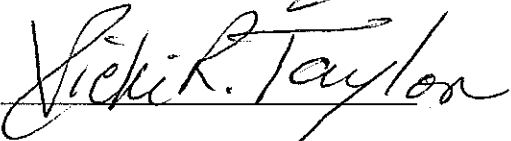
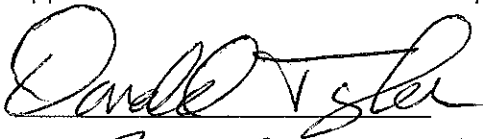
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In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during 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.

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0228 Mel Ray Road
Glenwood Springs, CO 81601

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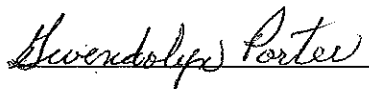
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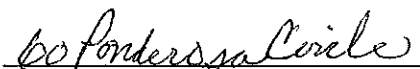
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Marsha Kesselring Marsha Kesselring

36 Donegan Rd

WGlend Co 81601

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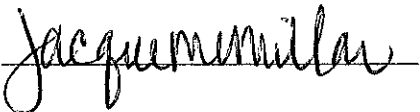
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102 Timber Creek Dr.
GWS.CO 81601

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Bruce McCullough *Benee McCullough*

1000 Mt Sopris Dr #1

GWS CO 81601

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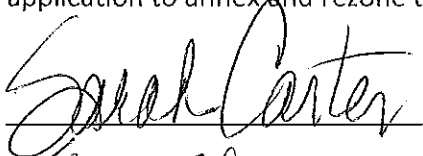
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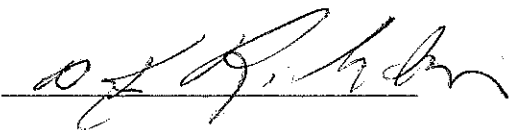
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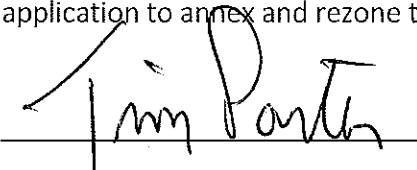
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Matt Gron

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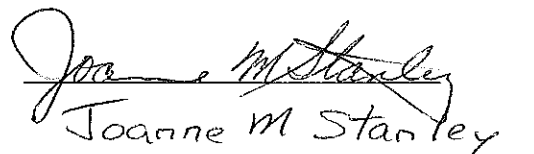
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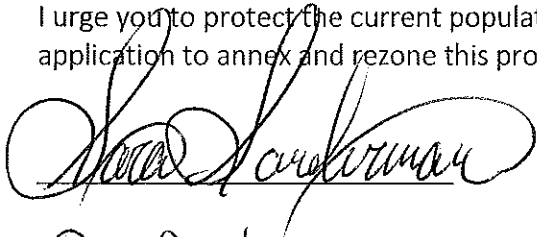
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Sara Sanderman
184 Orchard Dr
GWS, CO 81601

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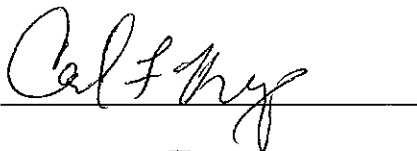
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A handwritten signature in cursive script, appearing to read "Cal Fry", written over a horizontal line.A handwritten signature in cursive script, appearing to read "Floyd Diemoz", written over a horizontal line.

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Leon & Rachel Garot

30 Mtn Shadow Drive

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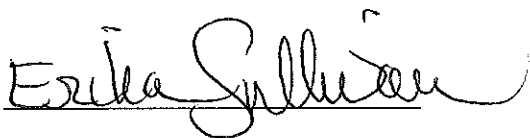
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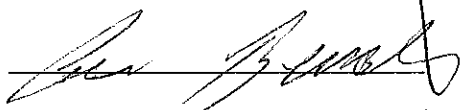
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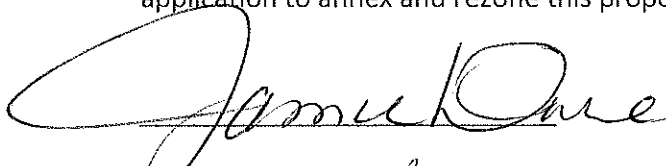
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19 Chaparral Cr.
GWS 81601

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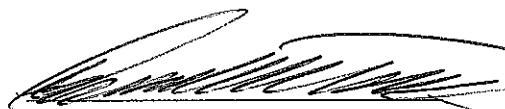
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 Dennis Williams

0447 Juniper
GWS 81601

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A handwritten signature in black ink, appearing to read "Eric S. Smith", written over a horizontal line.

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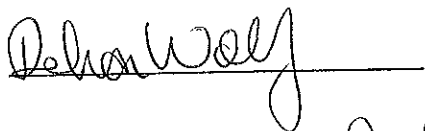
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270 Donegan Rd GWS, Co 91601

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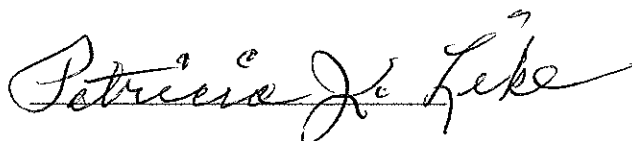
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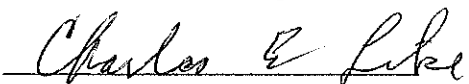
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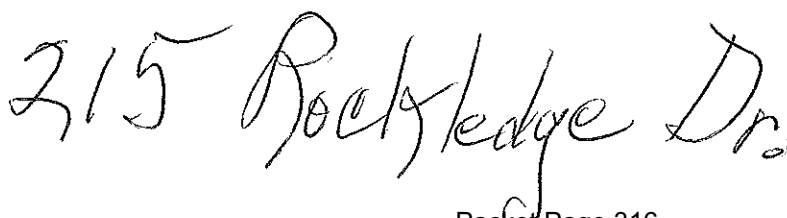
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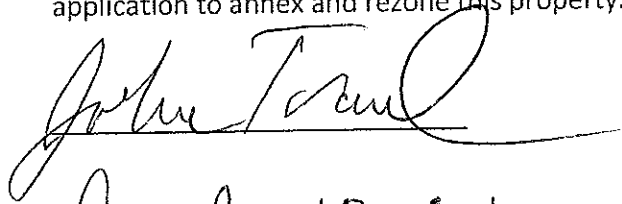
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January 12, 2021

"All Rights Reserved
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66 Ponagaw Dr.

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31 Ponderosa Dr.

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.

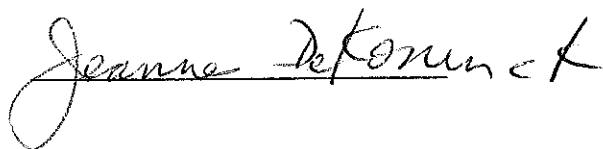
In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable 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.

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.

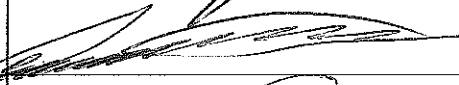
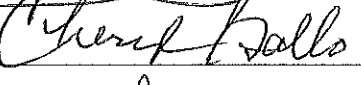
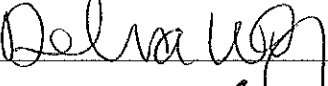
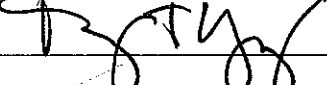
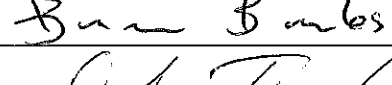
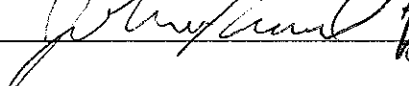
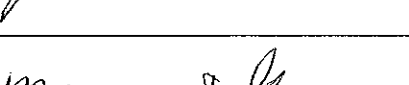
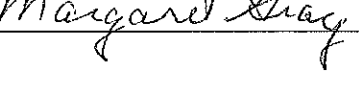
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot 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
Renee McCullough	1000 Mt Sopris Dr #1 GWS CO 81601	Renee 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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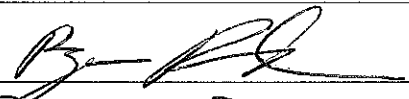
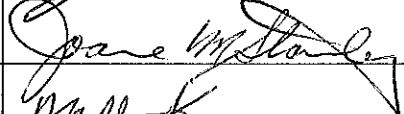
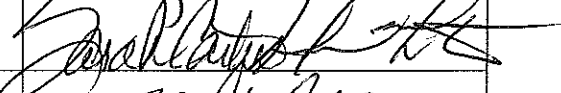
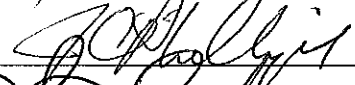
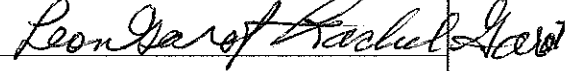
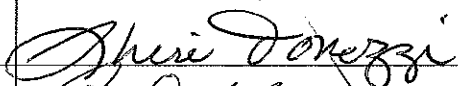
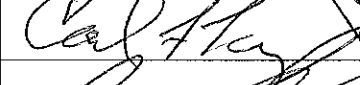
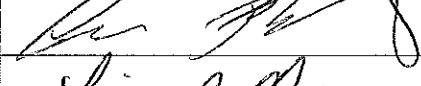
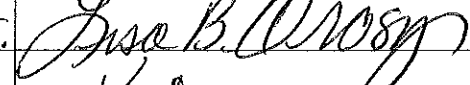
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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
David Dixon	631 Mel Ray	
Joan Adler	525 W. 12 th St. ^{GWS}	
Eric Seifert	459 Mountain Shallows Dr	
Deann Williams	0447 Juniper ^{GWS}	
Erika Sullivan	1111 Hollybrook Ln ^{GWS}	
Cheryl Gallo	1111 Hollybrook Ln ^{GWS}	
Debra Wolf	270 Donegal Rd ^{GWS}	
Tracy Trulove	135 Parnumigen Dr.	
Fran Orosz	51 Chaparral Circle	
Bruce Bowles	0688 City 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 Lyle	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 Millsbaugh	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.

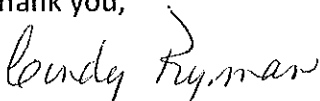
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

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

Thanks Tim Porter 505-553-2207

Sent from my iPhone

From: Annie Stephens <britican@comcast.net>

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

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

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

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

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

1. **Safety**

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

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

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

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

2. Impact on West Glenwood

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 too fast. Have about been driven off road couple times. To add more cars to neighborhood will only have more people and cars taking that road for shortcut.

Your name
Michelle Vogel
355 county red 132
Glenwood springs

From: Shannon <shanderb41@gmail.com>

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

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

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

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](#)

[nohatYSpondeesgfltoftoufoetdrduuayo 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 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 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.

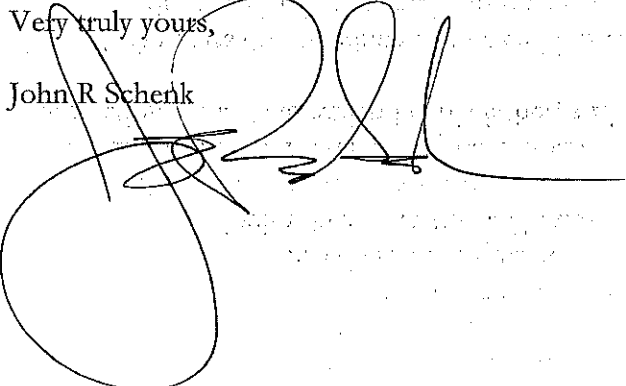
Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

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.

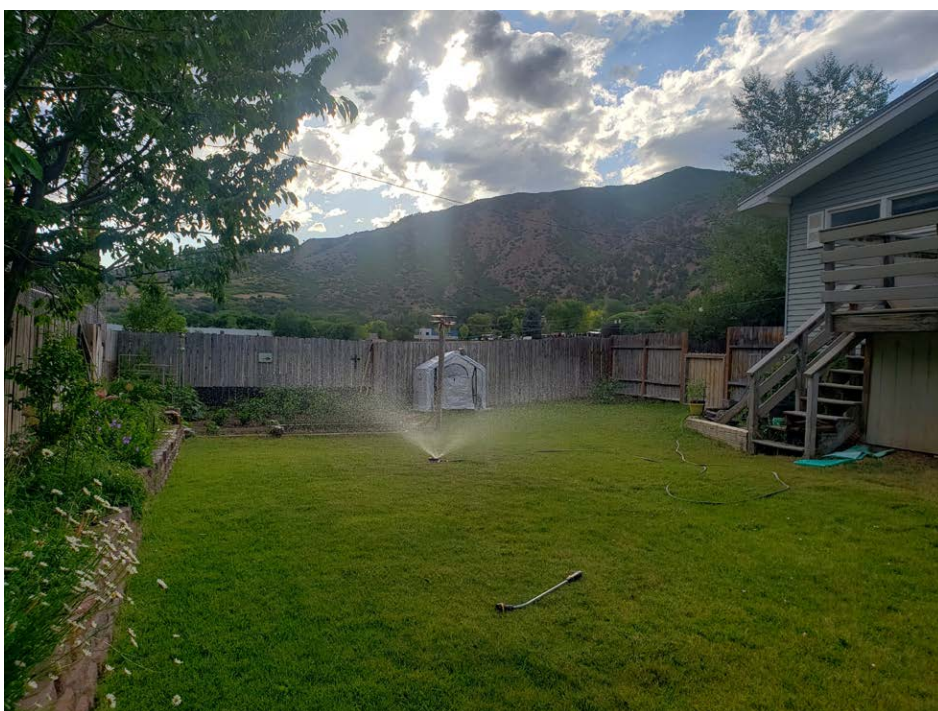
We also have a concern for lack of resources available. Lack of another Grocery store, water supply, fire, police/ sheriff personal. We have personally heard not too long ago from local law enforcement that west glenwood is getting rough and the laws do not protect us like they should. So in conclusion 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.

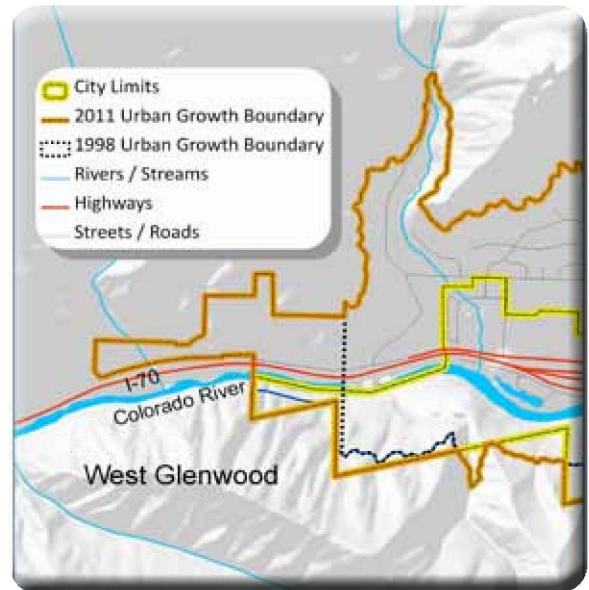


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

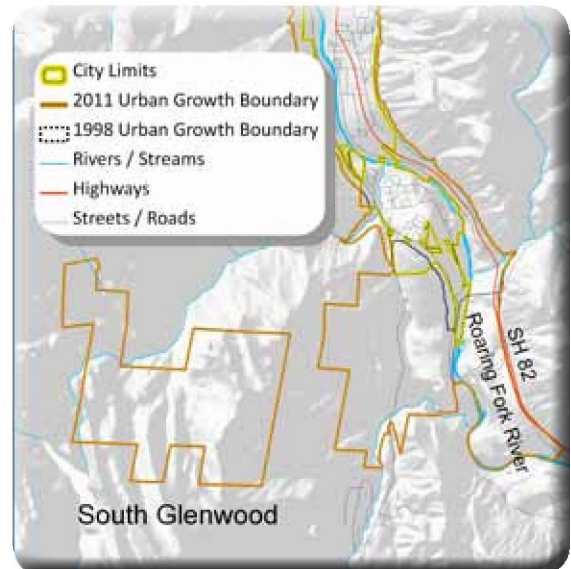


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



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.

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?

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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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Floyd Diemoz, Glenwood Partnership, LLLP, Partner

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

Glenwood Mall

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

Glenwood Meadows

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

Hwy 6 Corridor

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

Residential Areas

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

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

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

Overall Annexation Position

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

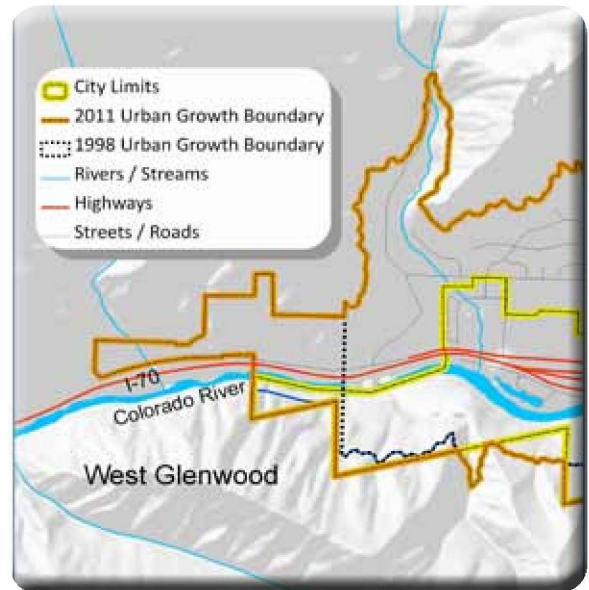


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

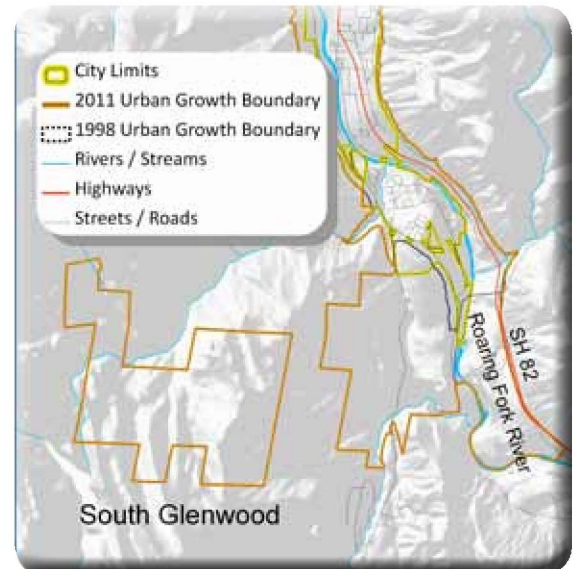


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



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

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

To: Planning and Zoning Commission

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

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

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

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

Respectfully submitted,

Walt Krom

120 Rockledge Dr.

Glenwood Springs, CO 81601

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

Trent

See below for additional comments re: the annexation proposal.

Gretchen

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

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

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

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

Thanks for the time in responding to my concerns.

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

Take care - thanks for all you do.

Jamie Darien

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

To Glenwood Springs Planning and Zoning Commissioners;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully,
Bob and Jamie Darien

Dear Glenwood Springs Planning and Zoning,

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

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

Glenwood Springs and the Roaring Fork Valley are sustained by the rivers and streams that allowed people to initially settle here. The rivers are truly our lifblood. 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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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: [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,
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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 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,

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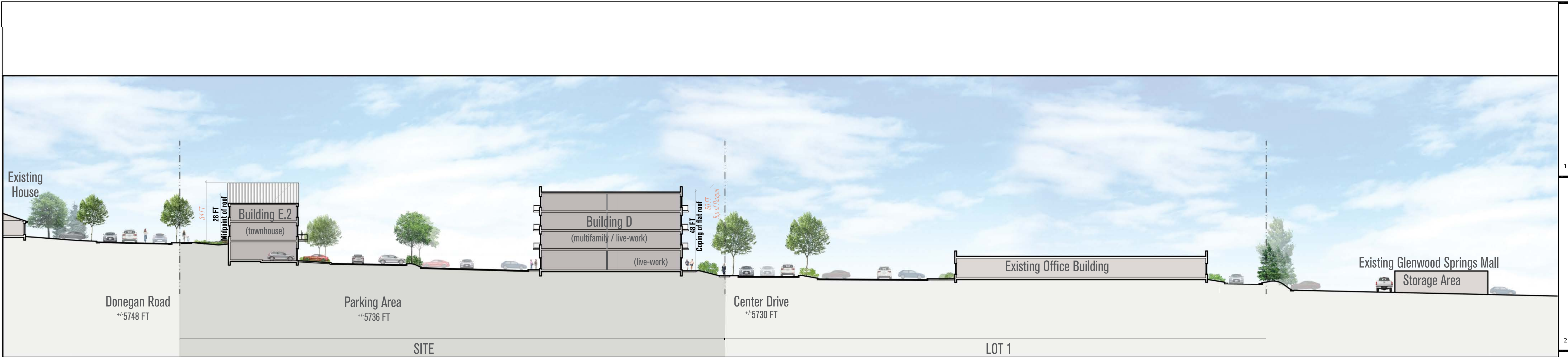
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



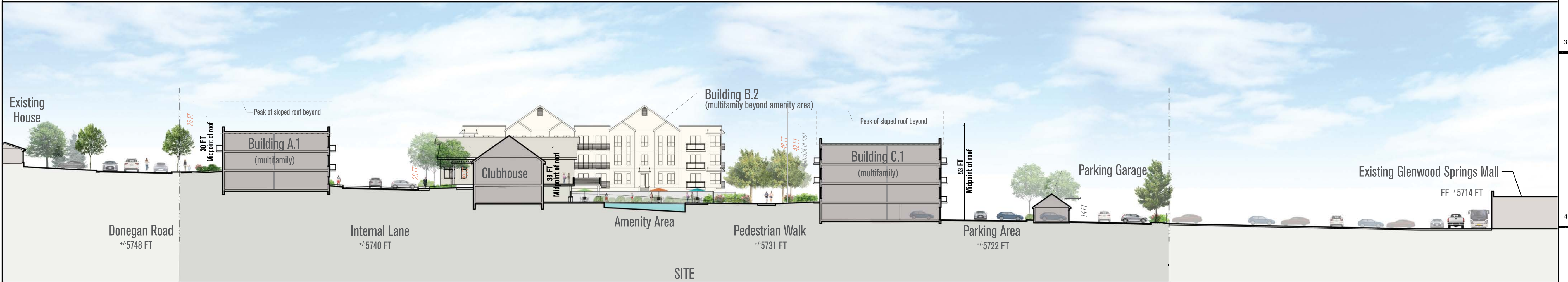
etc. These conversations are ongoing and necessary for future evacuations regardless of the current development proposal. We are confident the forthcoming plans will be complete well in advance of any development of the subject property. However, the applicant's stated \$40,000 contribution towards planning/implementation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



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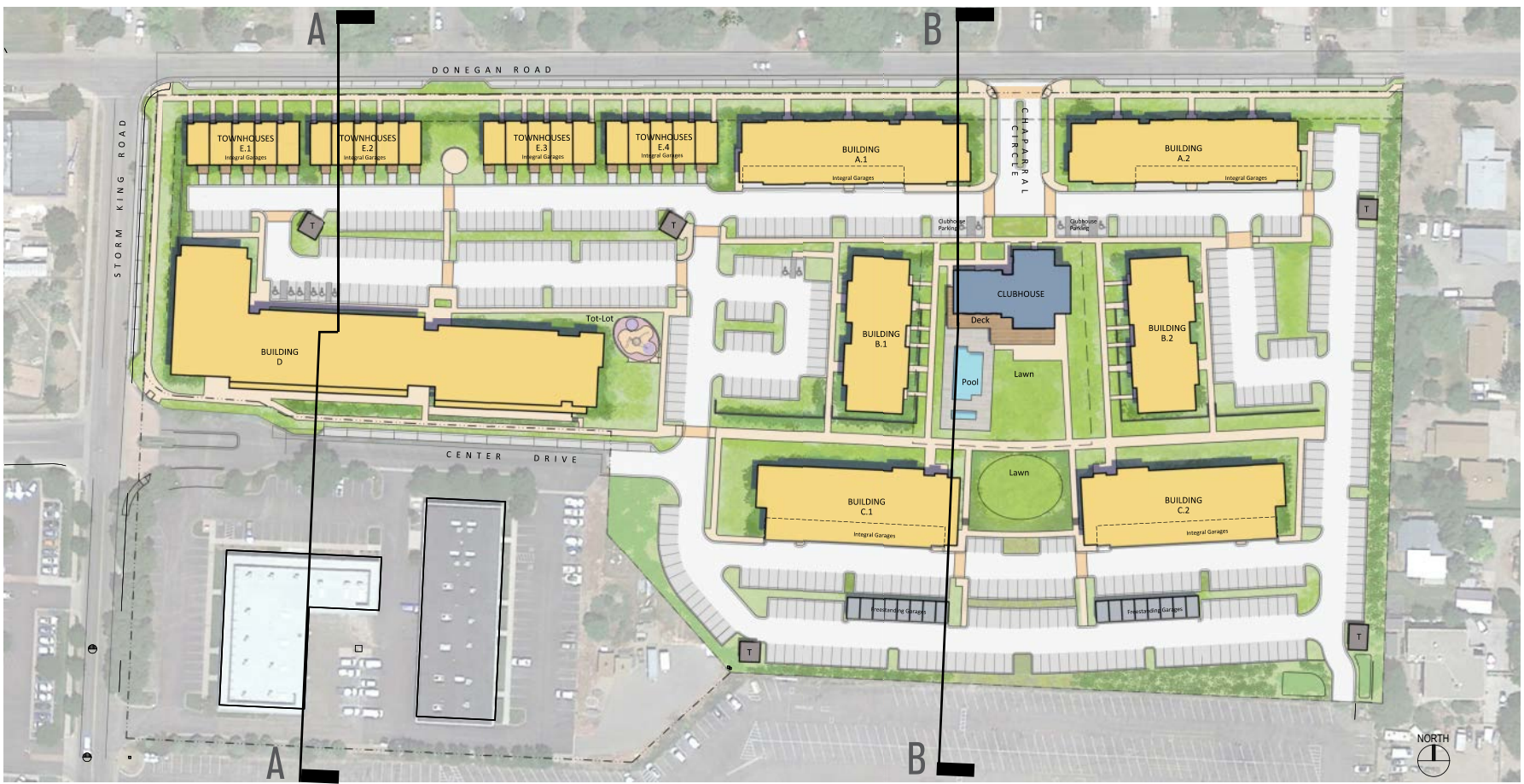
SECTION AA
1"=30'



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

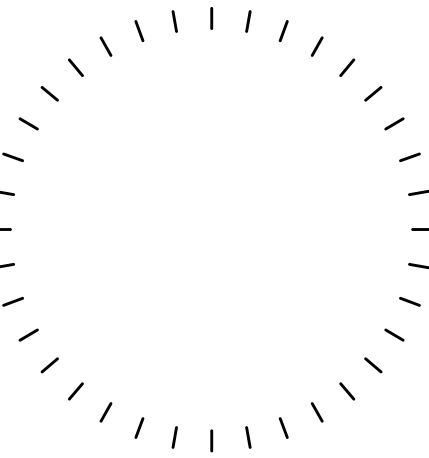
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

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

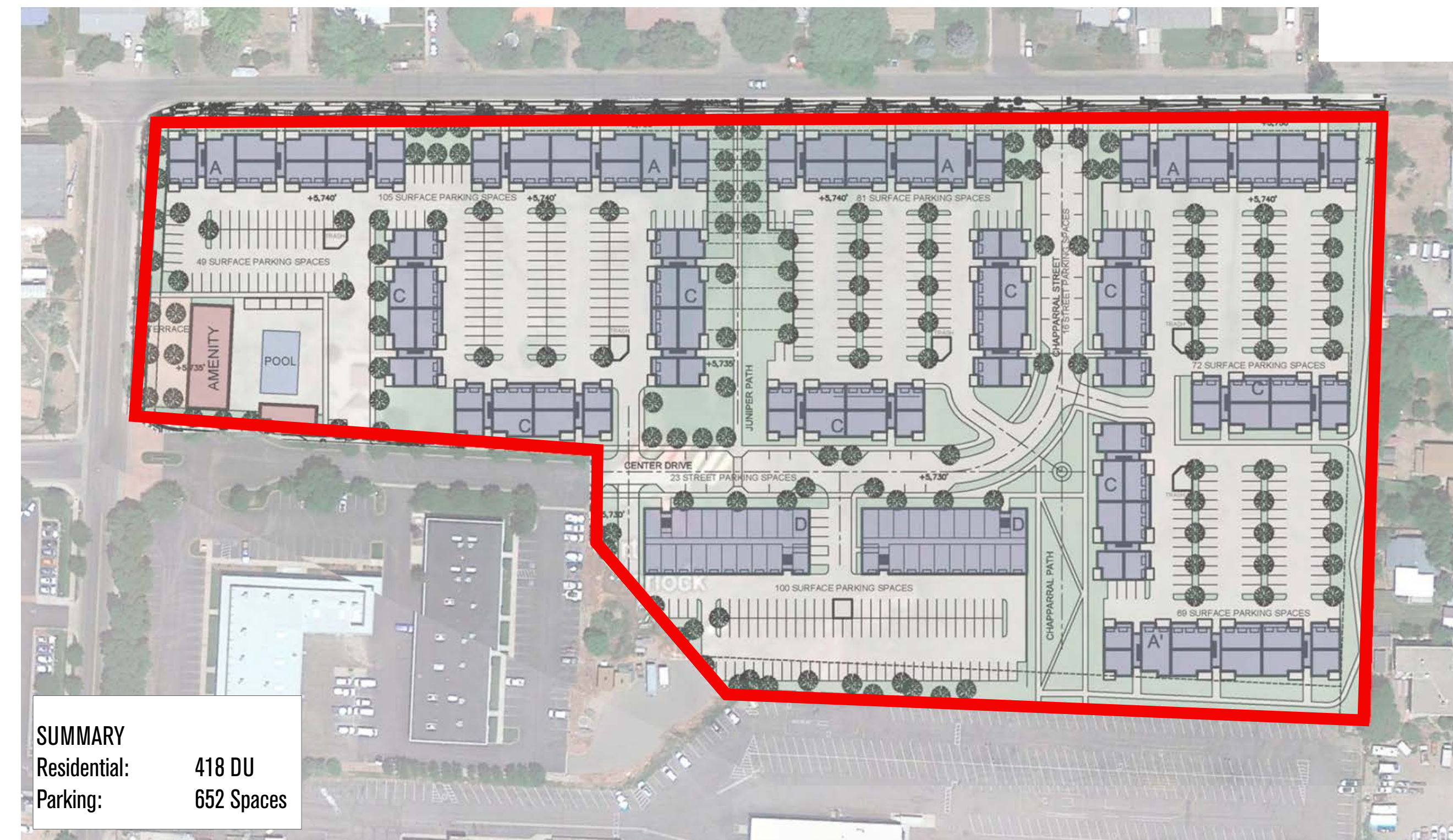
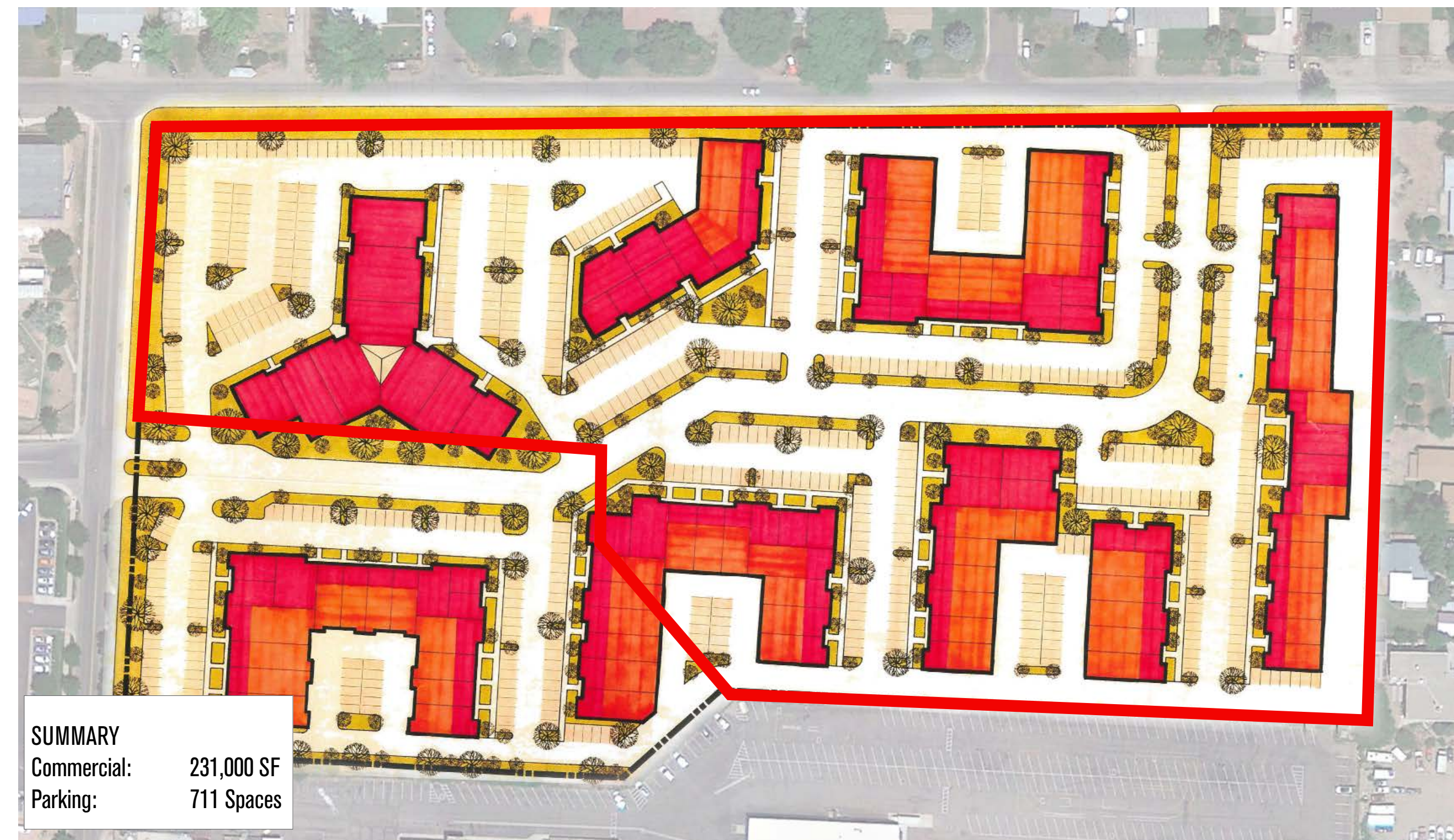
Scale
AS NOTED

Drawing

SITE SECTION

LA4.1

ANNEXATION AND ZONING SUBMISSION



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

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

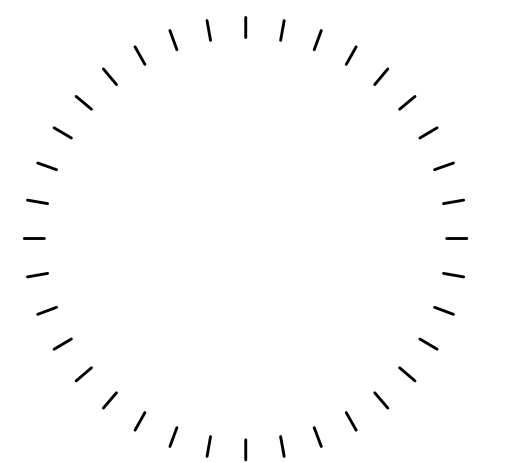
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

PLAN CHRONOLOGY

LA6.0

ANNEXATION AND ZONING SUBMISSION

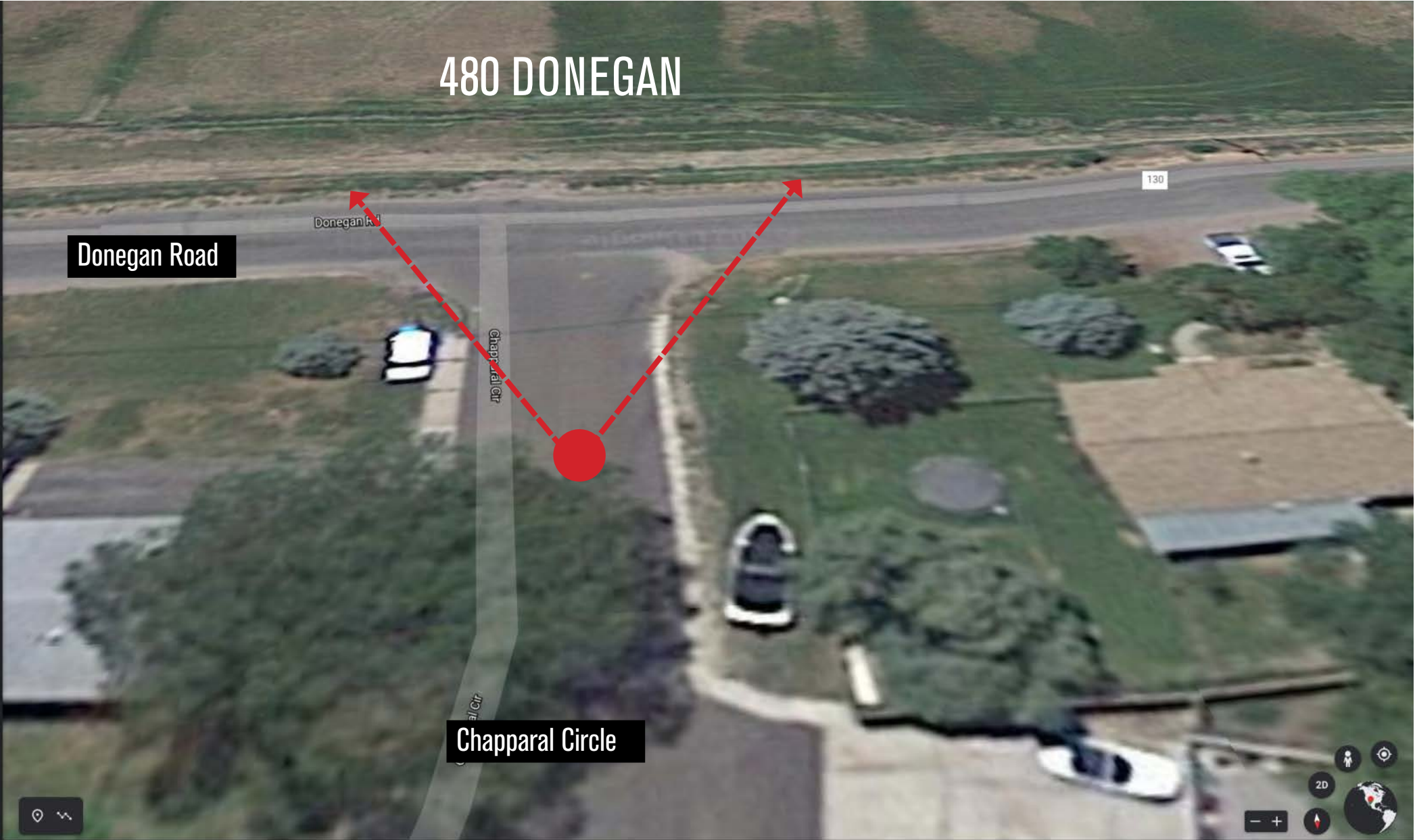
Hord Coplan Macht, Inc.



PROPOSED CHAPPARRAL CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

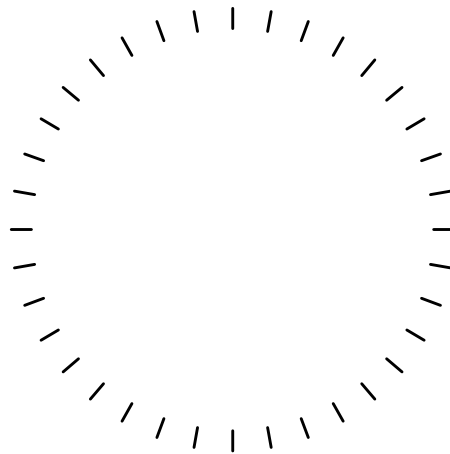
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
2	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623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



PROPOSED JUNIPER COURT VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

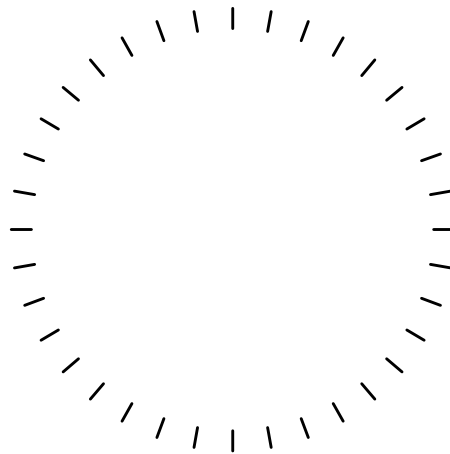
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

- ARCHITECTURE
- LANDSCAPE ARCHITECTURE
- PLANNING
- INTERIOR DESIGN



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

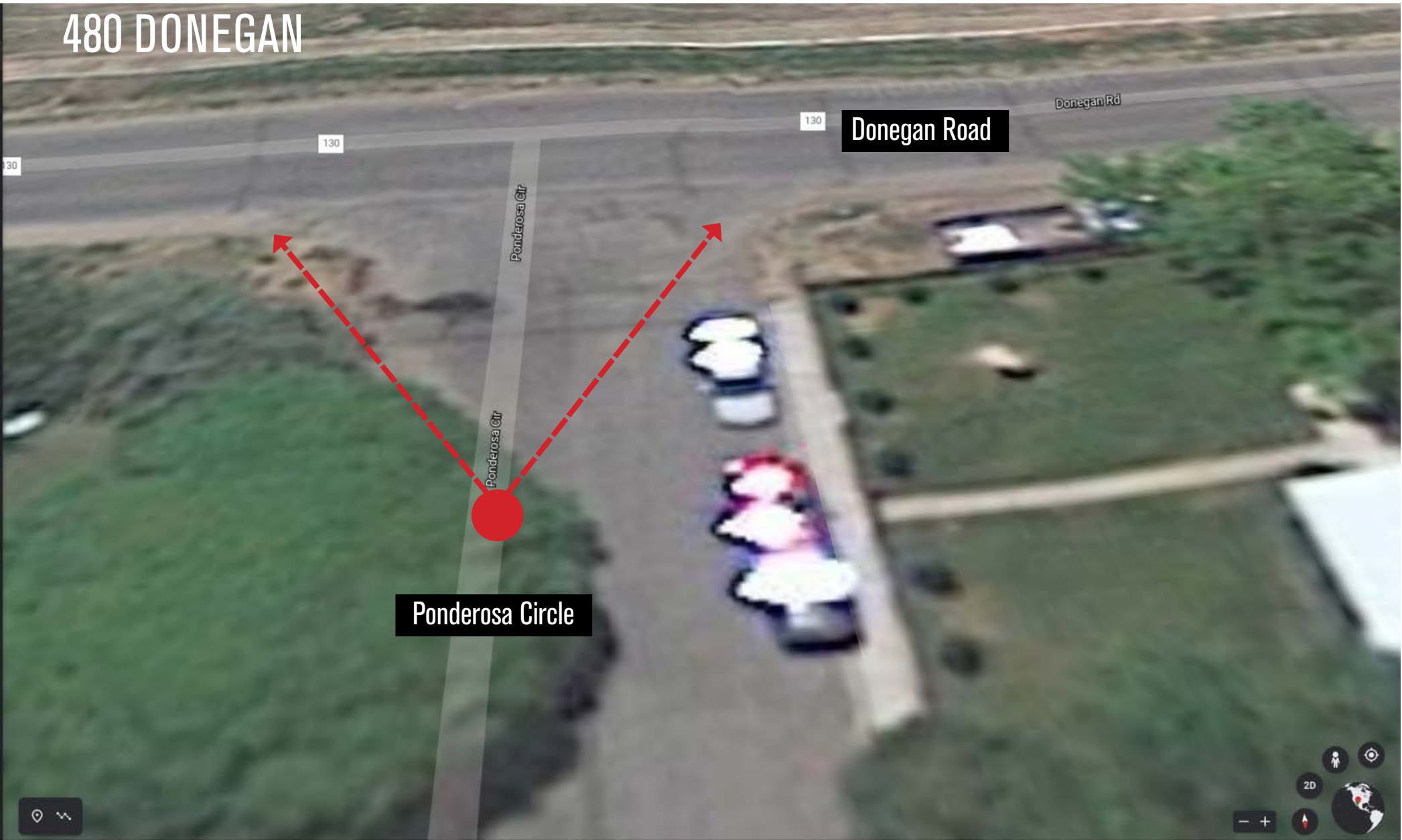
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PROPOSED PONDEROSA CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

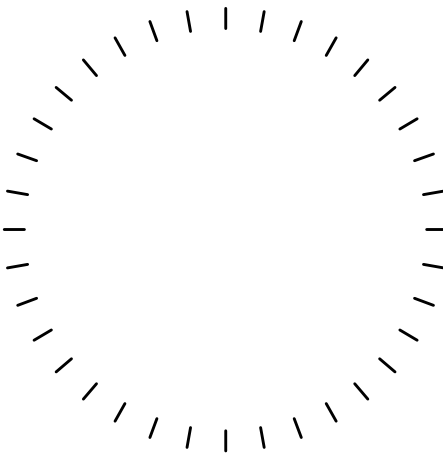
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
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480 DONEGAN

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.

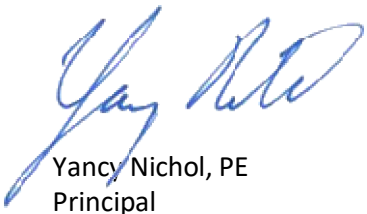
- **We obtained the scope (intersections to evaluate) from the City of Glenwood Springs staff when we began the project. It would not be typical or appropriate for a project of this size to evaluate that intersection being so far east of this proposed development.**
- **Per the 480 Donegan Traffic Analysis,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

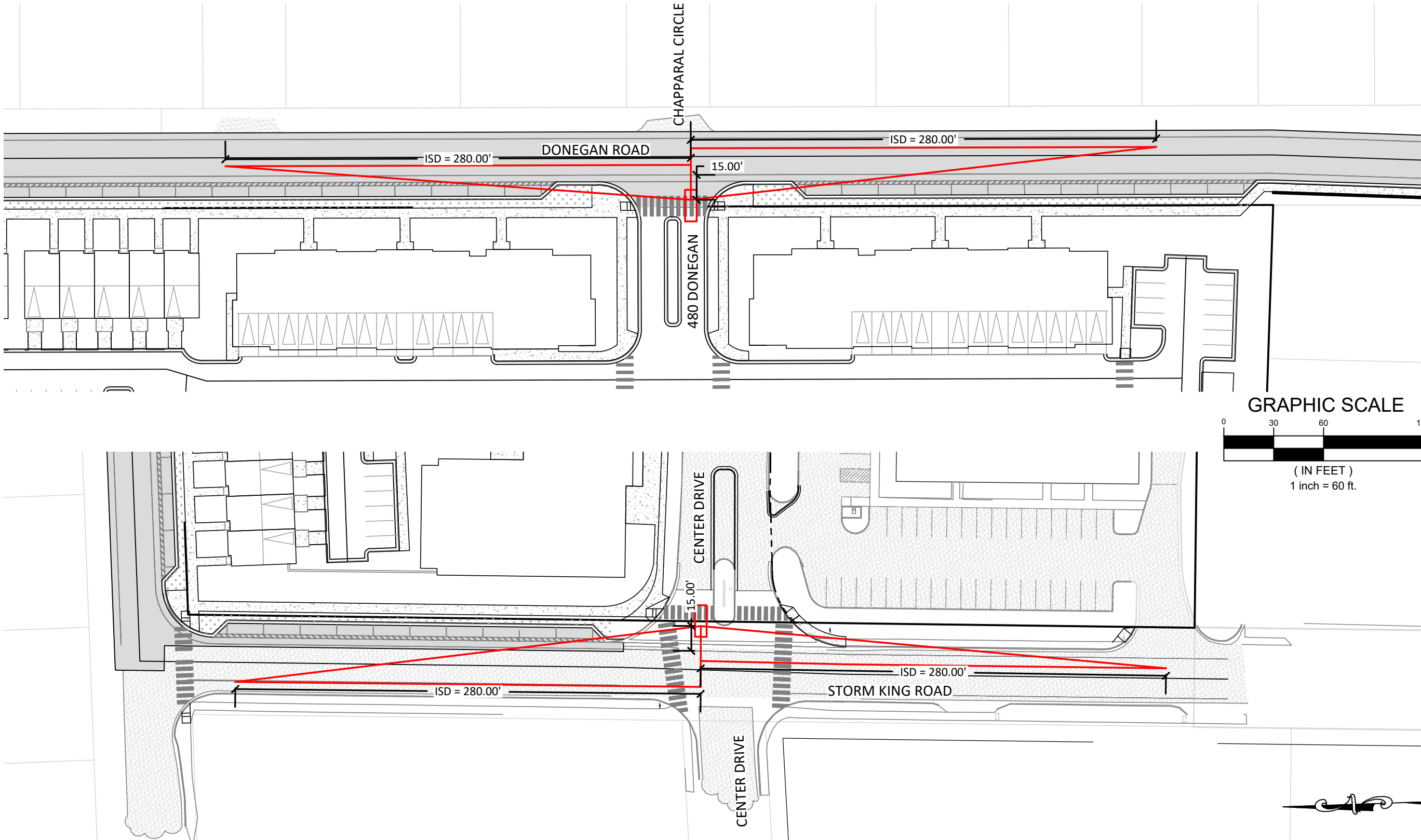
Regards,

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

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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

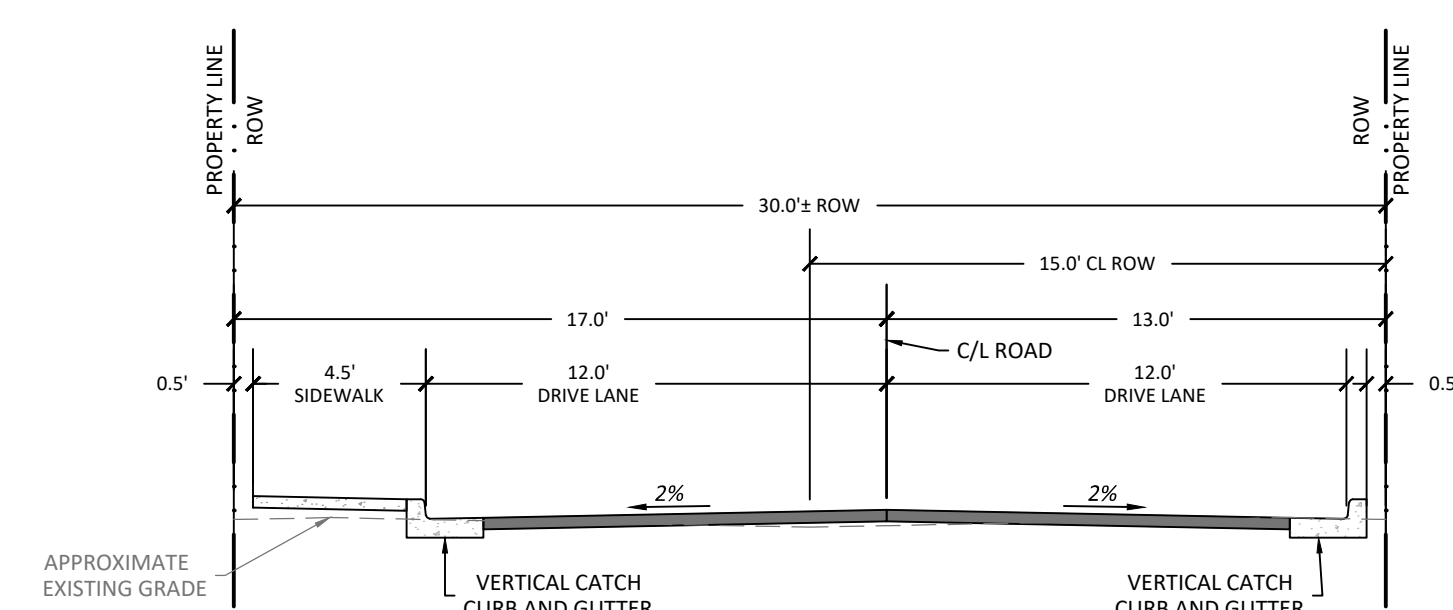
[illegible]

DRAWING NO.

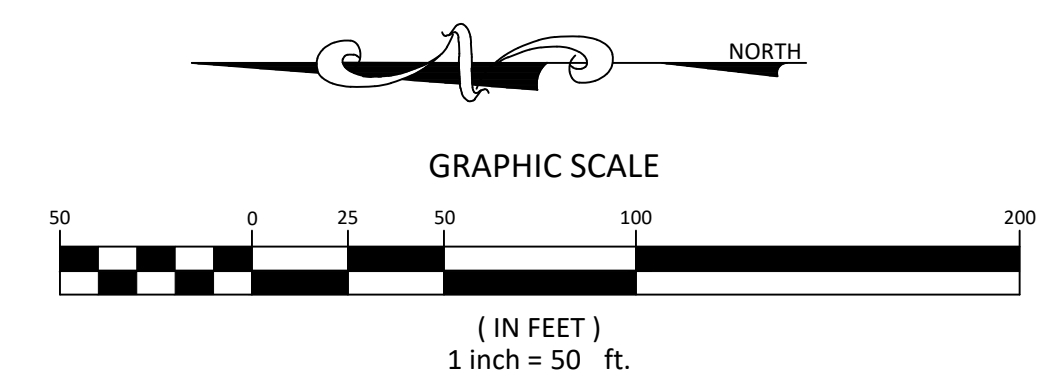


**Know what's below.
Call before you dig.**

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



(OPTION 4)
LOOKING NORTH
N.T.S.



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

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

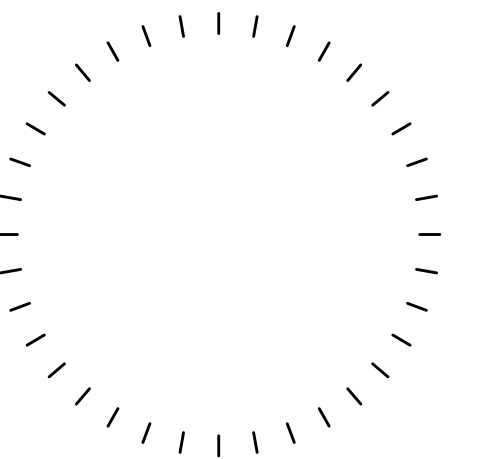
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN



04/21/2021 Supplemental Site Section Exhibits

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

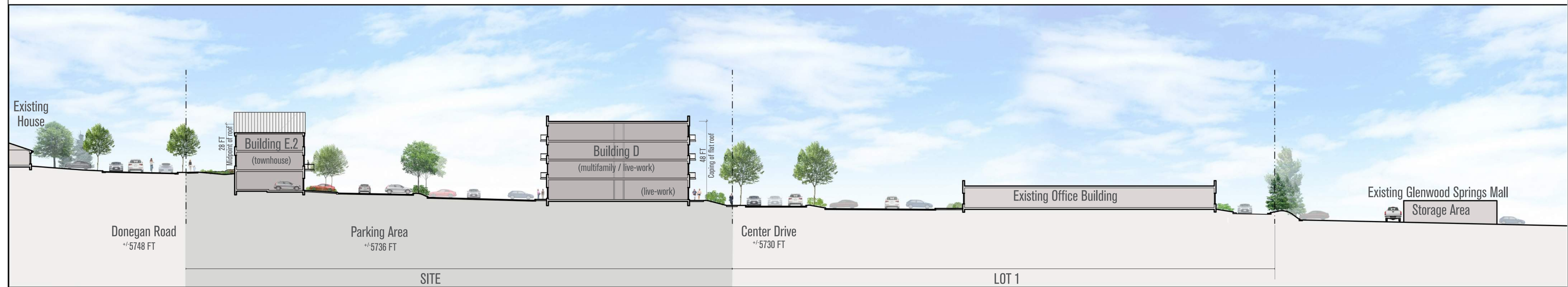
Scale _____
AS NOTED

Drawing

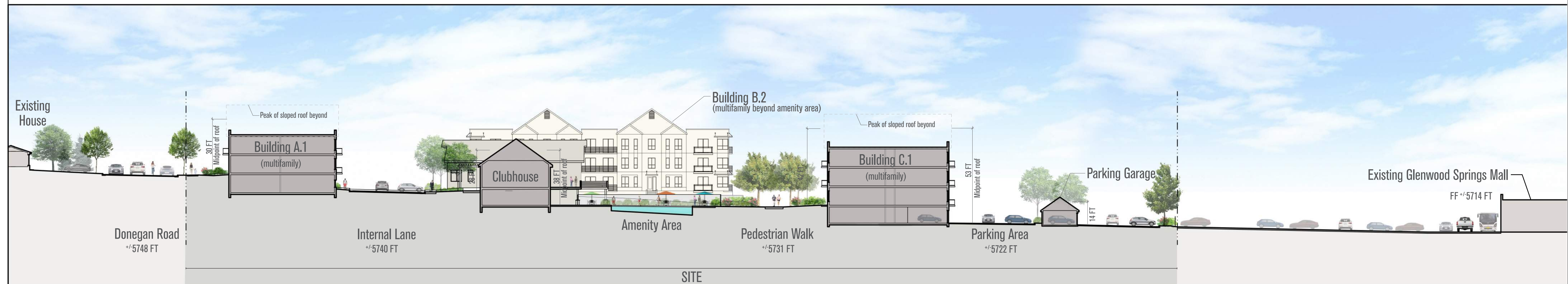
SITE SECTION

ANNEXATION AND ZONING SUBMISSION

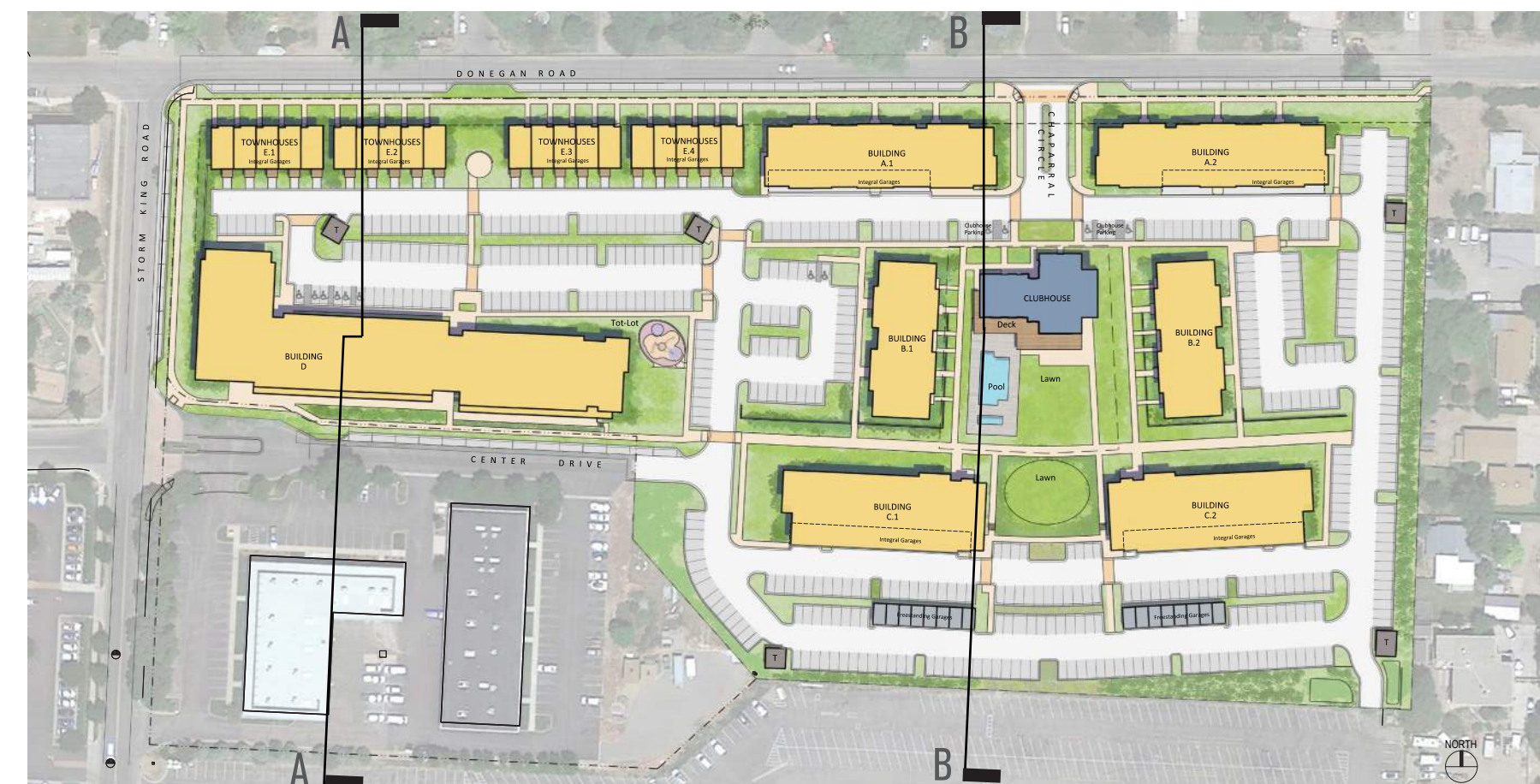
Hord Coplan Macht, Inc.



SECTION AA
1"=30'



SECTION BB
1"=30'

LOCATION MAP
NTS

NOT FOR CONSTRUCTION



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).

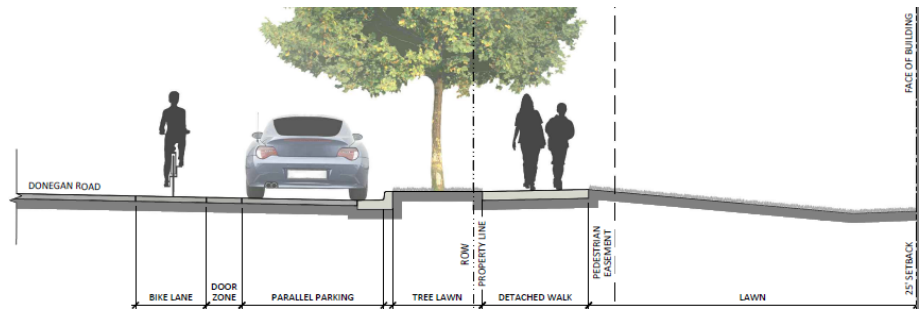
One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

<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.

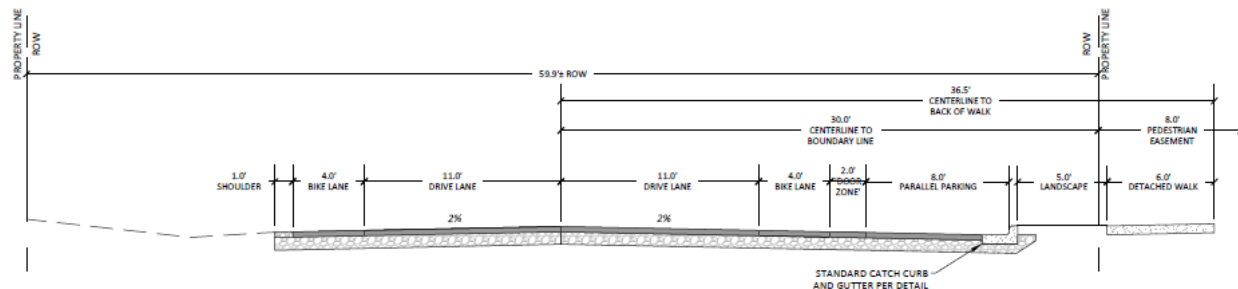
Bicycle and Pedestrian Facilities

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.

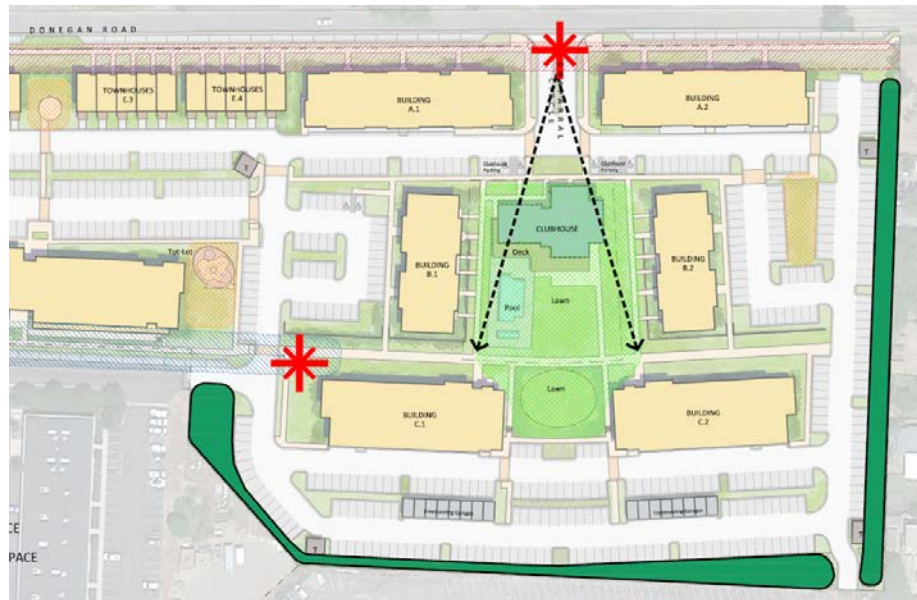
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

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)

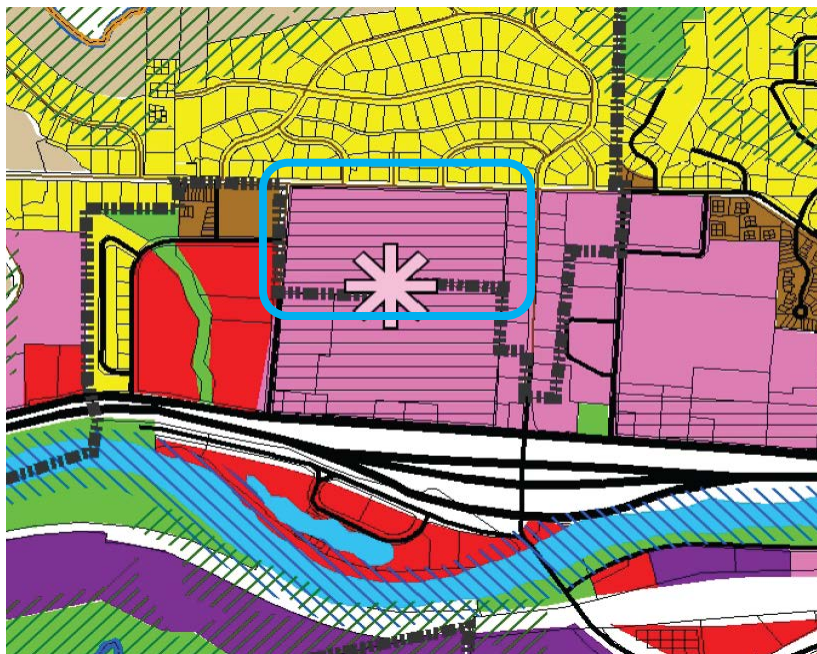
Outside of construction, the project is not anticipated to create adverse noise impacts. It is also critical to recognize that the current Garfield County Commercial/Limited zoning also allow development of the site which would have associated view and noise impacts.



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 discussed above again support this goal.	
-Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development.	
-Preserve natural resources	-Direct growth inward (Chapter 9, Page 102)

Rezoning, PUD Rezoning, and Related Approval Criteria

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

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

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

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

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



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

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

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

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

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

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

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

Please see staff commentary above.

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

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

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

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

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

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

Reviewing Agency Comments

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

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

Adjacent Property Owner/Public Comments

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

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

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

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

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

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

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

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

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

Recommended Findings:

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

Recommended Conditions:

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

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

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

Recommended Findings:

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

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

Recommended Conditions:

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

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



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

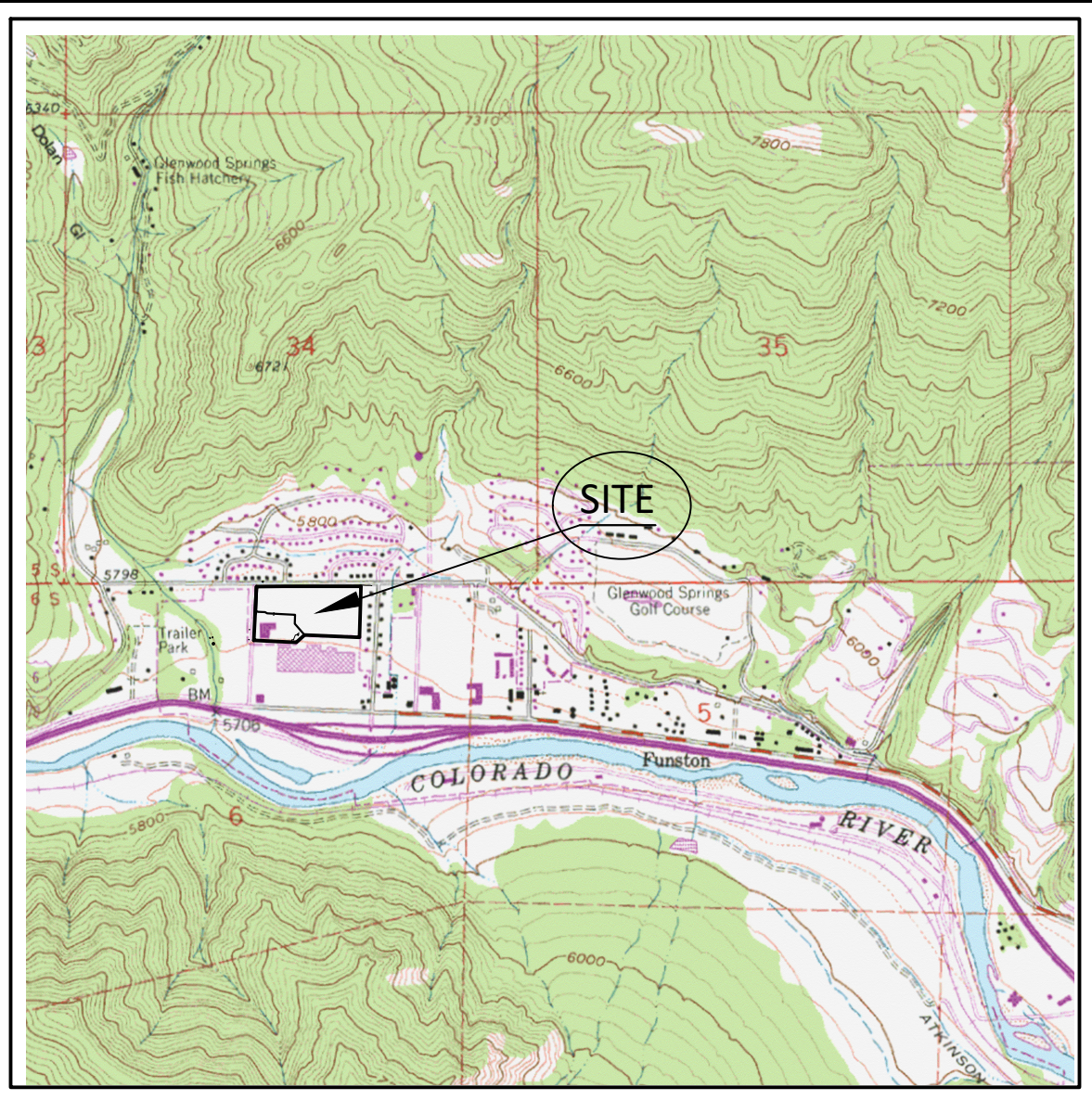
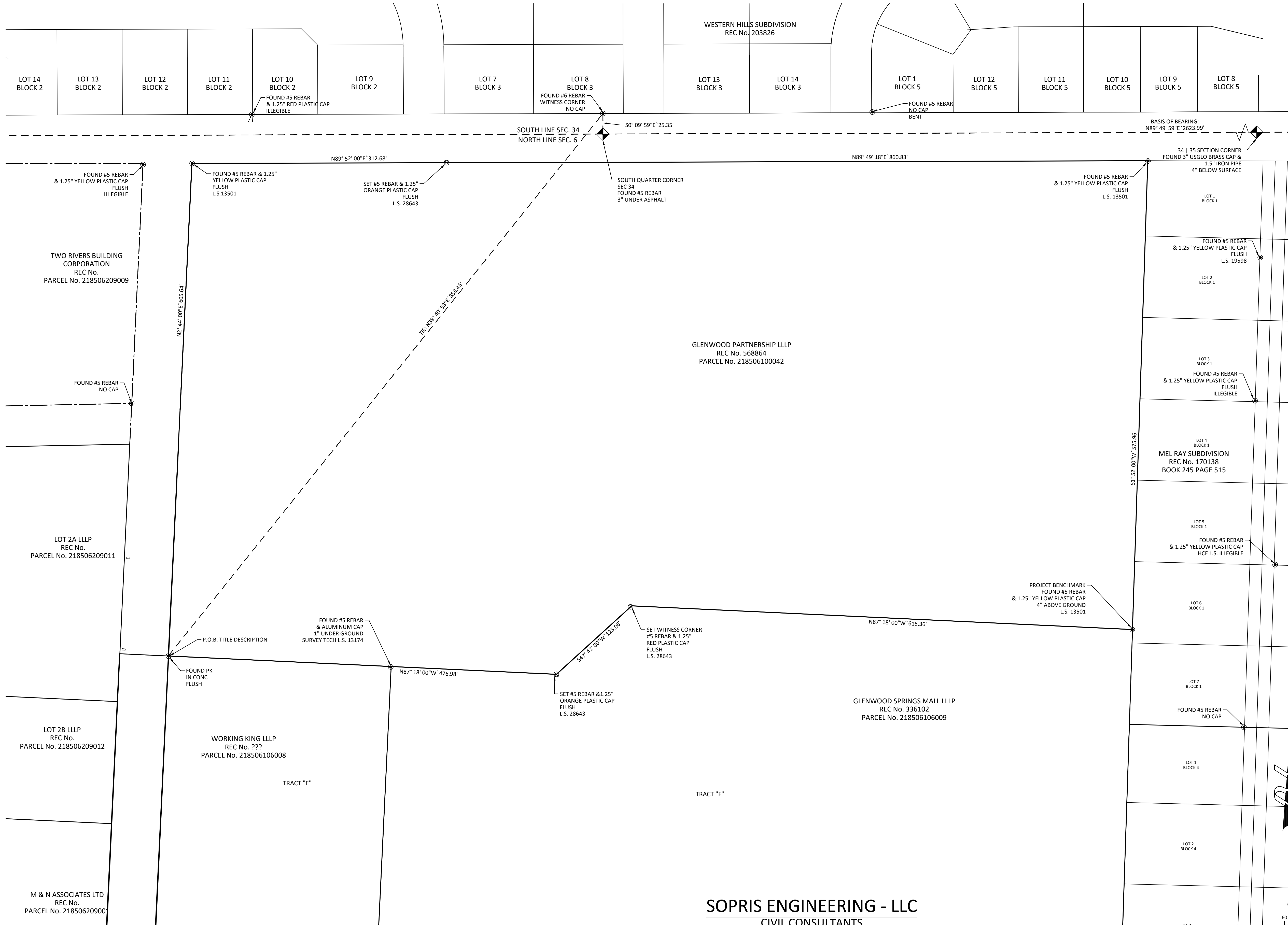


- C0.0 - COVER SHEET
- C0.1 - IMPROVEMENT SURVEY PLAT 1
- C0.2 - IMPROVEMENT SURVEY PLAT 2
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C3.1 - OFFSITE DONEGAN ROAD IMPROVEMENTS
- C4.0 - OFFSITE DRAINAGE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

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

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

SHEET 1 OF 2



NOTES

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

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

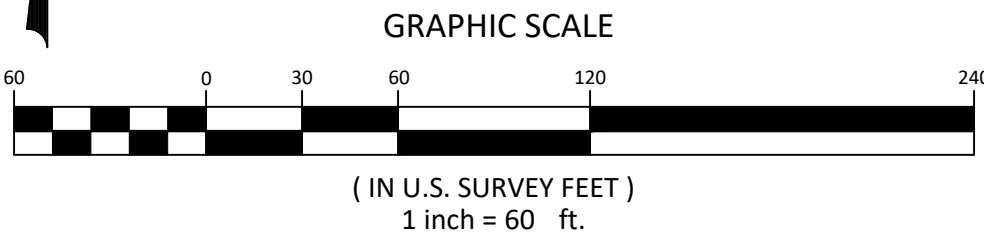
BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST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

COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

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

MARK S. BECKLER
L.S. #28643



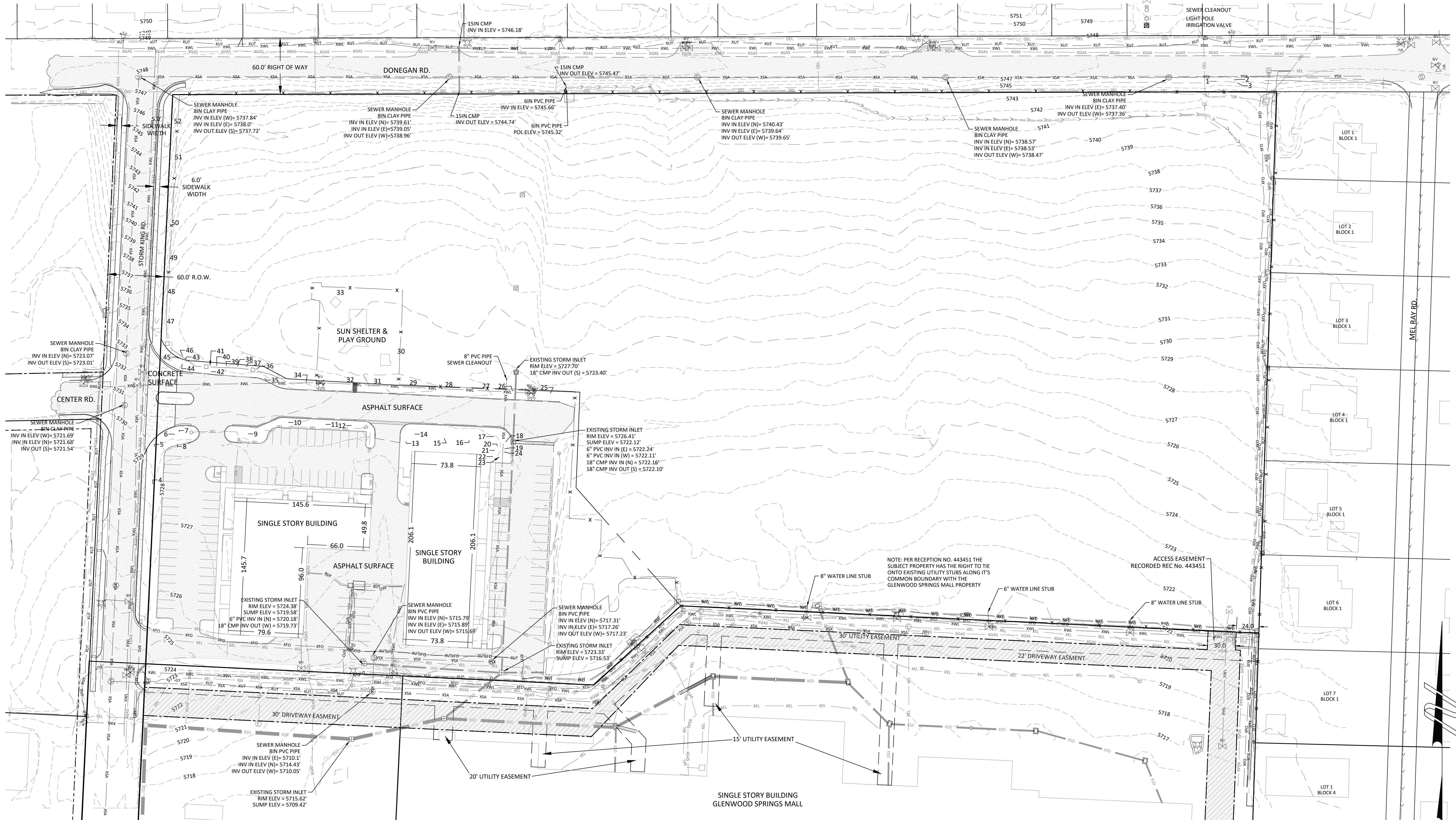
C-0.1

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

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

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

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



GENERAL UTILITY NOTES:

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

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

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502 MAIN STREET, SUITE A3
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(970) 704-0311 SOPRIENG@SOPRIENG.COM

GRAPHIC SCALE



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

C-0.2

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

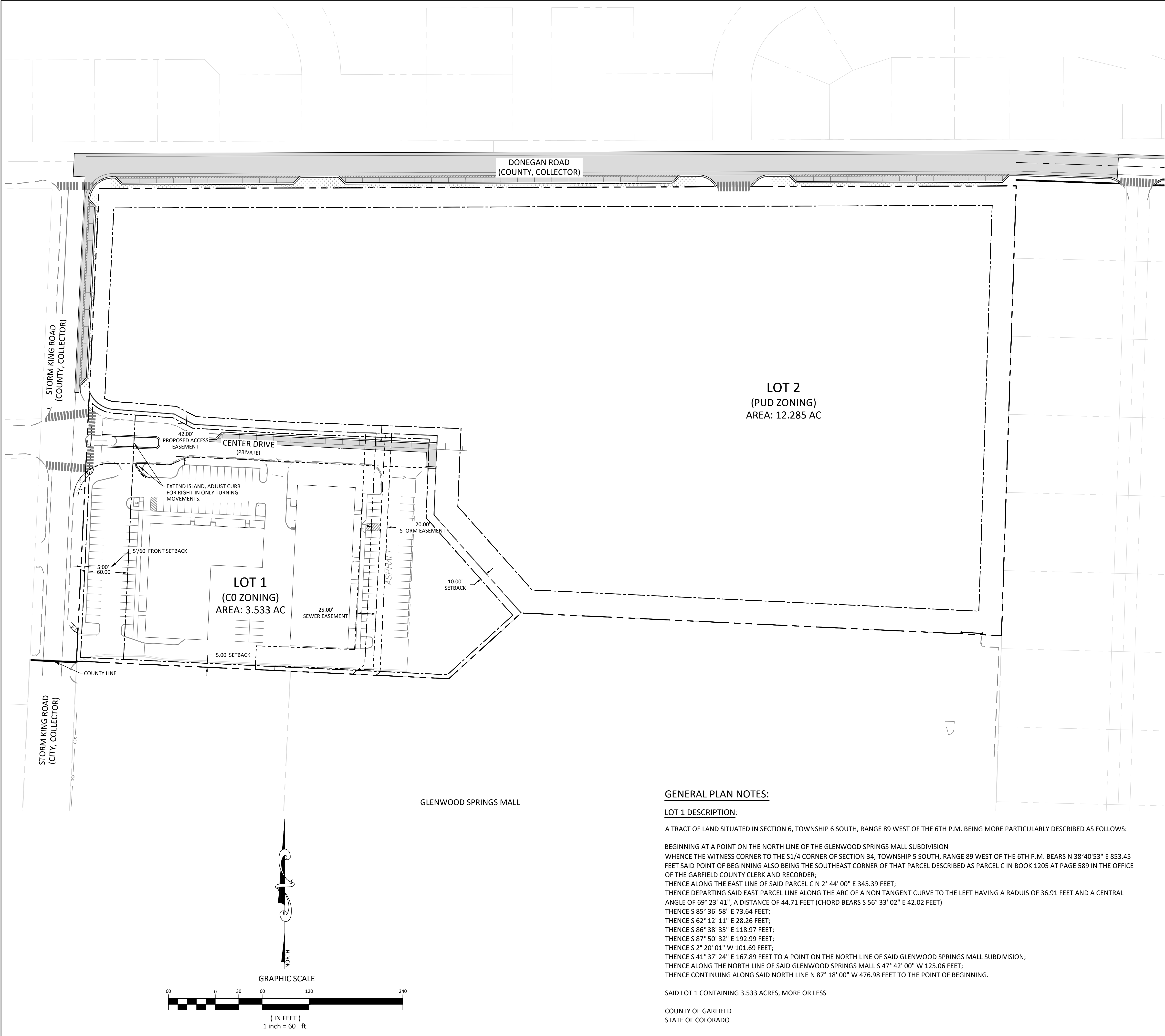
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TITLE

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)	<u>959 SF</u>	<u>1 SP/250 SF</u>	<u>4 Spaces</u>
	<i>Total</i>		<i>96 Spaces</i>

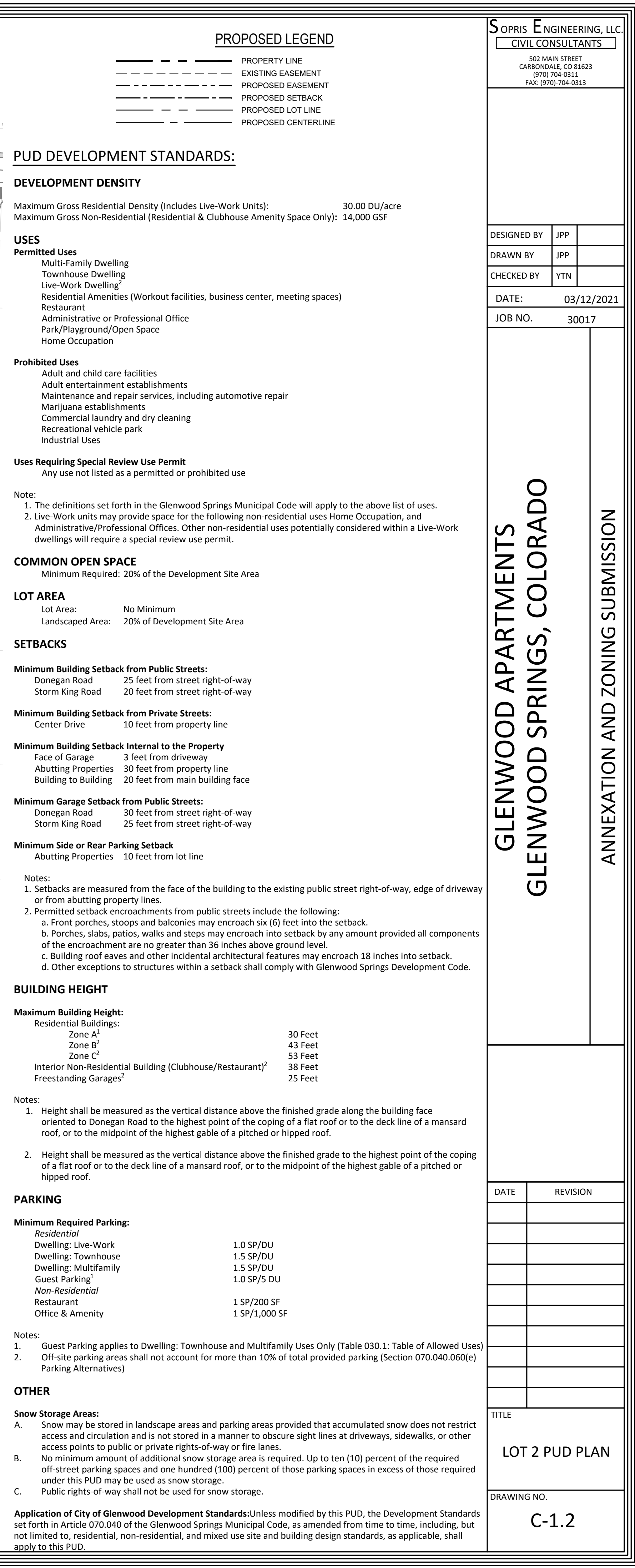
Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces

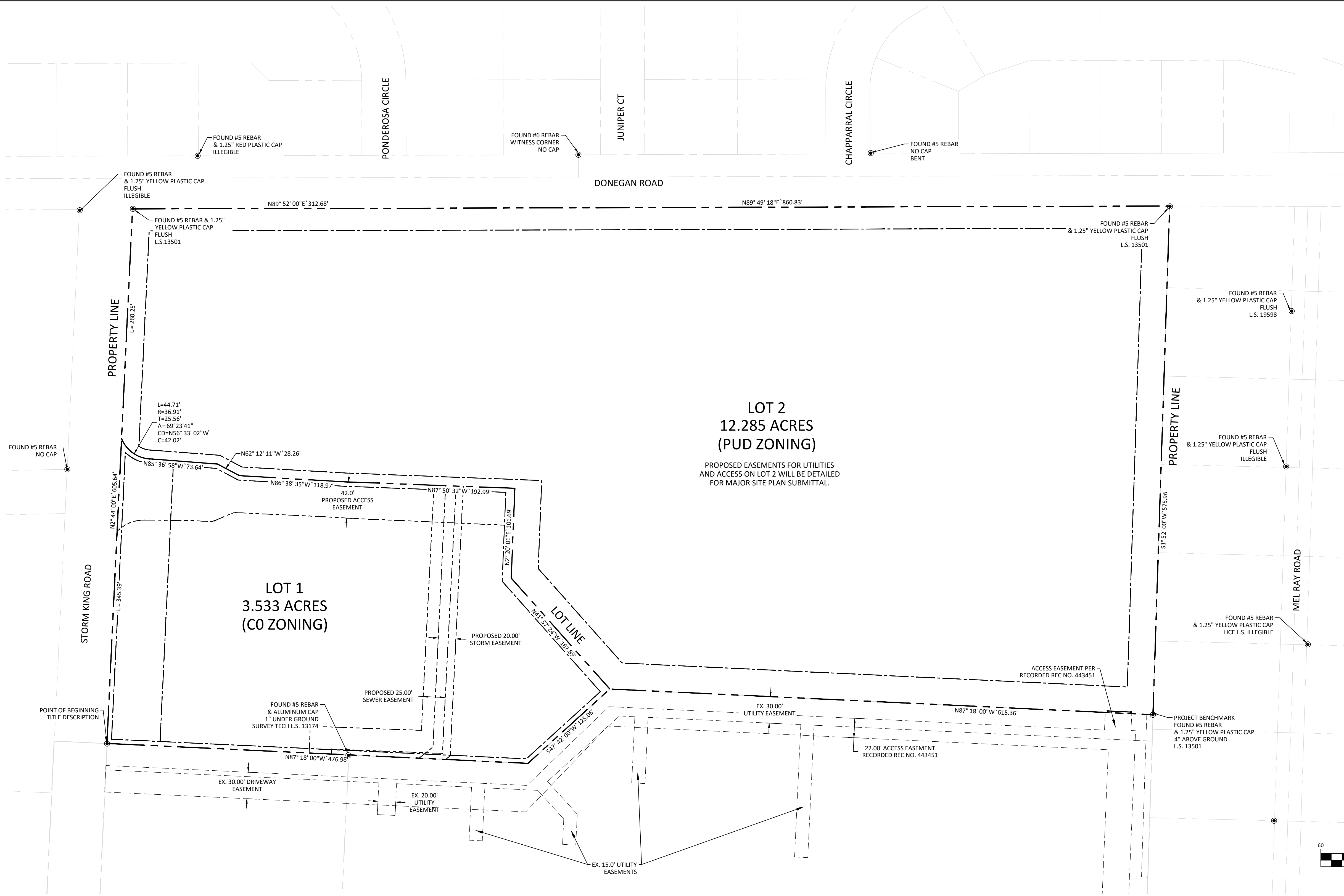


Know what's below.
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CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES



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



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;

THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

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

LOT 1 DESCRIPTION:

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

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THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;

THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)

THENCE S 85° 36' 58" E 73.64 FEET;

THENCE S 62° 12' 11" E 28.26 FEET;

THENCE S 86° 38' 35" E 118.97 FEET;

THENCE S 87° 50' 32" E 192.99 FEET;

THENCE S 2° 20' 01" W 101.69 FEET;

THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;

THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;

THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

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

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

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THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W 167.89 FEET;

THENCE N 2° 20' 01" E 101.69 FEET;

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THENCE N 86° 38' 35" W 118.97 FEET;

THENCE N 62° 12' 11" W 28.26 FEET;

THENCE N 85° 36' 58" W 73.64 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

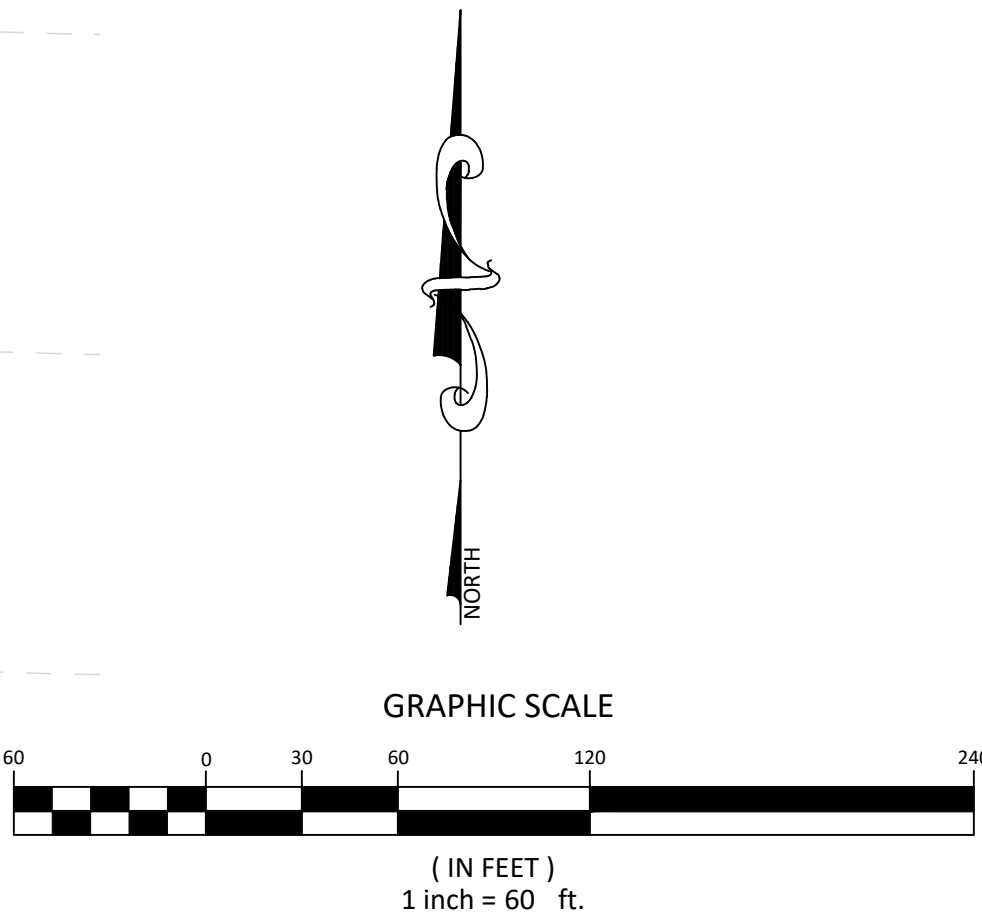
COUNTY OF GARFIELD
STATE OF COLORADO.

PROPOSED LEGEND

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

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. ABS63014094-2, 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 subsidiary 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.



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

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

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL
PLAT

DRAWING NO.
C-1.3

DRAWN BY	JPP	
CHECKED BY	YTN	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

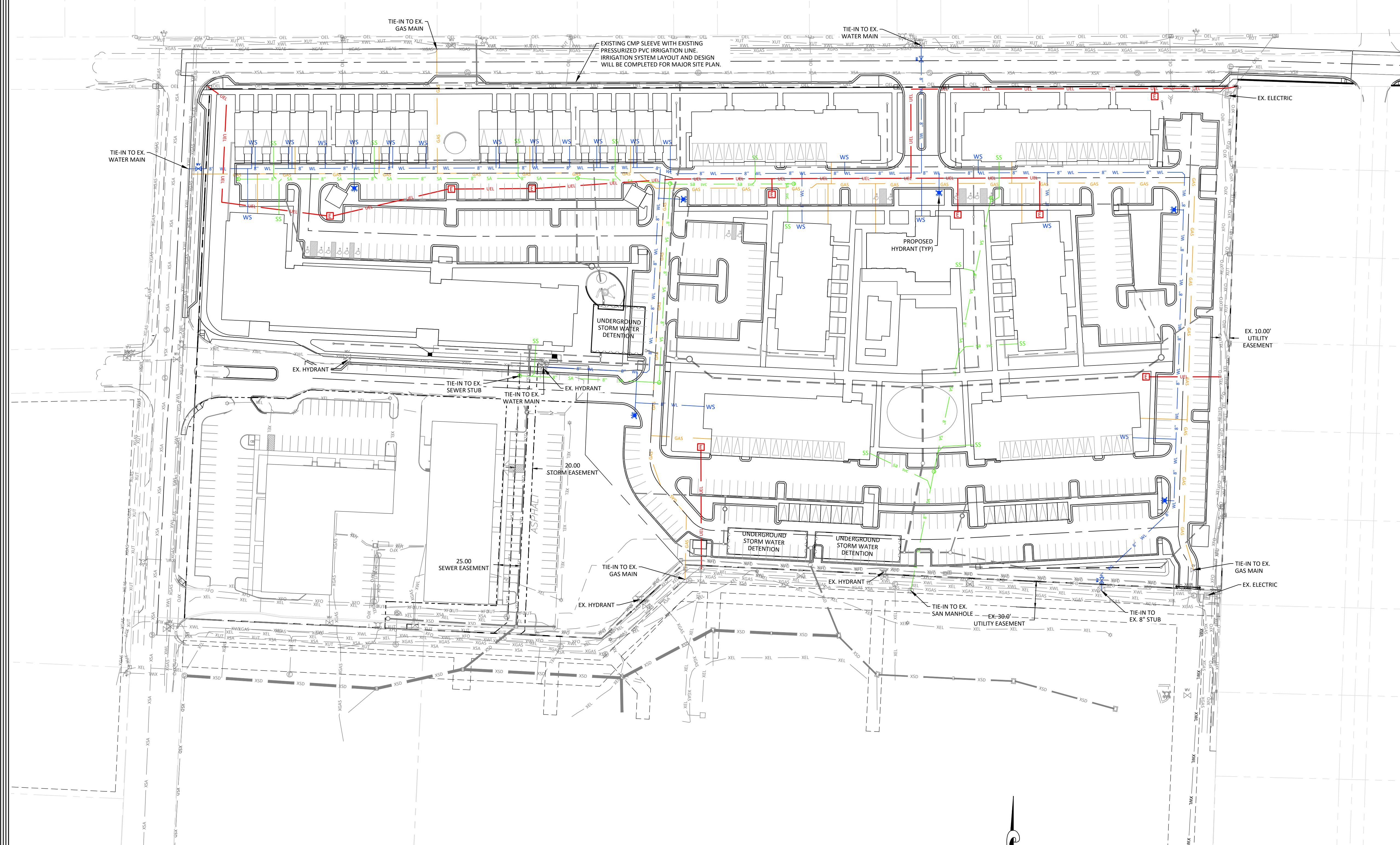
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TITLE

CONCEPTUAL
UTILITY PLAN

DRAWING NO.

C-2.0



PROPOSED LEGISLATION

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

PROPOSED UTILITY LEGISLATION

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

EXISTING LEGEND

- | | |
|------------|---------------------------------|
| | EXISTING PROPERTY LINE |
| | EXISTING EASEMENT |
| ---XWL--- | EXISTING 8" WATER MAIN |
| ---XSA--- | EXISTING 8" SANITARY SEWER MAIN |
| ---XGAS--- | EXISTING GAS |
| ---XUT--- | EXISTING TELEPHONE |
| ---XEL--- | EXISTING UNDERGROUND ELECTRIC |
| ---DEL--- | EXISTING OVERHEAD ELECTRIC |
| ---XTV--- | EXISTING CABLE OPTIC |
| ---XFO--- | EXISTING IRRIGATION PIPE |
| ---XSR--- | EXISTING SWALE OR DITCH |
| ---XSD--- | EXISTING STORM SEWER |
| ---X--- | EXISTING WIRE FENCE |
| ⊕ | EXISTING ELECTRIC MANHOLE |
| ⊖ | EXISTING DRAINAGE DRY-WELL |
| ⊙ | EXISTING SEWER MANHOLE |
| ⊙ | EXISTING TELEPHONE MANHOLE |
| ⊙ | EXISTING GUY WIRE |
| ⊙ | EXISTING POWER POLE |
| ⊙ | EXISTING FIRE HYDRANT |
| ⊙ | EXISTING WATER VALVE |
| ⊙ | EXISTING GAS METER |
| ⊙ | EXISTING ELECTRIC TRANSFORMER |
| ⊙ | EXISTING ELECTRIC METER |
| ⊙ | EXISTING TELEPHONE PEDESTAL |
| ⊙ | EXISTING CATV PEDESTAL |
| ⊙ | EXISTING LIGHT POLE |
| ⊙ | EXISTING SIGN |
| ⊙ | EXISTING STORM INLET |

UTILITY NOTES

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. A SUBSURFACE UTILITY ENGINEERING (S.U.E.) WILL BE COMPLETED PRIOR TO MAJOR SITE PLAN.
3. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY MAIN LINE WORK NECESSARY. UTILITY SERVICE WORK TO BE PERFORMED BY THE CONTRACTOR. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
4. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
5. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
6. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.
7. THE CITY HAS FIBER OPTIC AVAILABLE. PROJECT WILL PROVIDE 2" CONDUIT FOR SERVICE TO EACH BUILDING.



GRAPHIC SCALE



(IN FEET
1 inch = 60



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

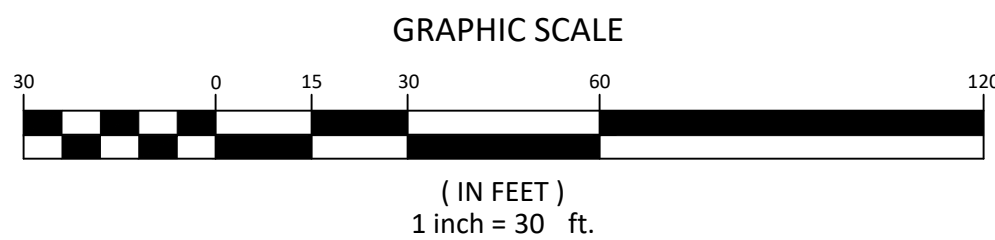
CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

ANNEXATION AND ZONING SUBMISSION

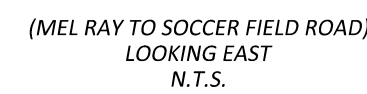
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DRAWING NO.

C-3.1



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



480 DONEGAN
GLENWOOD SPRINGS, COLORADO

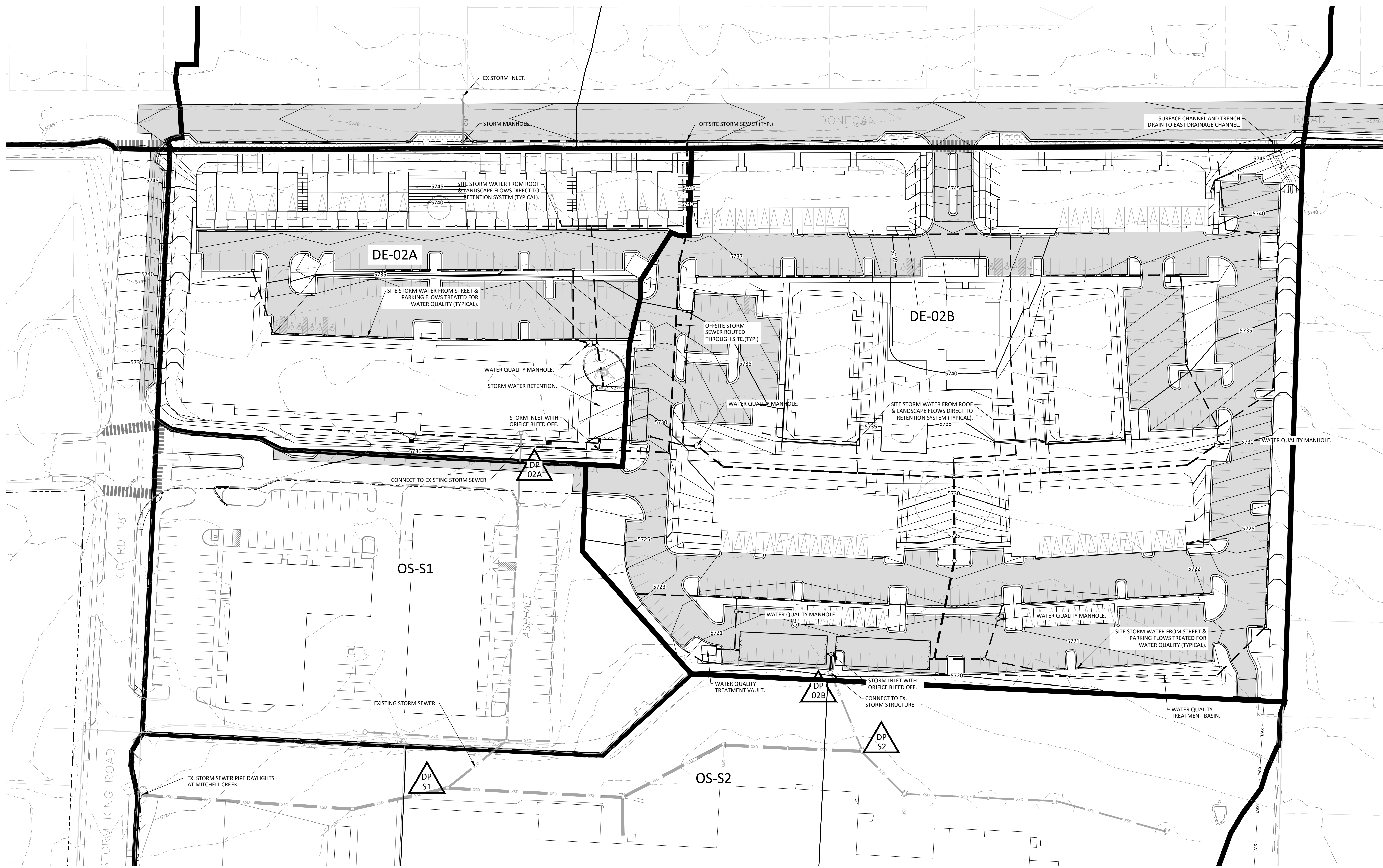
ANNEXATION AND ZONING SUBMISSION

[illegible]

g. E	TITLE OFFSITE DRAINAGE PLAN
	DRAWING NO. C-4.0



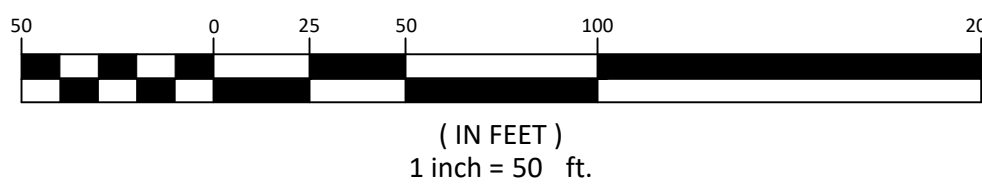
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DRAINAGE LEGEND

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

GRAPHIC SCALE



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

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

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

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

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

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

LANDSCAPE REQUIREMENTS

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

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

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

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

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

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

LEGEND

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

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Cincinnati, OH 45209

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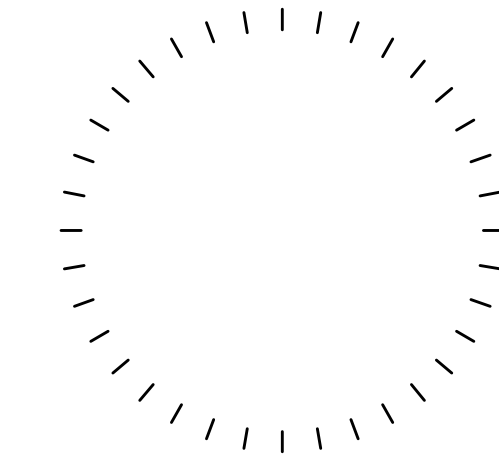
LEGAL
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

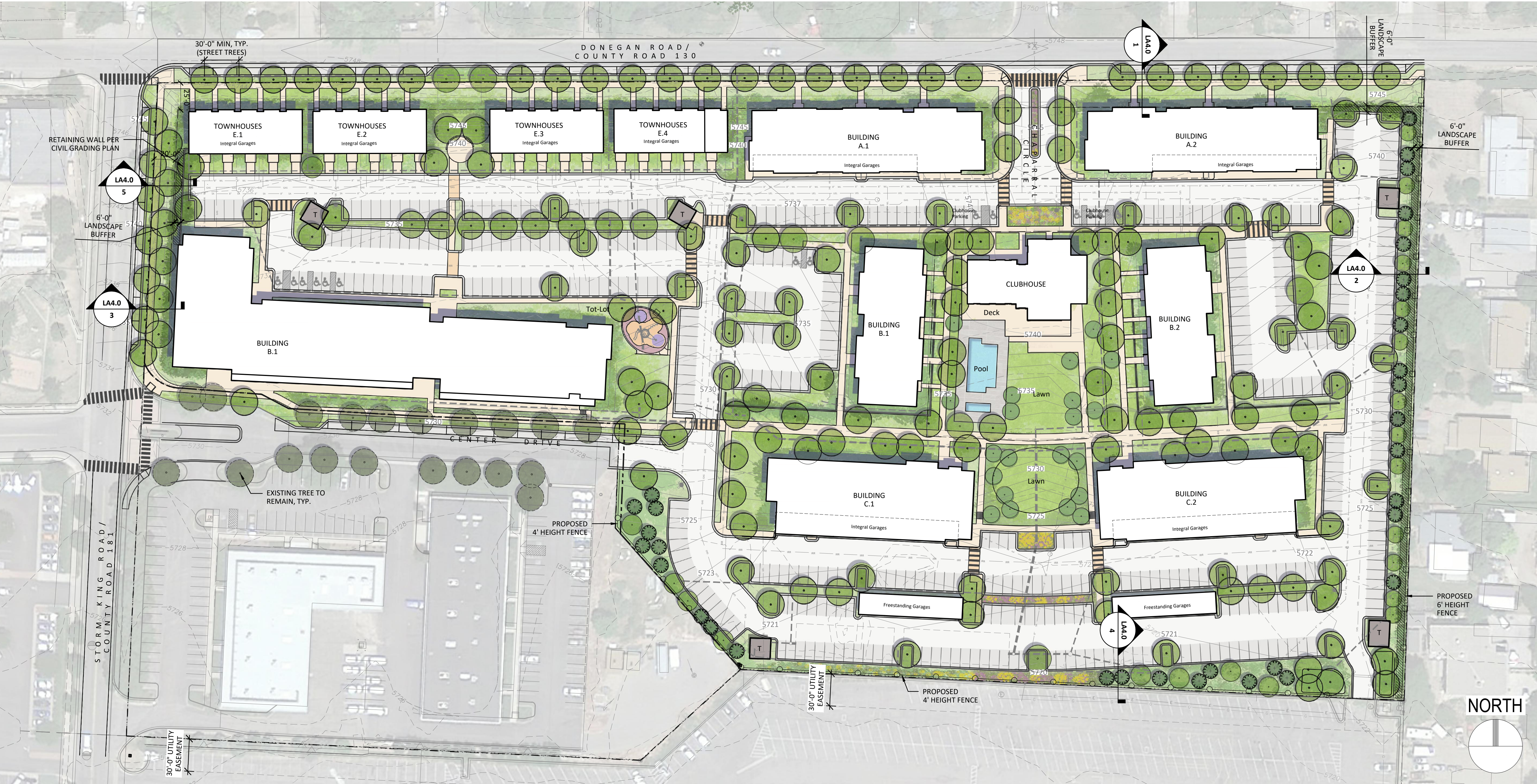
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Drawing
ILLUSTRATIVE
LANDSCAPE PLAN

LA3.0

ANNEXATION AND ZONING SUBMISSION

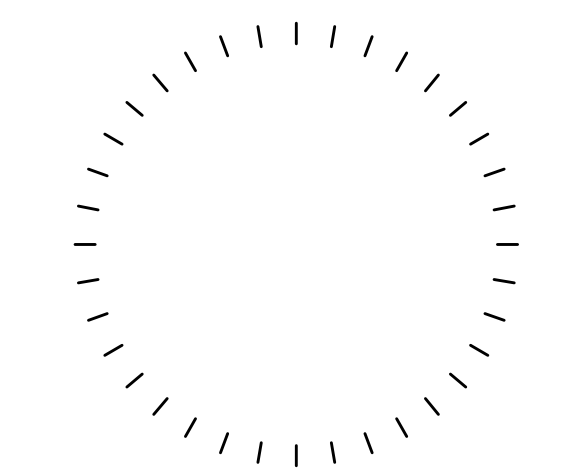
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1 ILLUSTRATIVE LANDSCAPE PLAN
1" = 50'-0"

SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'
NOT FOR CONSTRUCTION

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

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Drawing

SITE CROSS SECTIONS

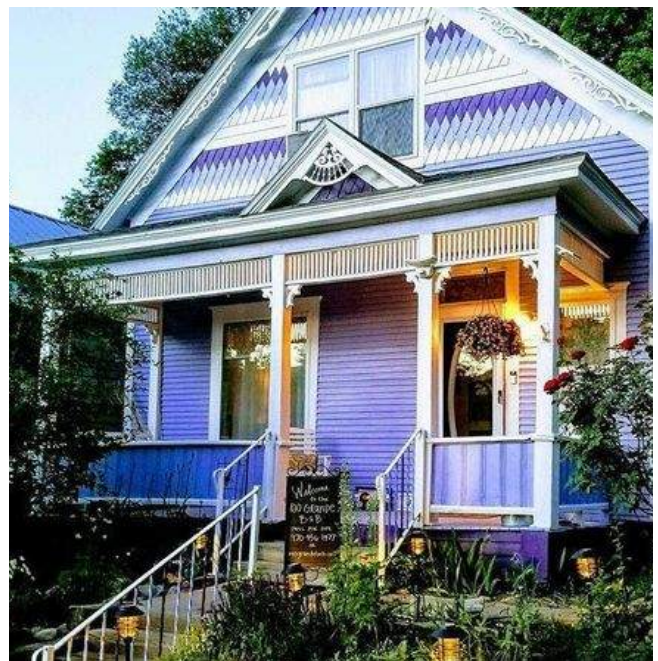
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NOT FOR CONSTRUCTION



A photograph of a historic brick building with arched windows and a dark awning, likely a historic site in St. Louis. The building features a mix of brick and stone masonry. A large, leafless tree stands in the foreground on the left. A dark SUV and a silver sedan are parked on the street in front of the building. The sky is clear and blue.



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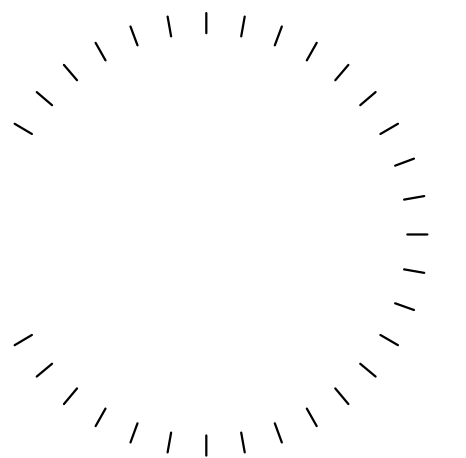
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INTERIOR DESIGN

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Project Name 480 DONEGAN

Project Number
22023.00

Date 03/12/2021

Scale
AS NOTED

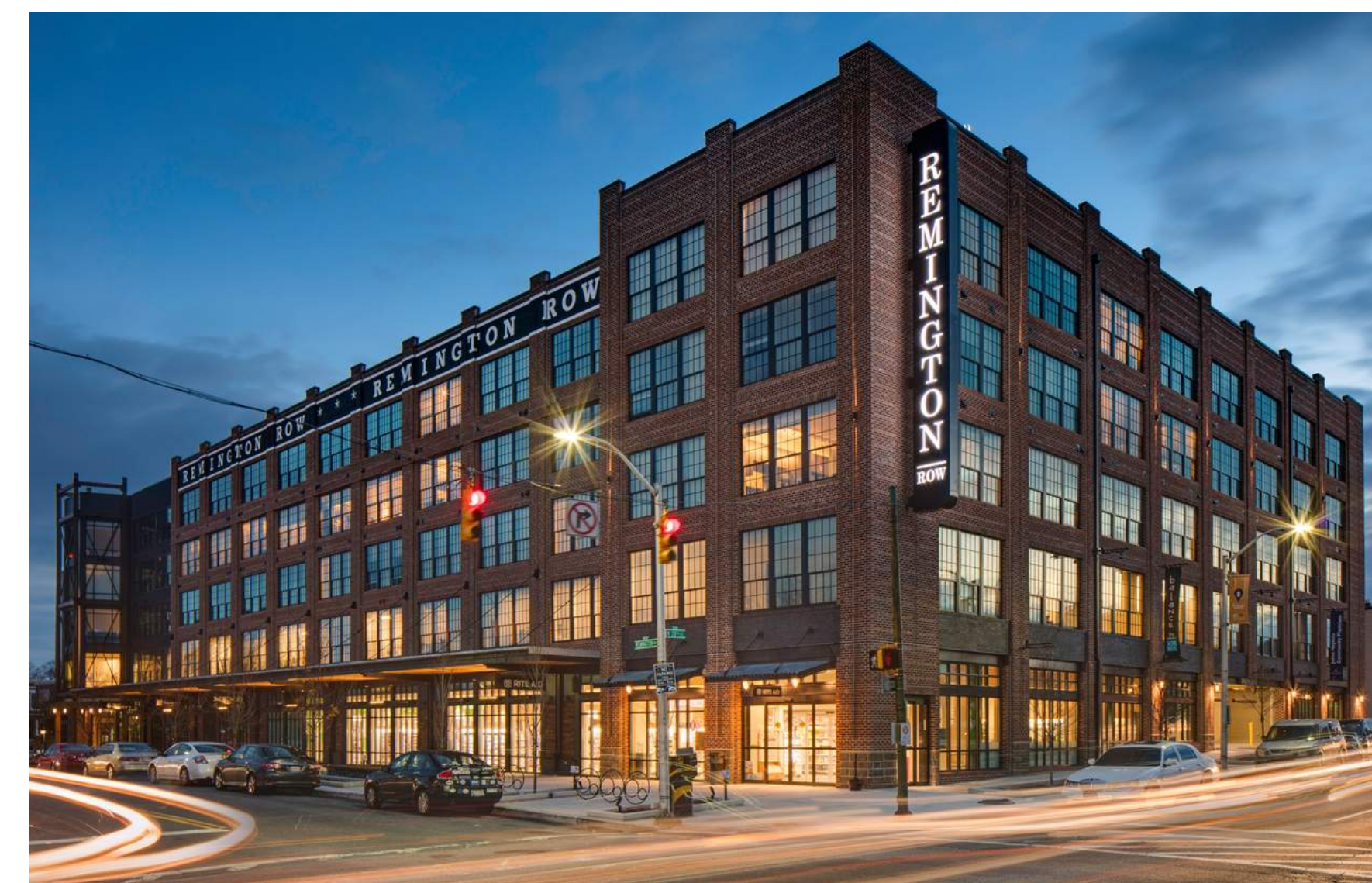
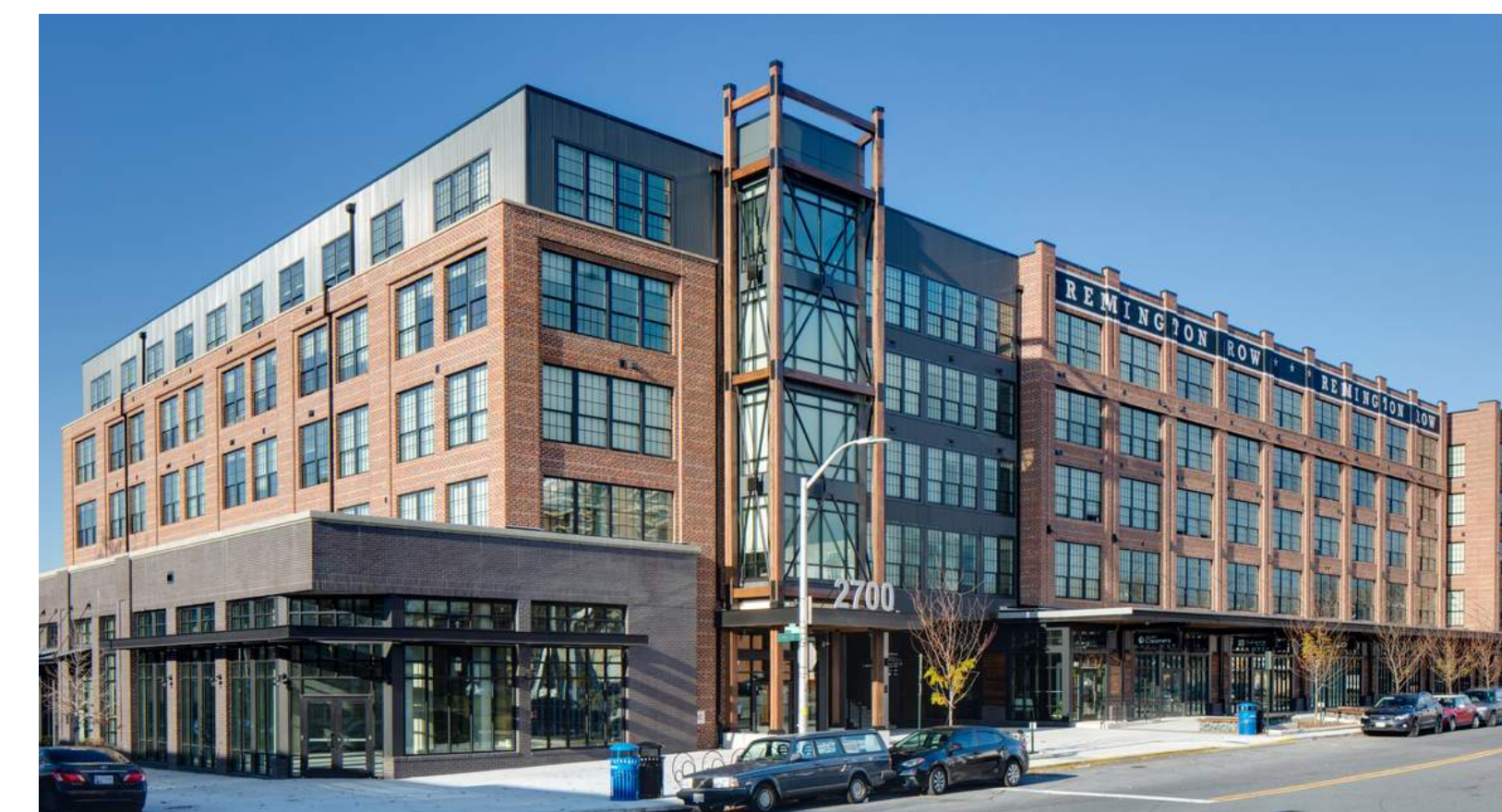
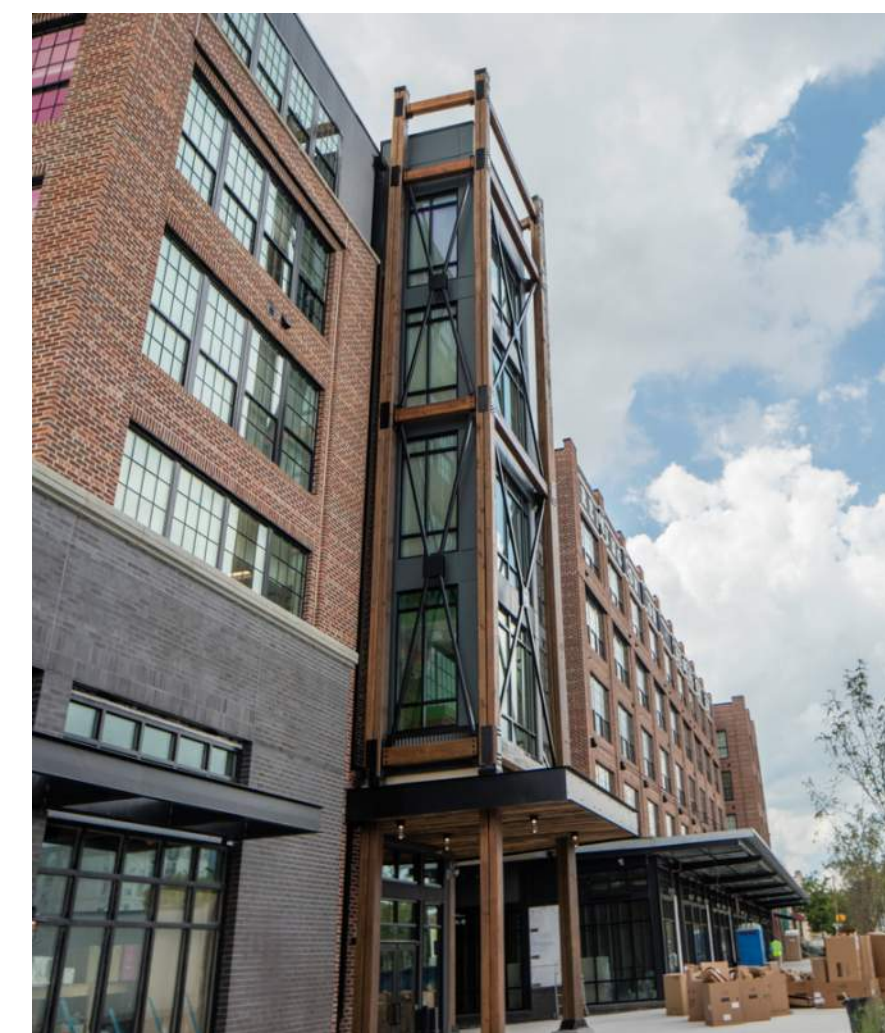
Drawing

ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING
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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 building.



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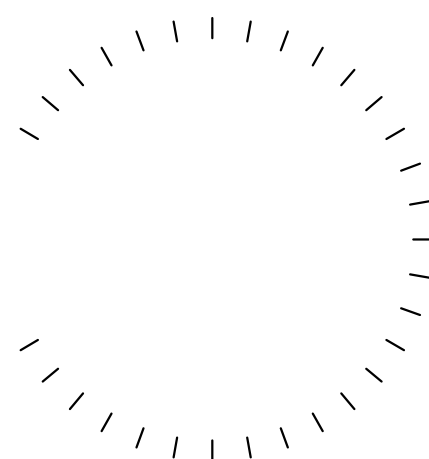
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

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Project Number
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Date
03/12/2021

Scale
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Drawing

ARCHITECTURAL PRECEDENT

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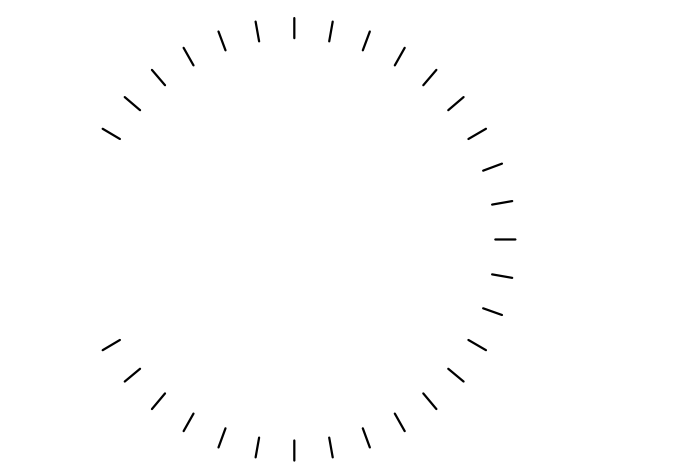
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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

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Drawing _____
CONCEPT RENDERING

ANNEXATION AND ZONING SUBMISSION



③ METAL SUNSHADE

⑥ METAL COPING



KEY PLAN

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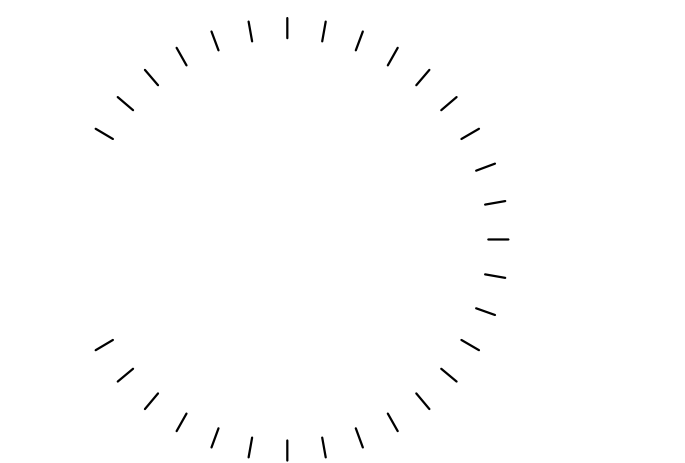
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

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Project Name _____
480 DONEGAN

Project Number _____
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.1

ANNEXATION AND ZONING
SUBMISSION

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

③ METAL SUNSHADE

⑥ METAL COPING



KEY PLAN

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ANNEXATION AND ZONING
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KEY PLAN

⑥ METAL COPING

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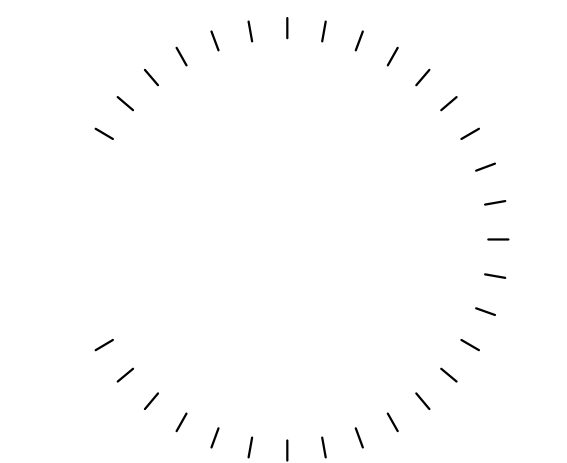
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LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name 480 DONEGAN

Project Number
22023.00

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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
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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.

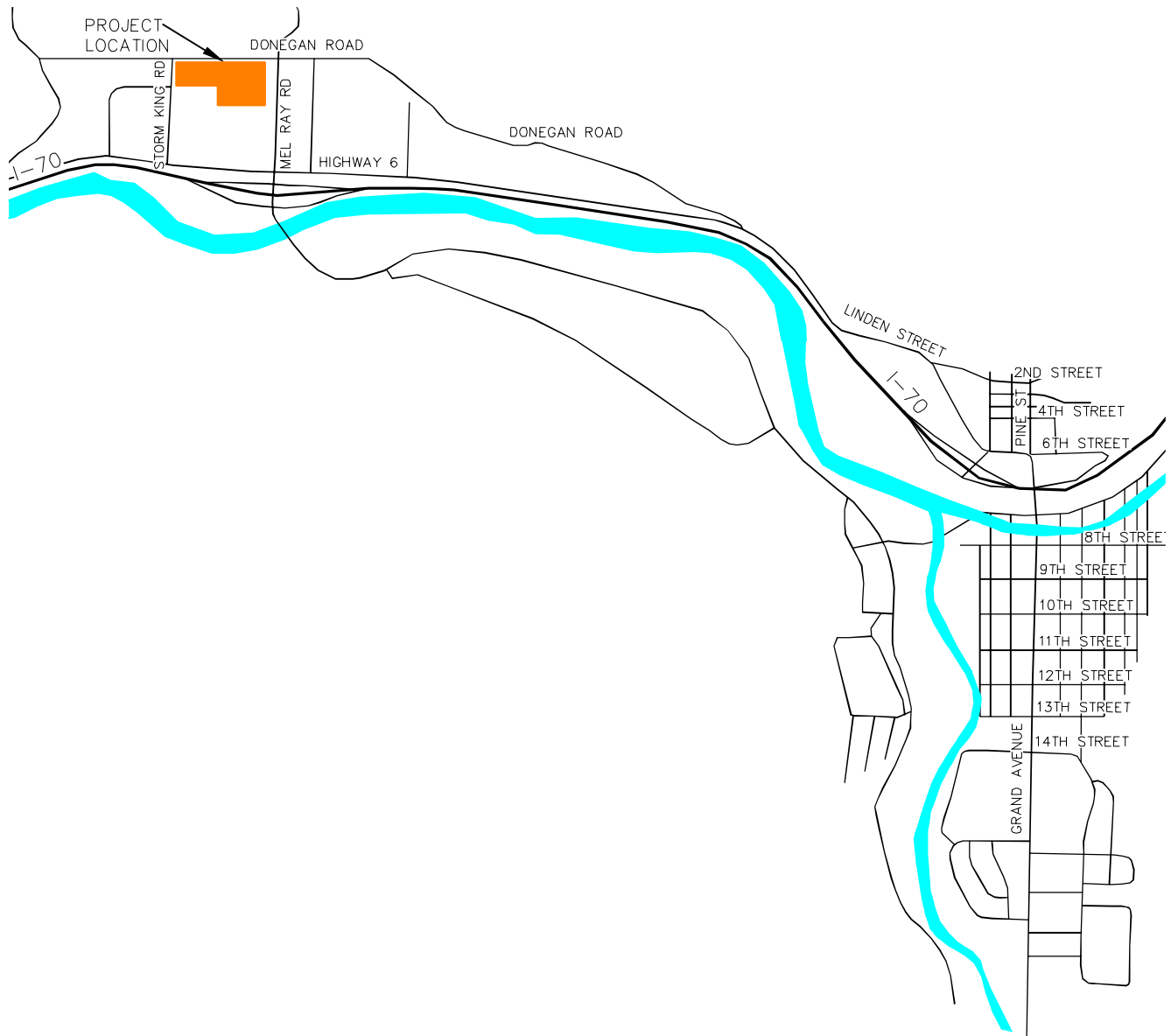
2.0 INTRODUCTION

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.

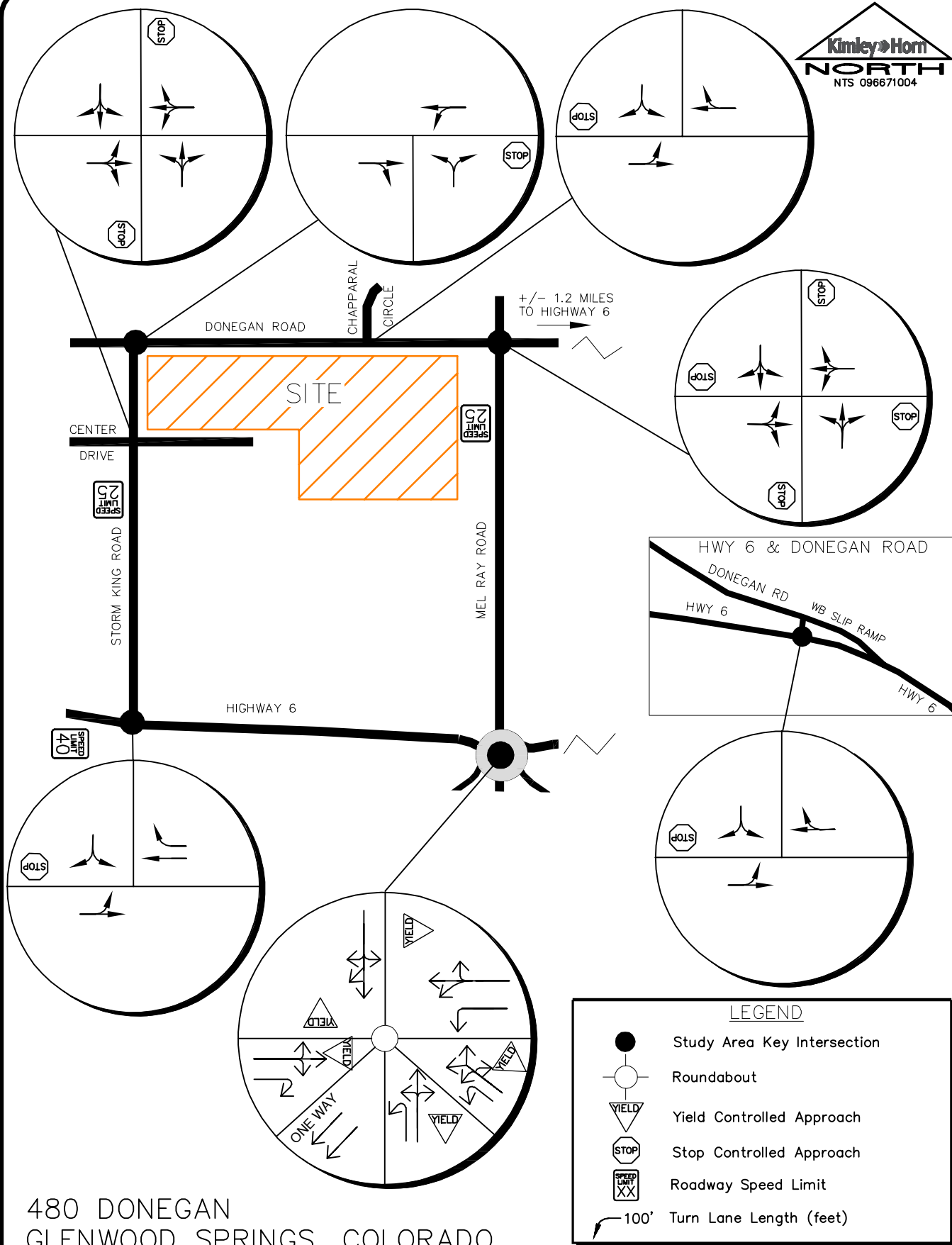


FIGURE 3

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**.

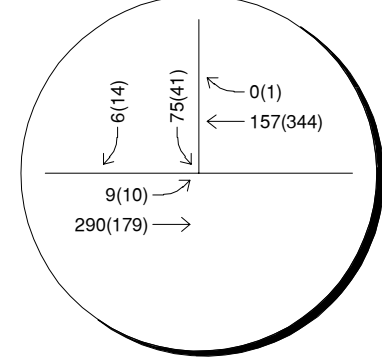
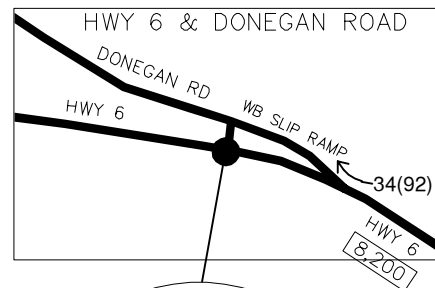
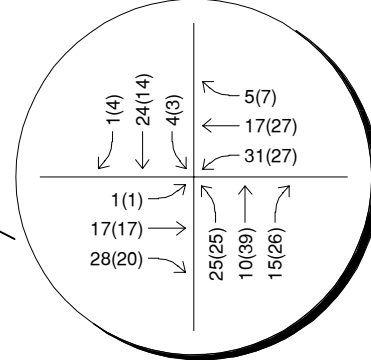
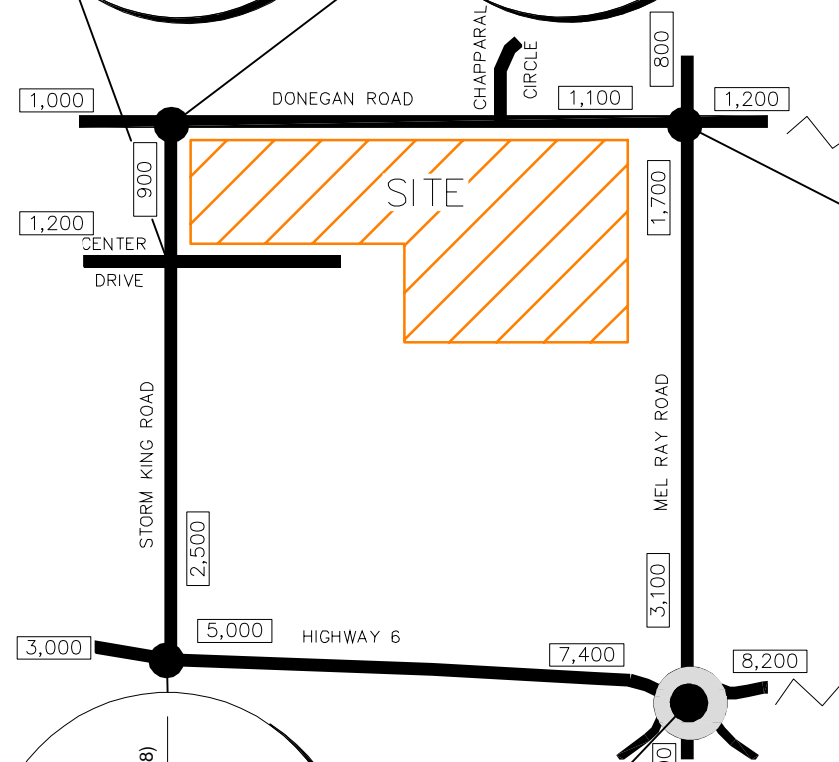
3.4 Unspecified Development Traffic Growth

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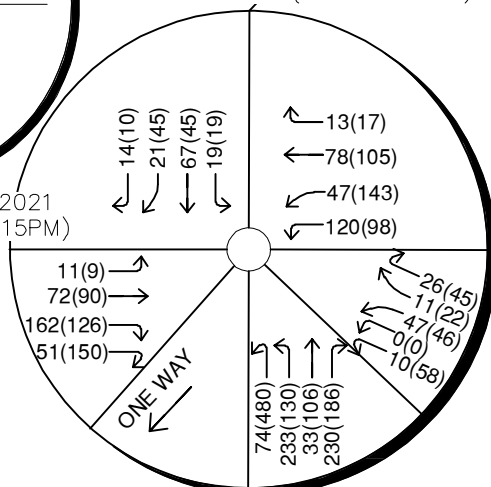
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Wednesday, March 3, 2021 7: 45-8: 45AM (5: 00-6: 00PM)

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

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



LEGEND

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

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING VOLUMES

FIGURE 4



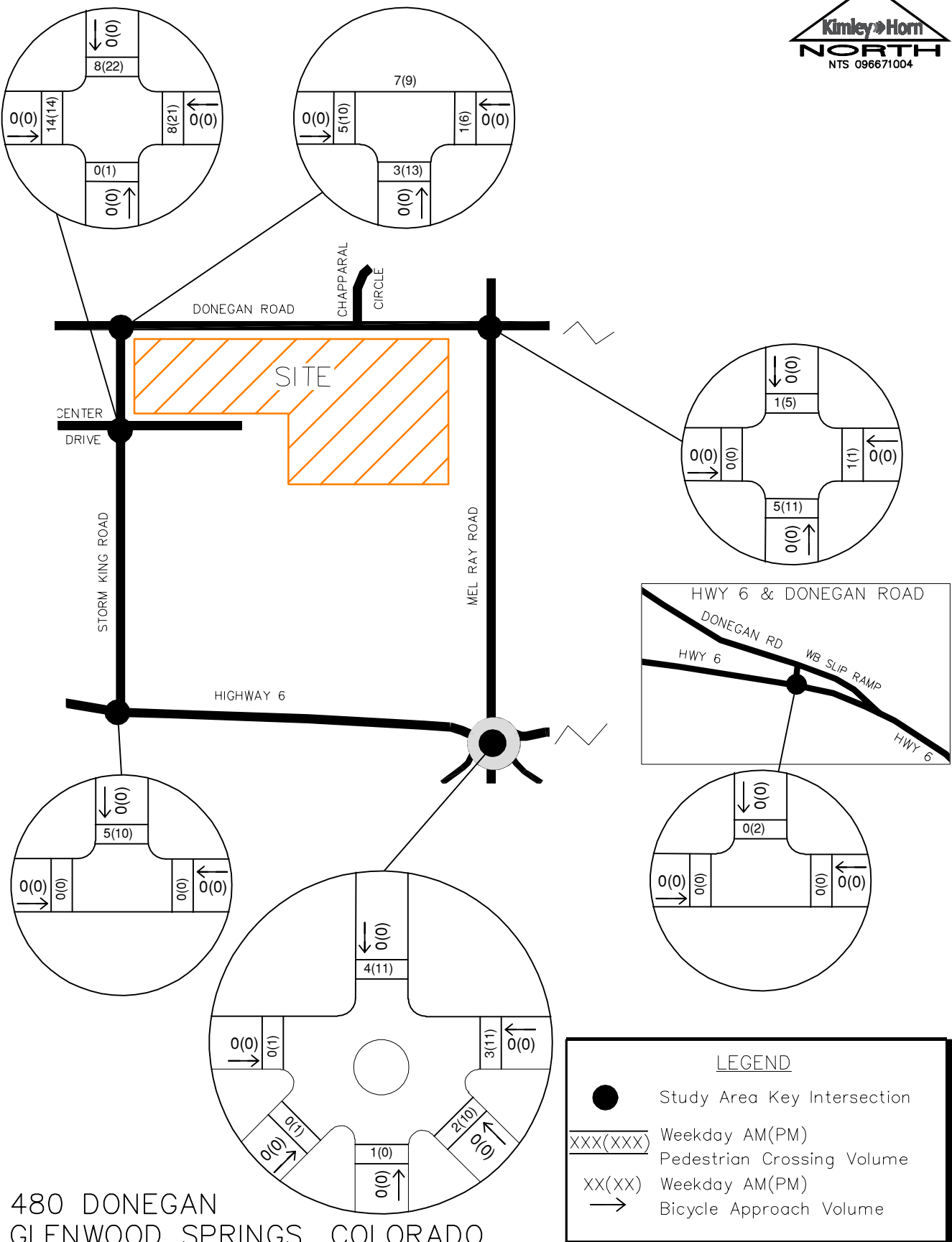


FIGURE 5

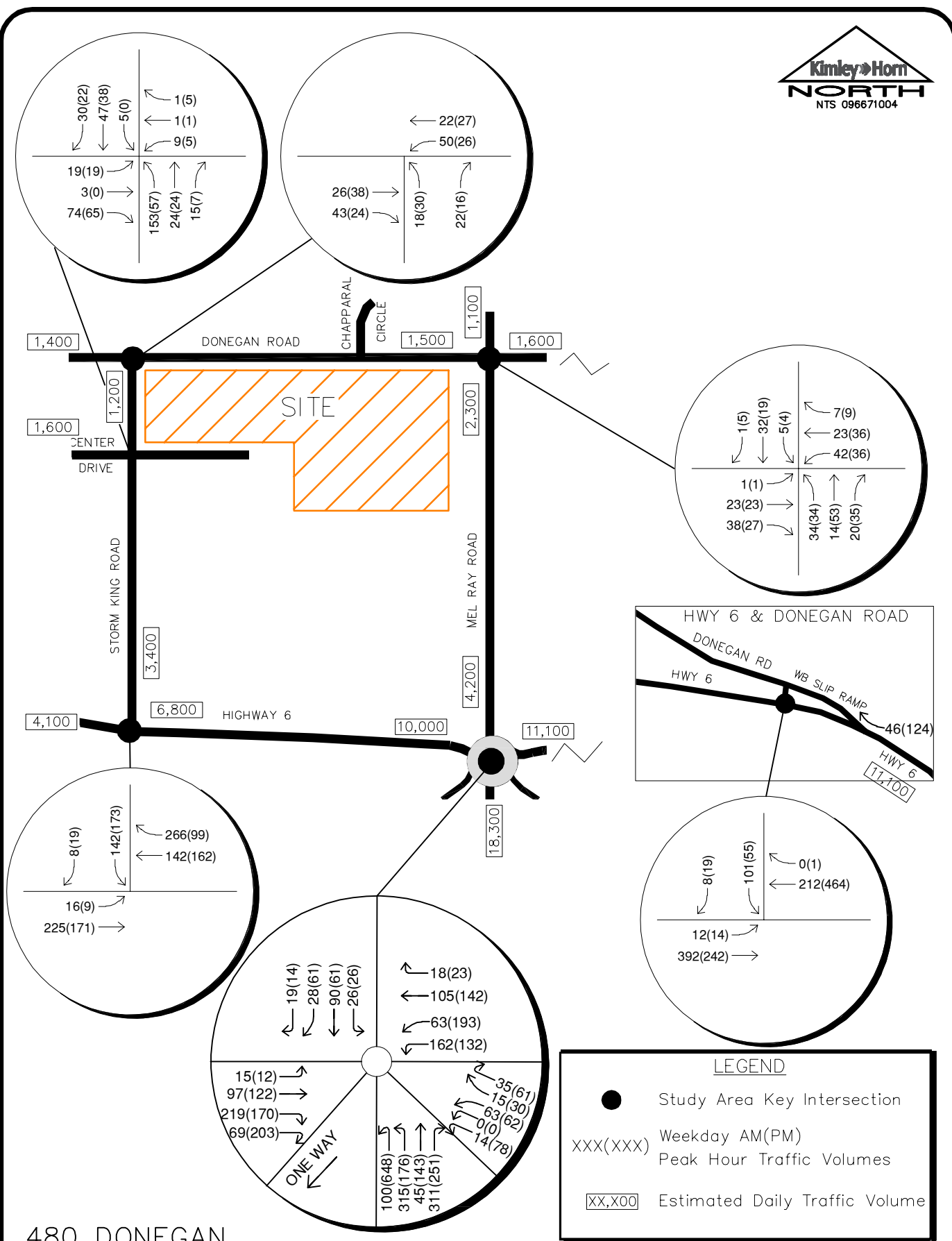


FIGURE 6

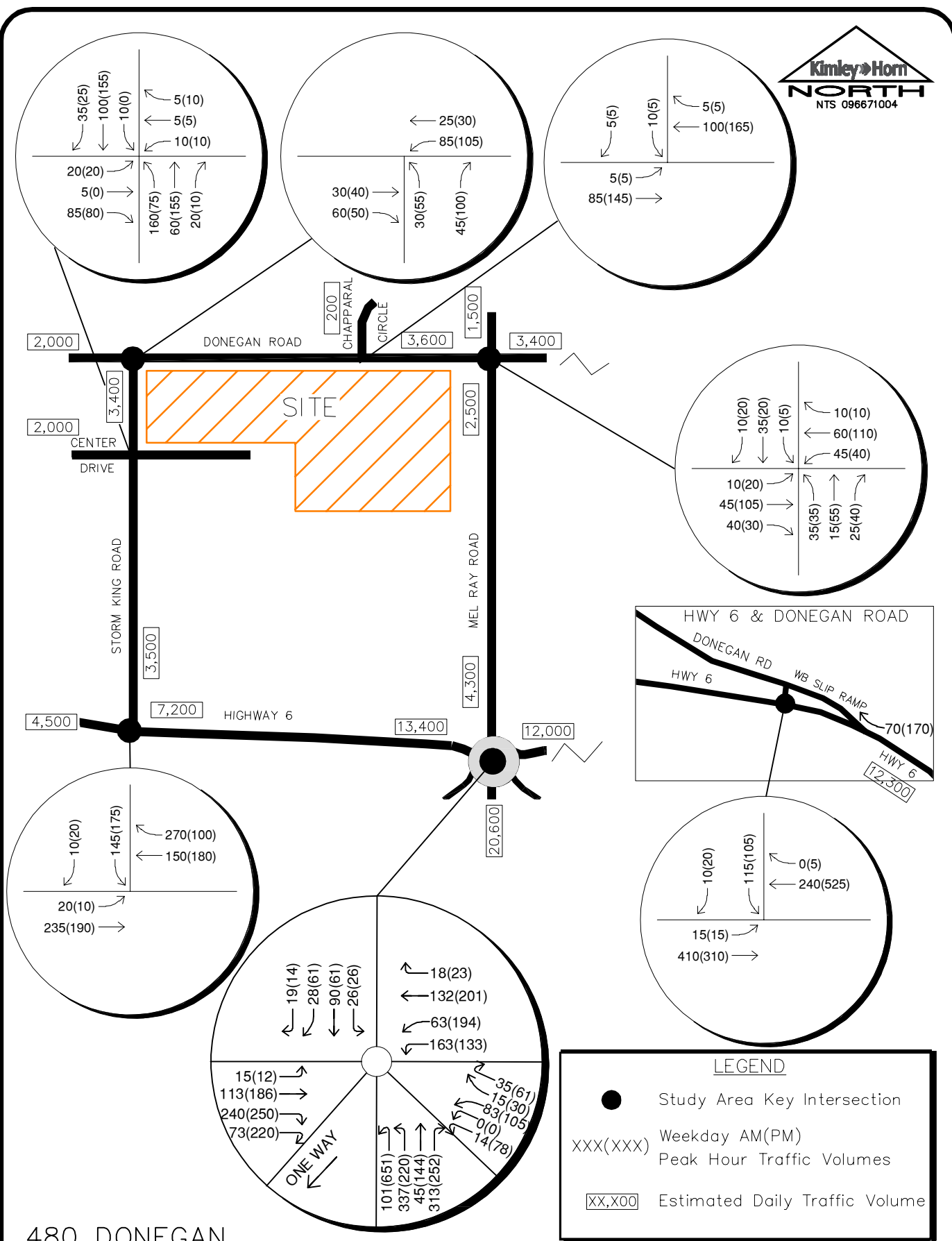


FIGURE 7

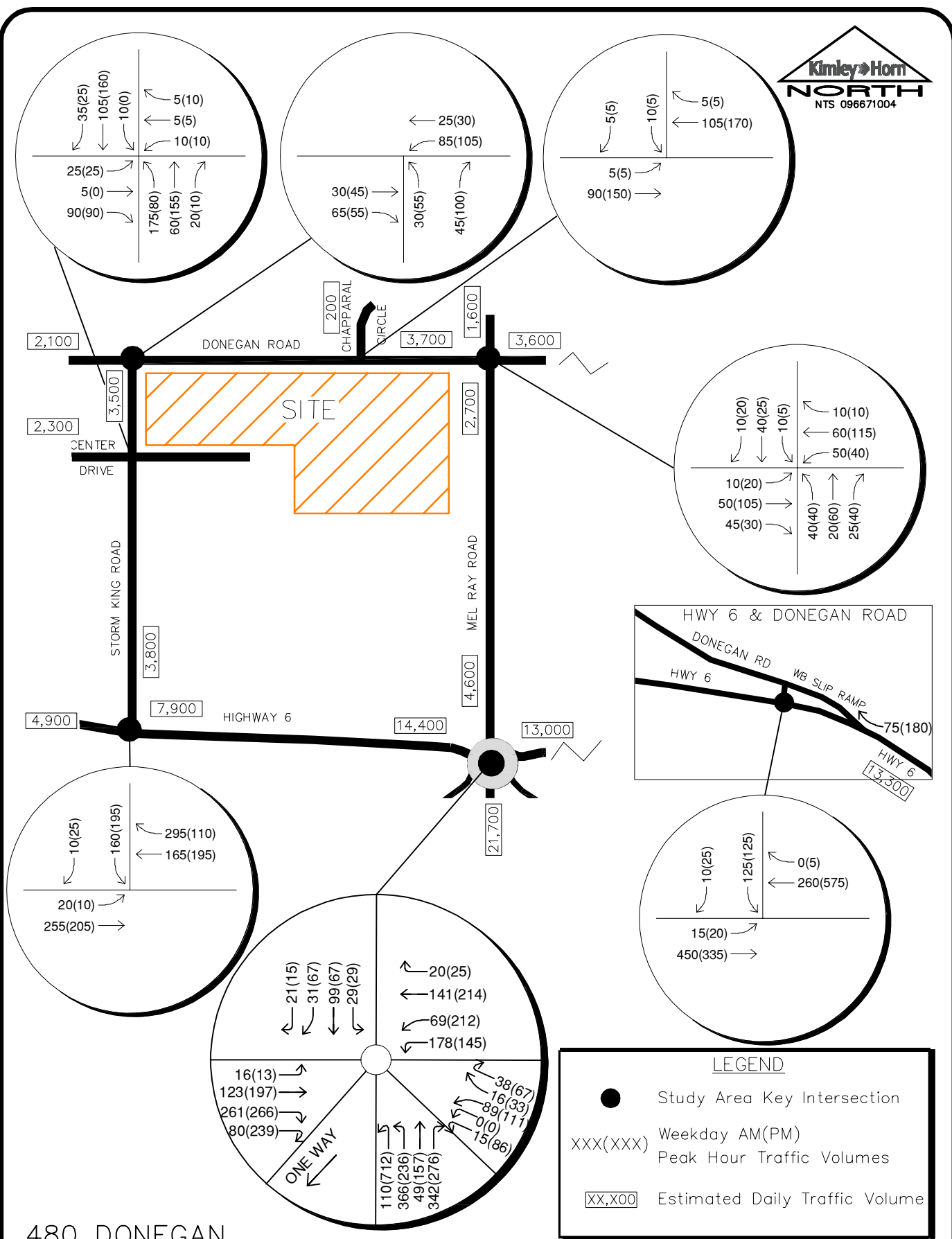


FIGURE 8

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

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

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

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

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

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

Table 1 – 480 Donegan Traffic Generation

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

4.2 Trip Distribution

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

4.3 Traffic Assignment and Total (Background Plus Project Traffic)

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

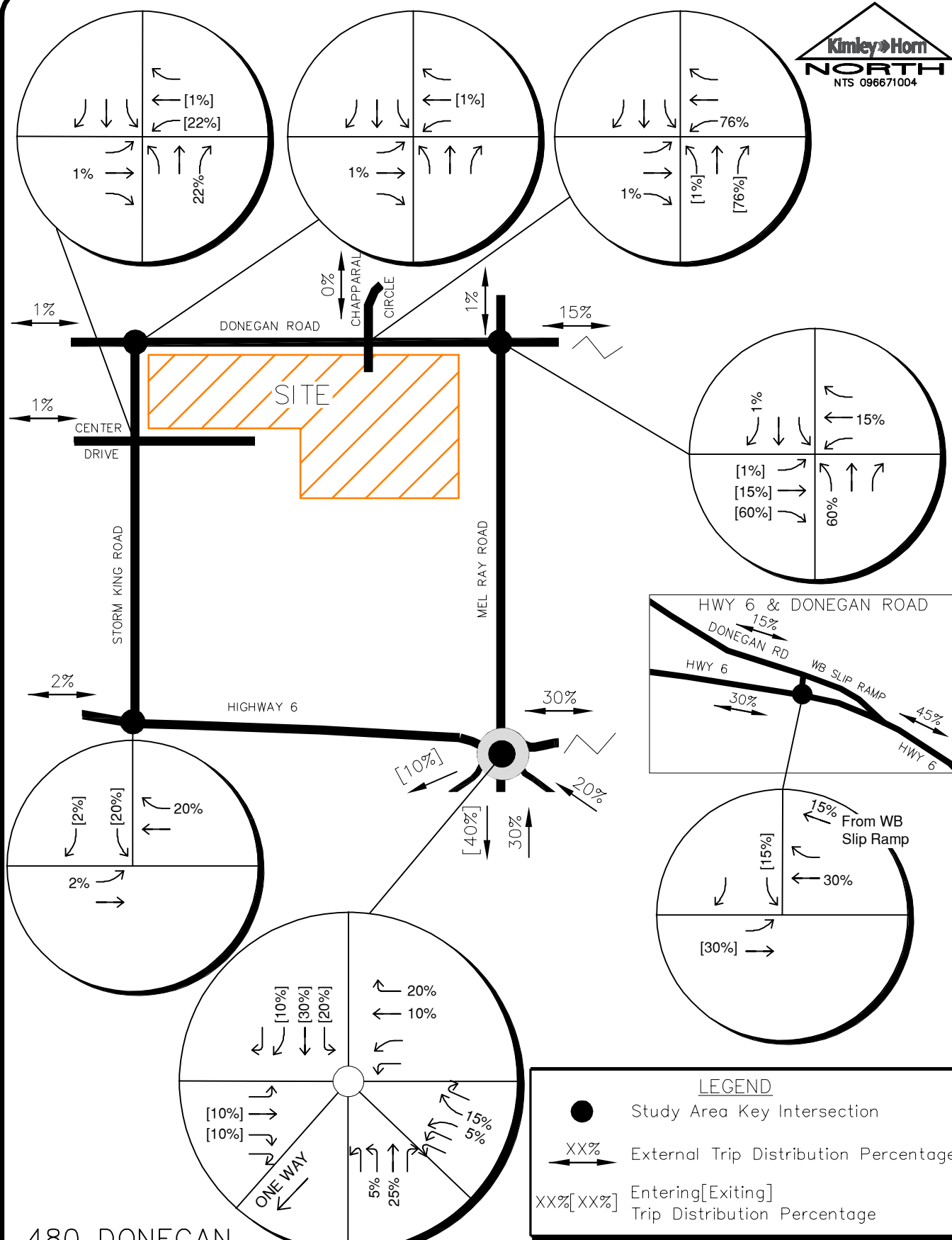
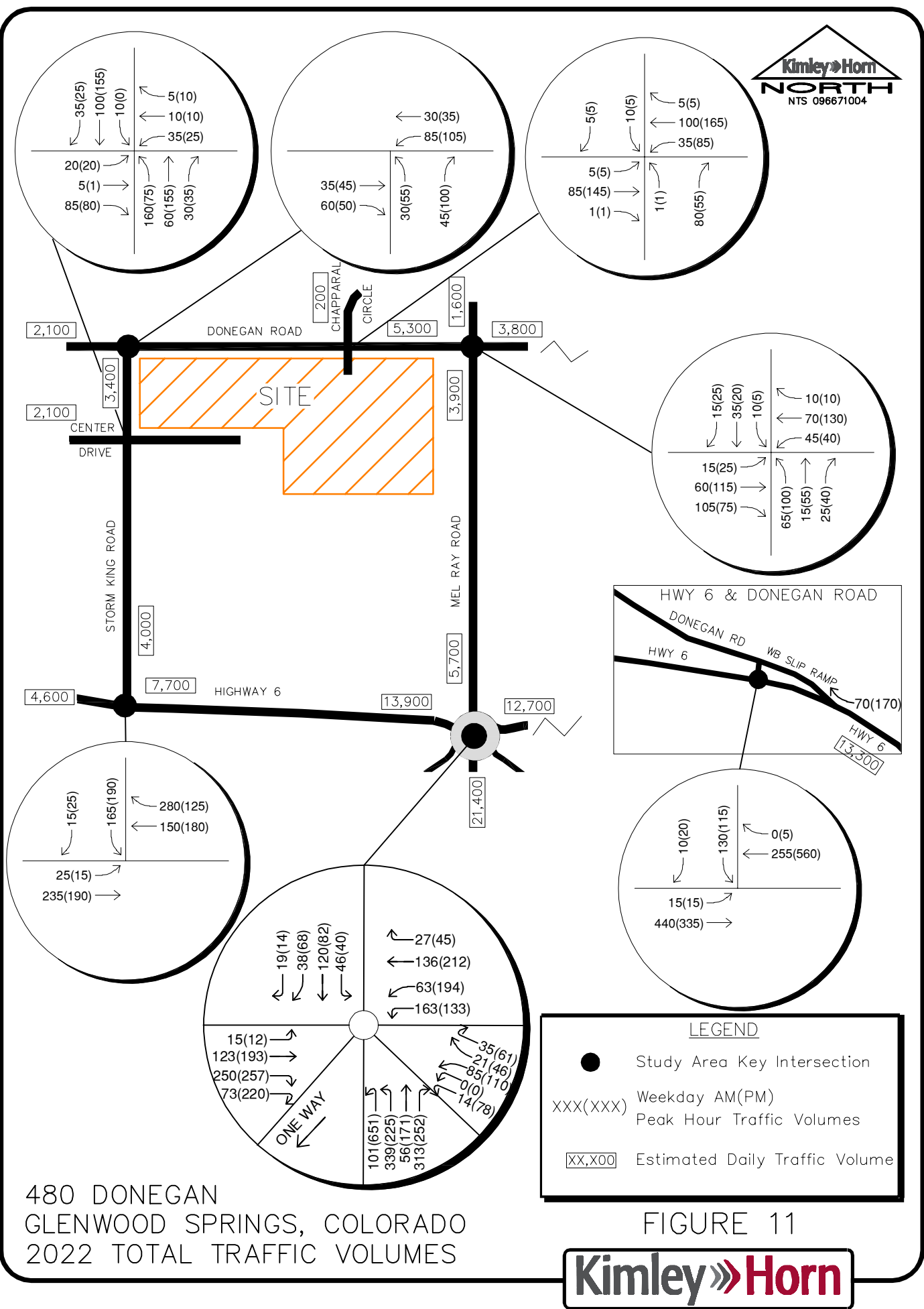


FIGURE 9



Kimley»»Horn



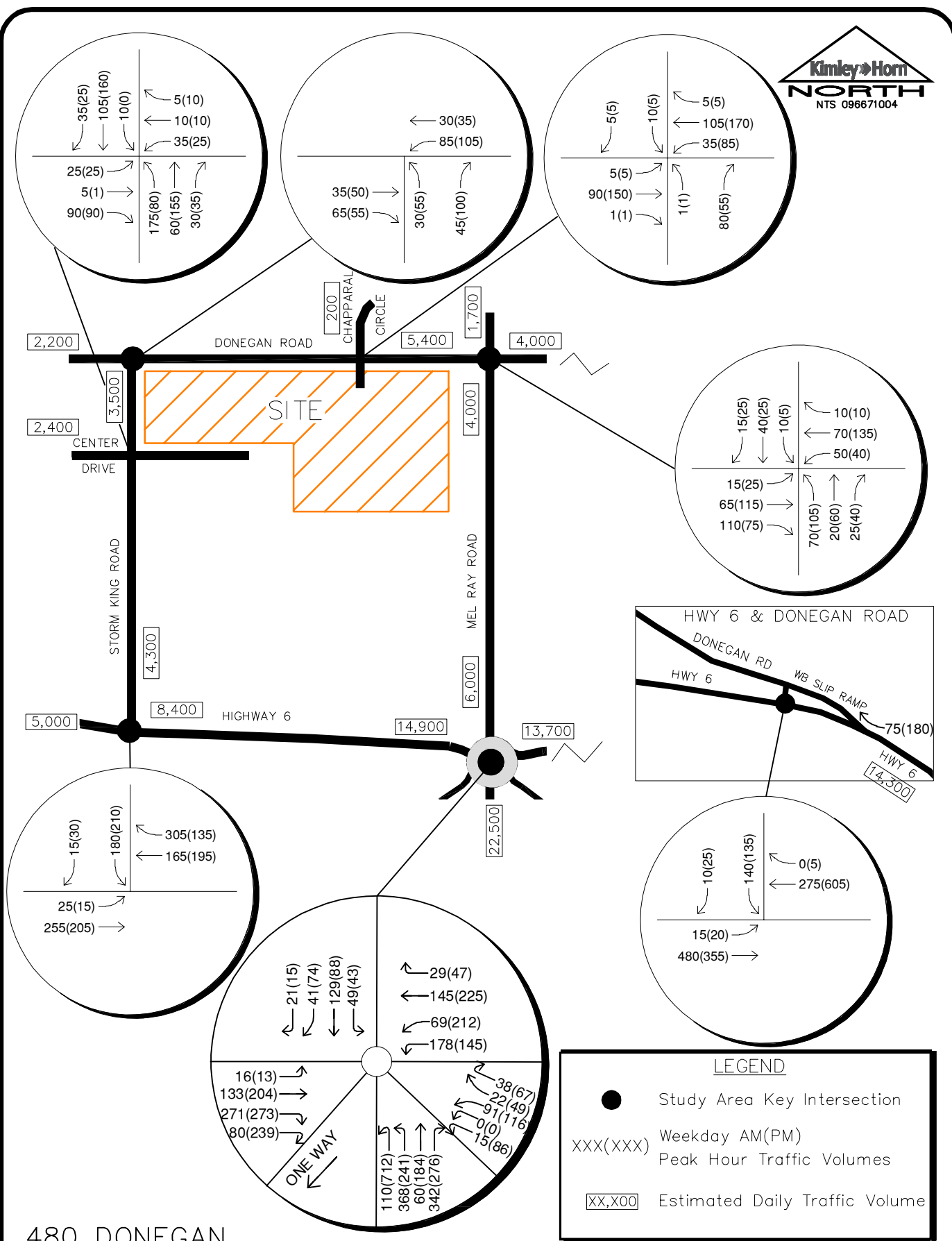


FIGURE 12

5.0 TRAFFIC OPERATIONS ANALYSIS

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

5.1 Analysis Methodology

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

Table 2 – Level of Service Definitions

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

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

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

5.2 Key Intersection Operational Analysis

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

Donegan Road and Chapparral Circle/Project Access

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

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

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

Donegan Road and Mel Ray Road

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

Table 4 – Donegan Road and Mel Ray Road LOS Results

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

SH-6 and Donegan Road

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

Table 5 – SH-6 and Donegan Road LOS Results

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

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

Center Drive/Project Access and Storm King Road

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

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

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

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

All Way Stop Control

SH-6 and Storm King Road

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

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

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

SH-6 and Mel Ray Road

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

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

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

Donegan Road and Storm King Road

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

Table 9 – Donegan Road and Storm King Road LOS Results

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

5.3 CDOT Access Permit Analysis Need

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

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

5.4 Vehicle Queuing Analysis

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

Table 10 – Turn Lane Queuing Analysis Results

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

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

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

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

5.5 Bicycle and Pedestrian Access

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

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

5.6 Improvement Summary

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

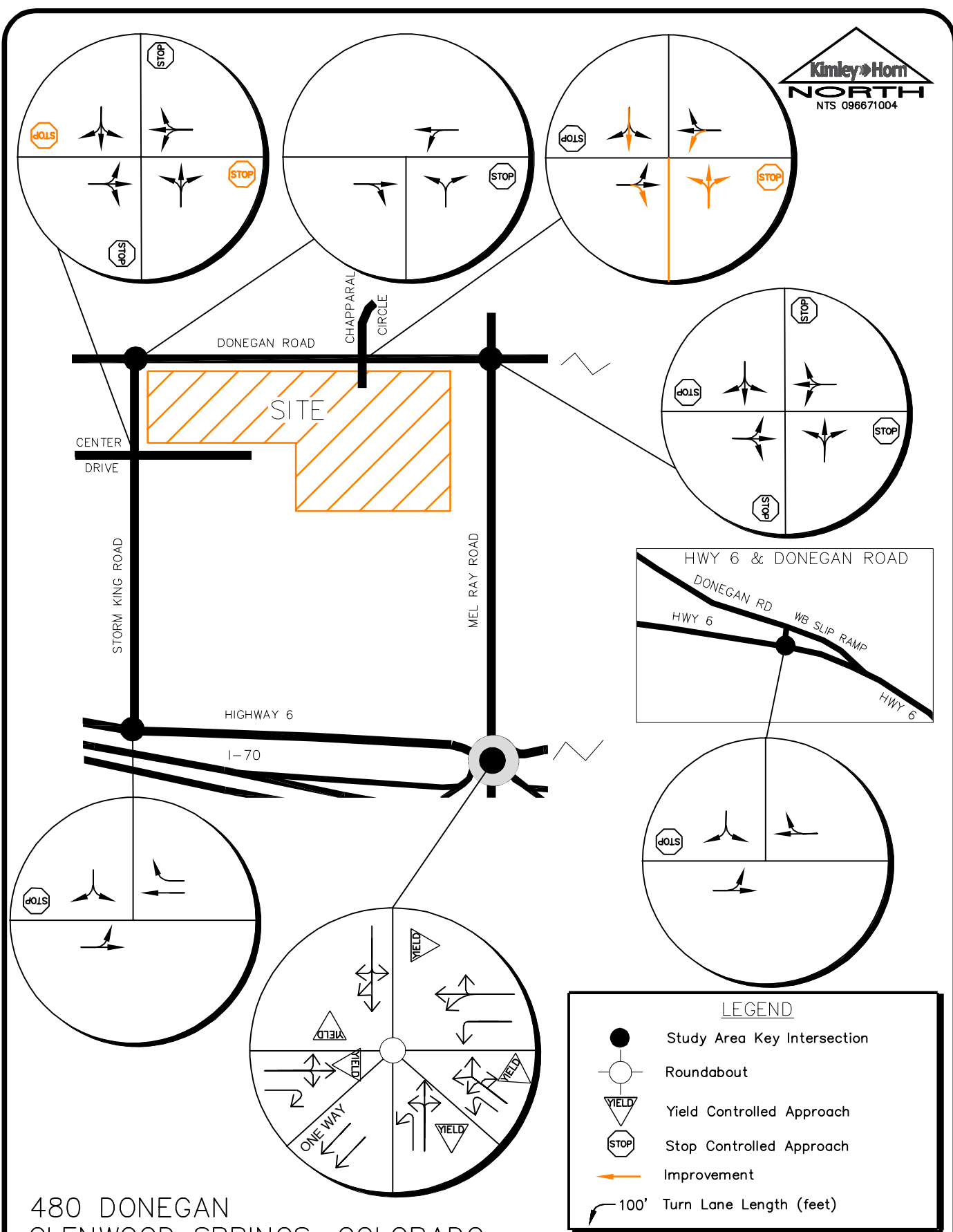
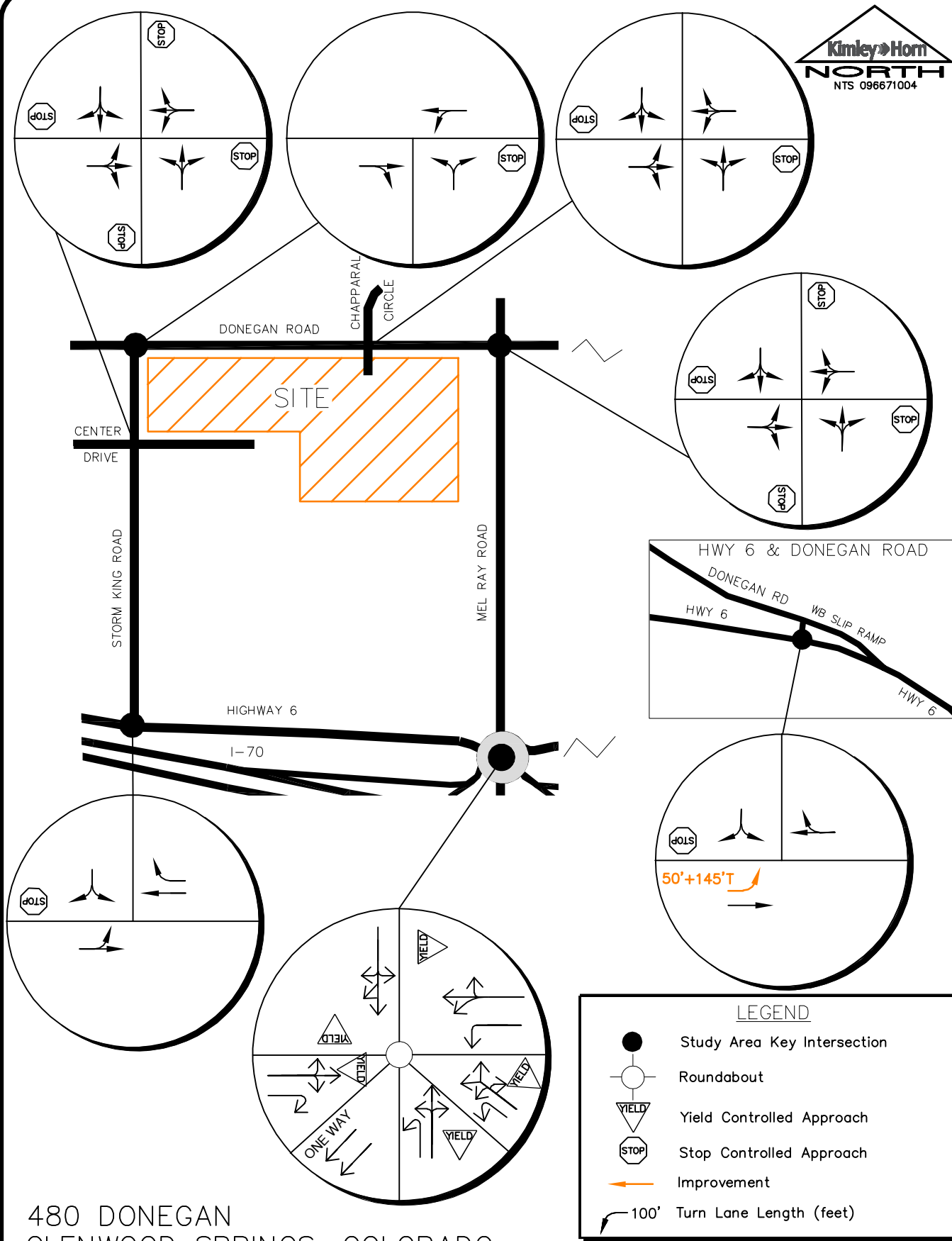


FIGURE 13



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

FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

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

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

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

APPENDICES

APPENDIX A

Intersection Count Sheets

MEL RAY RD DONEGAN RD

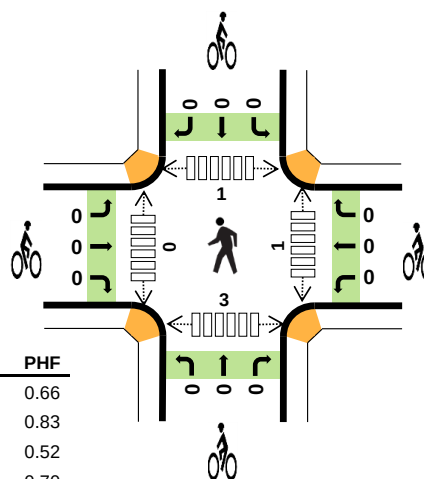
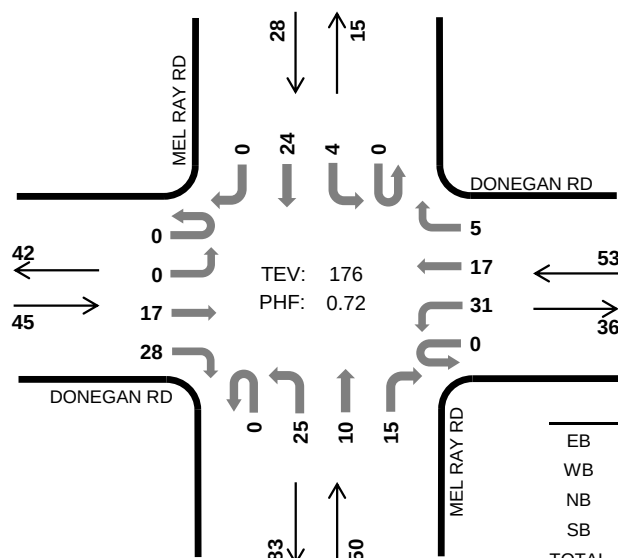


Peak Hour

Date: 03/03/2021

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

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



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

Two-Hour Count Summaries

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

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

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

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

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

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

MEL RAY RD DONEGAN RD

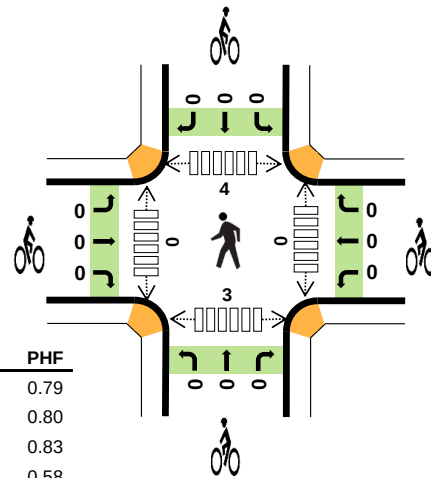
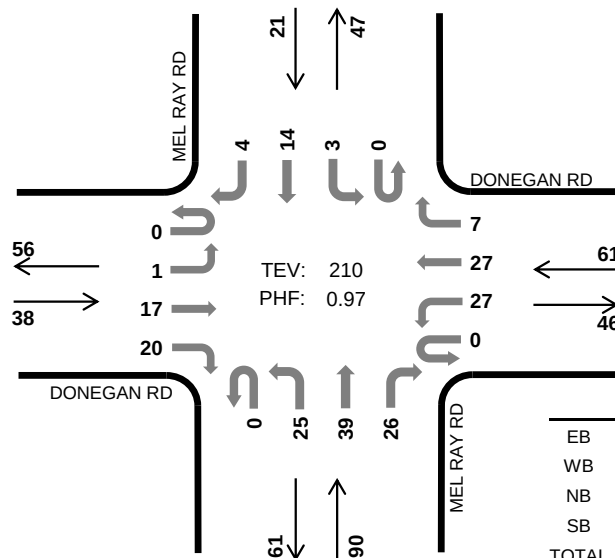


Peak Hour

Date: 03/03/2021

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

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



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

Four-Hour Count Summaries

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

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

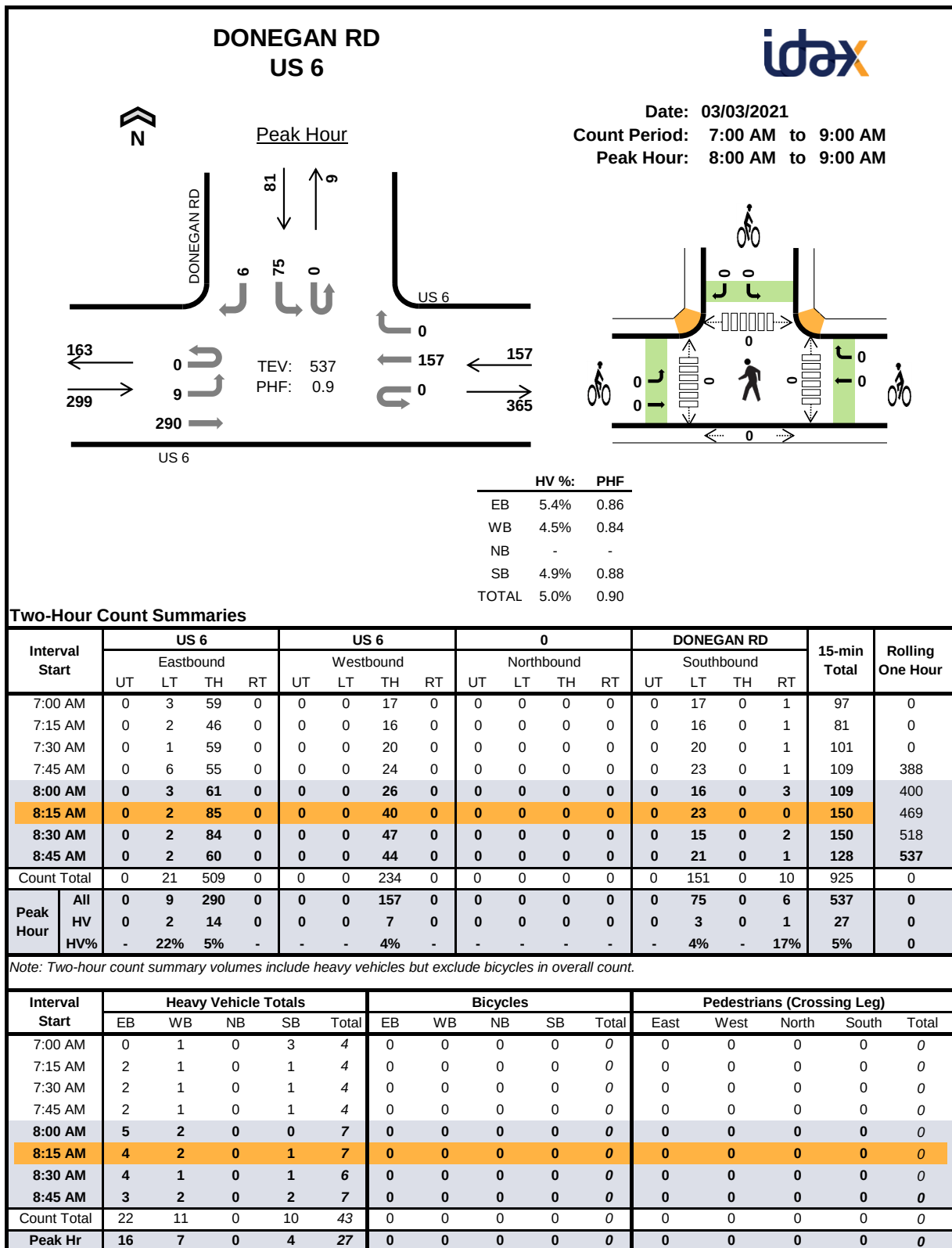
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5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

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

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

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

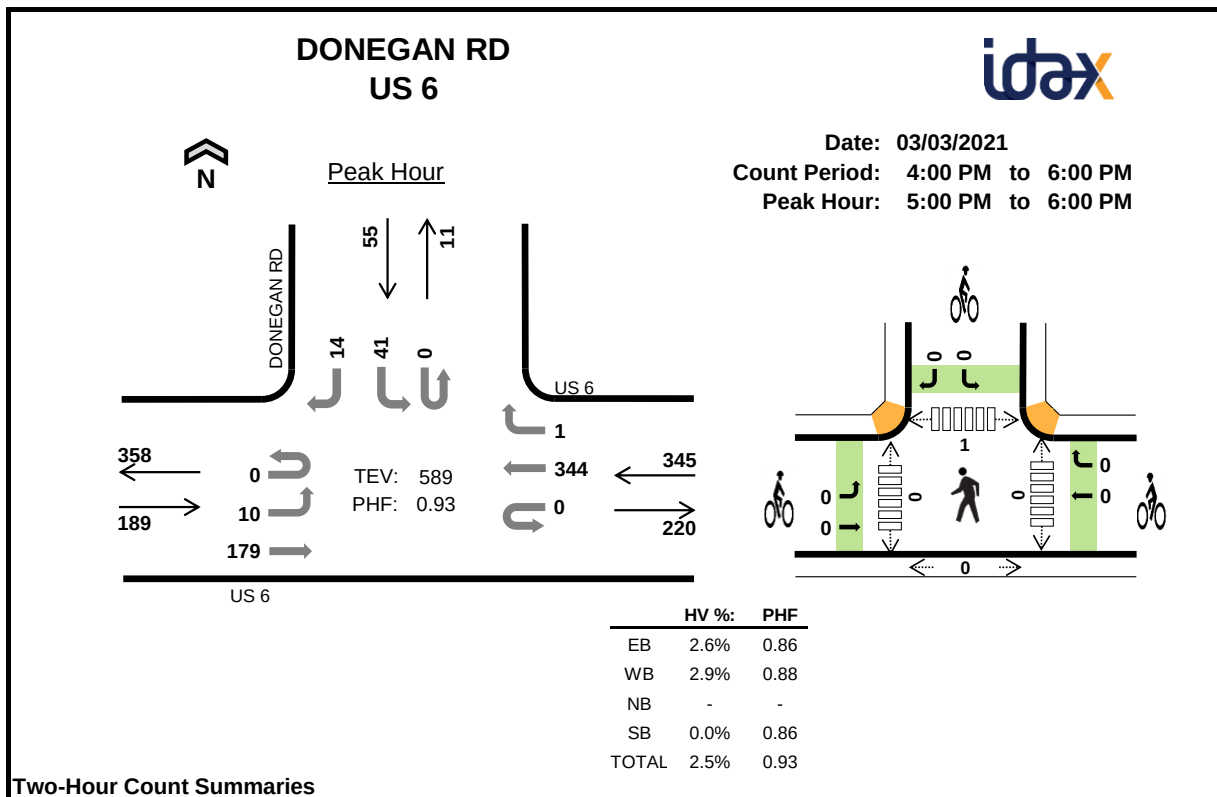
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



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

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

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

**Two-Hour Count Summaries**

Interval Start		US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	36	0	0	0	62	0	0	0	0	0	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.

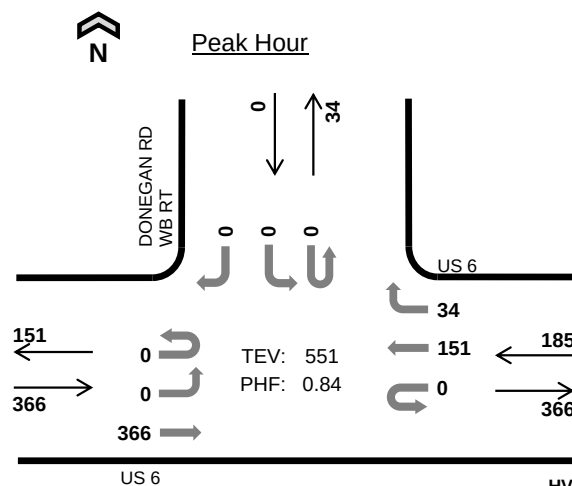
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	1	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0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

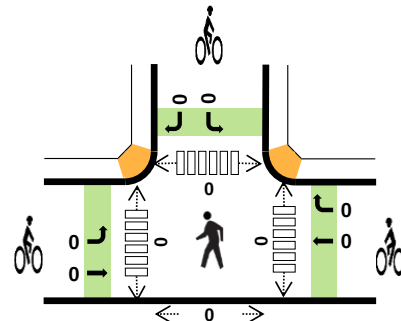
Two-Hour Count Summaries - Bikes																			
Interval Start	US 6			US 6			0			DONEGAN RD			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0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

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

DONEGAN RD WB RT US 6



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



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

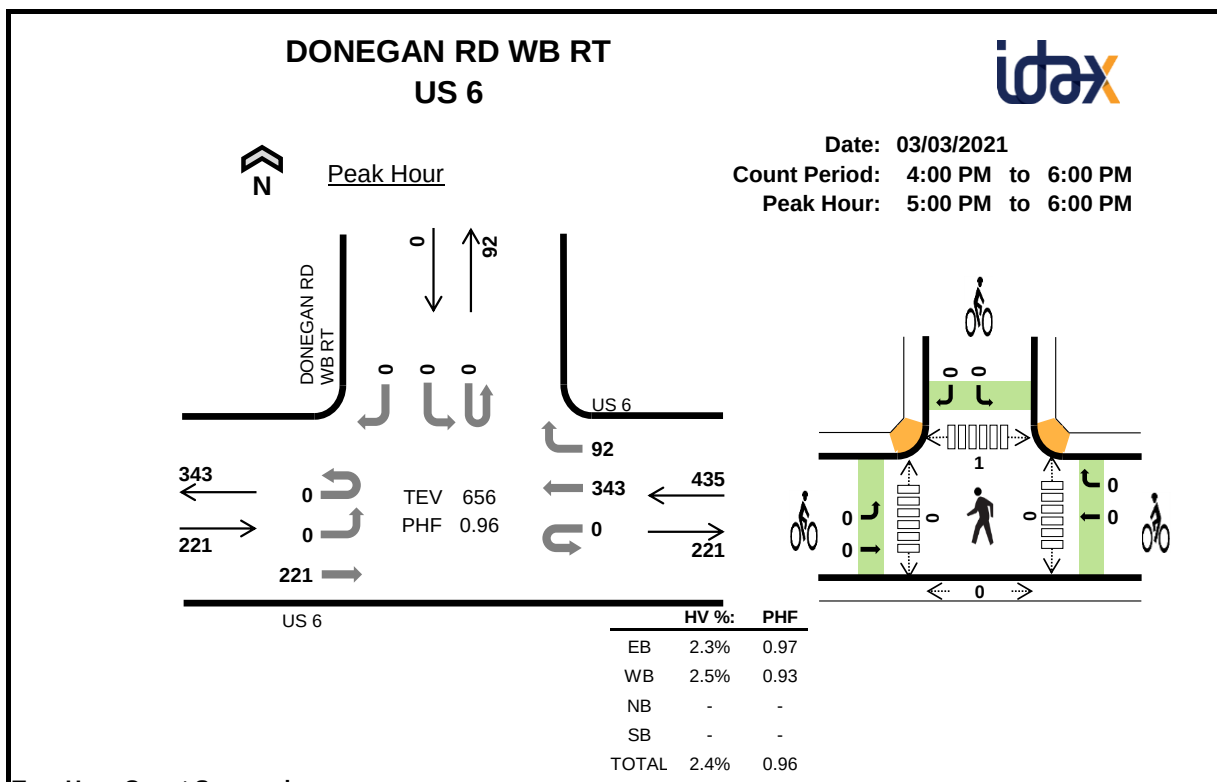
Two-Hour Count Summaries

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

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

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

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

**Two-Hour Count Summaries**

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

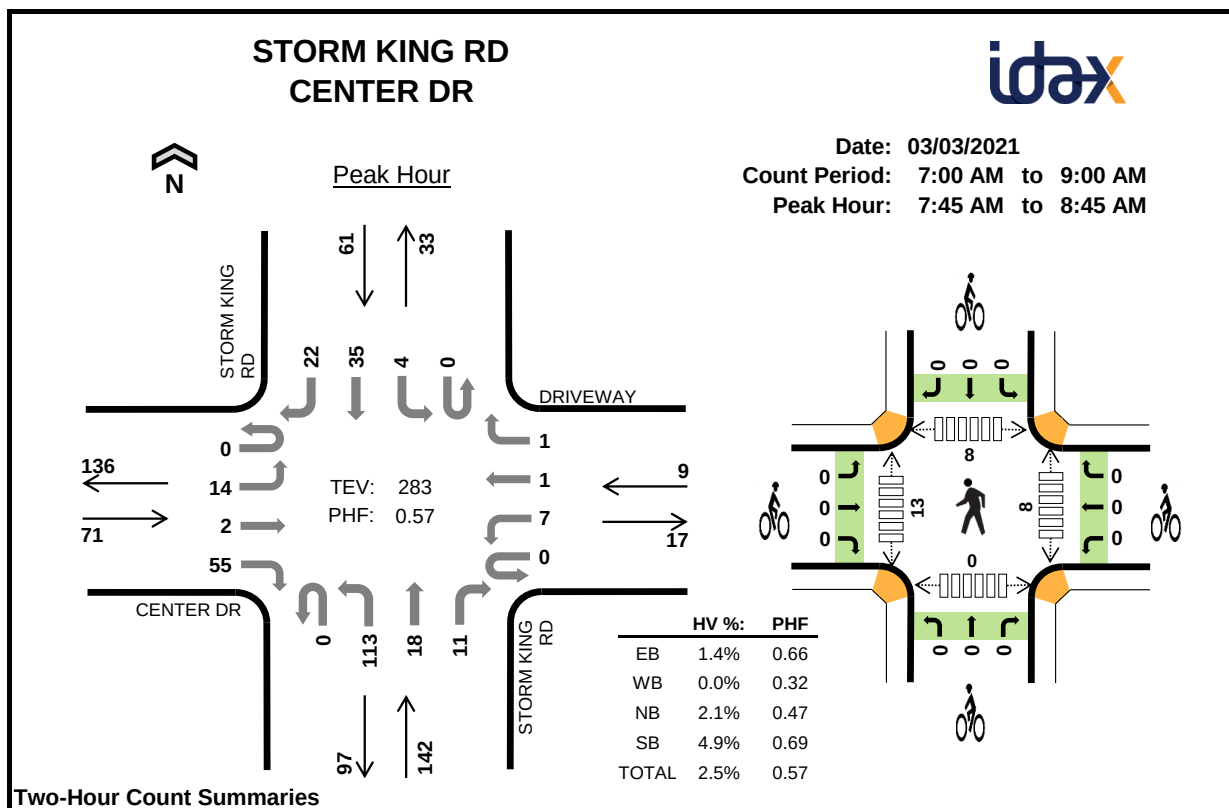
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

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

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

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



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

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

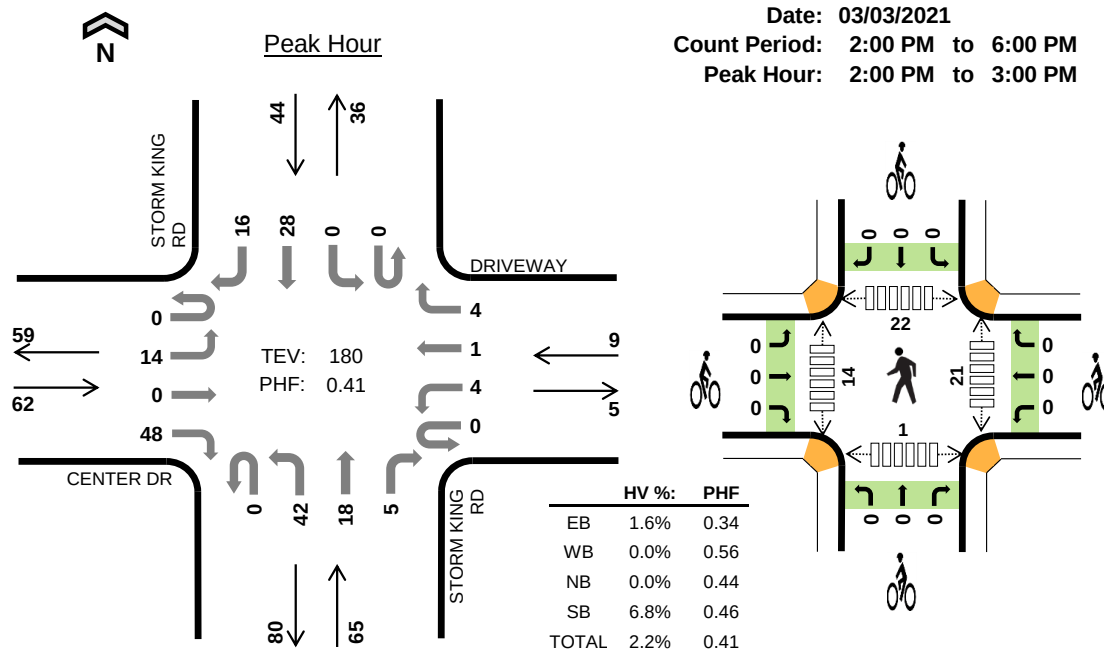
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	3	4	0	11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

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

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

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

STORM KING RD CENTER DR



Four-Hour Count Summaries

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

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

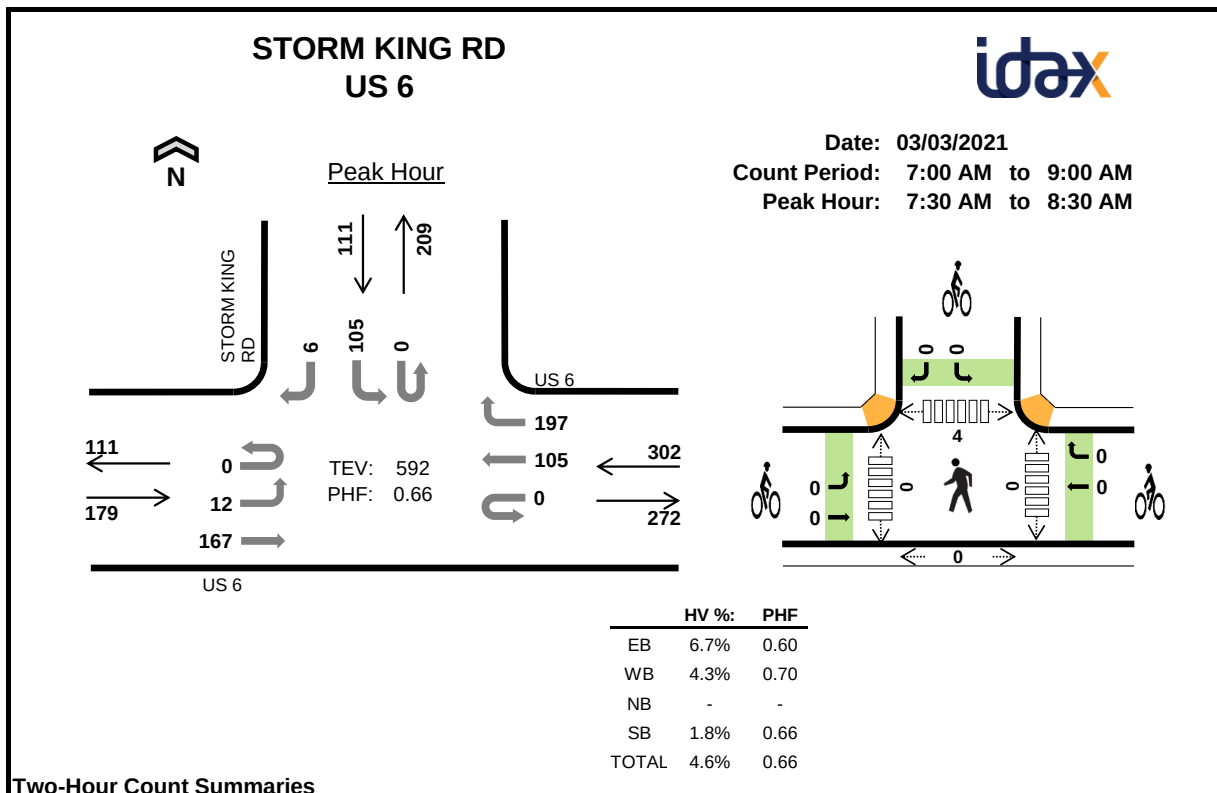
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	3	3	0	0	0	0	0	19	11	22	1	53
2:15 PM	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0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

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

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

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	1	19	0	0	0	12	13	0	0	0	0	0	9	0	0	54	0
7:15 AM		0	0	10	0	0	0	17	16	0	0	0	0	0	11	0	0	54	0
7:30 AM		0	0	31	0	0	0	34	27	0	0	0	0	0	15	0	0	107	0
7:45 AM		0	5	24	0	0	0	27	55	0	0	0	0	0	17	0	0	128	343
8:00 AM		0	4	70	0	0	0	23	85	0	0	0	0	0	41	0	1	224	513
8:15 AM		0	3	42	0	0	0	21	30	0	0	0	0	0	32	0	5	133	592
8:30 AM		0	2	24	0	0	0	23	23	0	0	0	0	0	15	0	2	89	574
8:45 AM		0	2	33	0	0	0	24	14	0	0	0	0	0	18	0	3	94	540
Count Total		0	17	253	0	0	0	181	263	0	0	0	0	0	158	0	11	883	0
Peak Hour	All	0	12	167	0	0	0	105	197	0	0	0	0	0	105	0	6	592	0
	HV	0	0	12	0	0	0	11	2	0	0	0	0	0	1	0	1	27	0
	HV%	-	0%	7%	-	-	-	10%	1%	-	-	-	-	-	1%	-	17%	5%	0

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

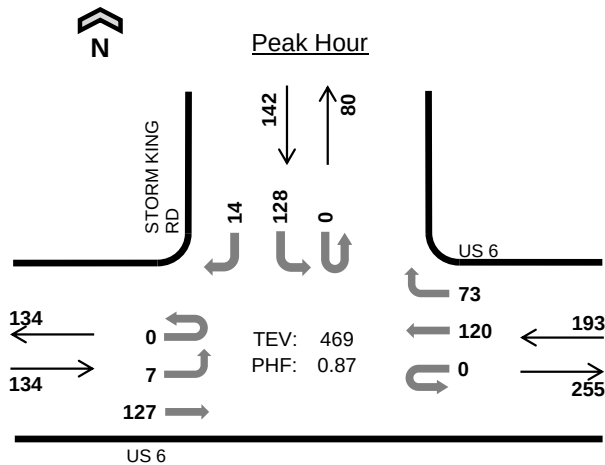
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	3	0	0	7	0	0	0	0	0	0	0	4	0	4
7:15 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	3	0	0	6	0	0	0	0	0	0	0	1	0	1
8:15 AM	1	4	0	2	7	0	0	0	0	0	0	0	3	0	3
8:30 AM	2	4	0	2	8	0	0	0	0	0	0	0	1	0	1
8:45 AM	2	1	0	2	5	0	0	0	0	0	0	0	0	0	0
Count Total	23	24	0	6	53	0	0	0	0	0	0	0	9	0	9
Peak Hr	12	13	0	2	27	0	0	0	0	0	0	0	4	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	27
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	26
8:15 AM	0	0	1	0	0	0	2	2	0	0	0	0	0	0	1	1	7	27
8:30 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	2	0	0	8	28
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	2	0	0	5	26
Count Total	0	1	22	0	0	0	19	5	0	0	0	0	0	5	0	1	53	0
Peak Hour	0	0	12	0	0	0	11	2	0	0	0	0	0	1	0	1	27	0

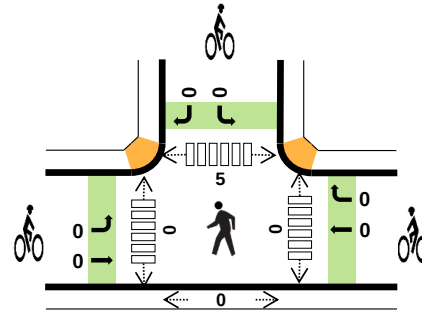
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0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

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

STORM KING RD US 6



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



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

Four-Hour Count Summaries

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

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

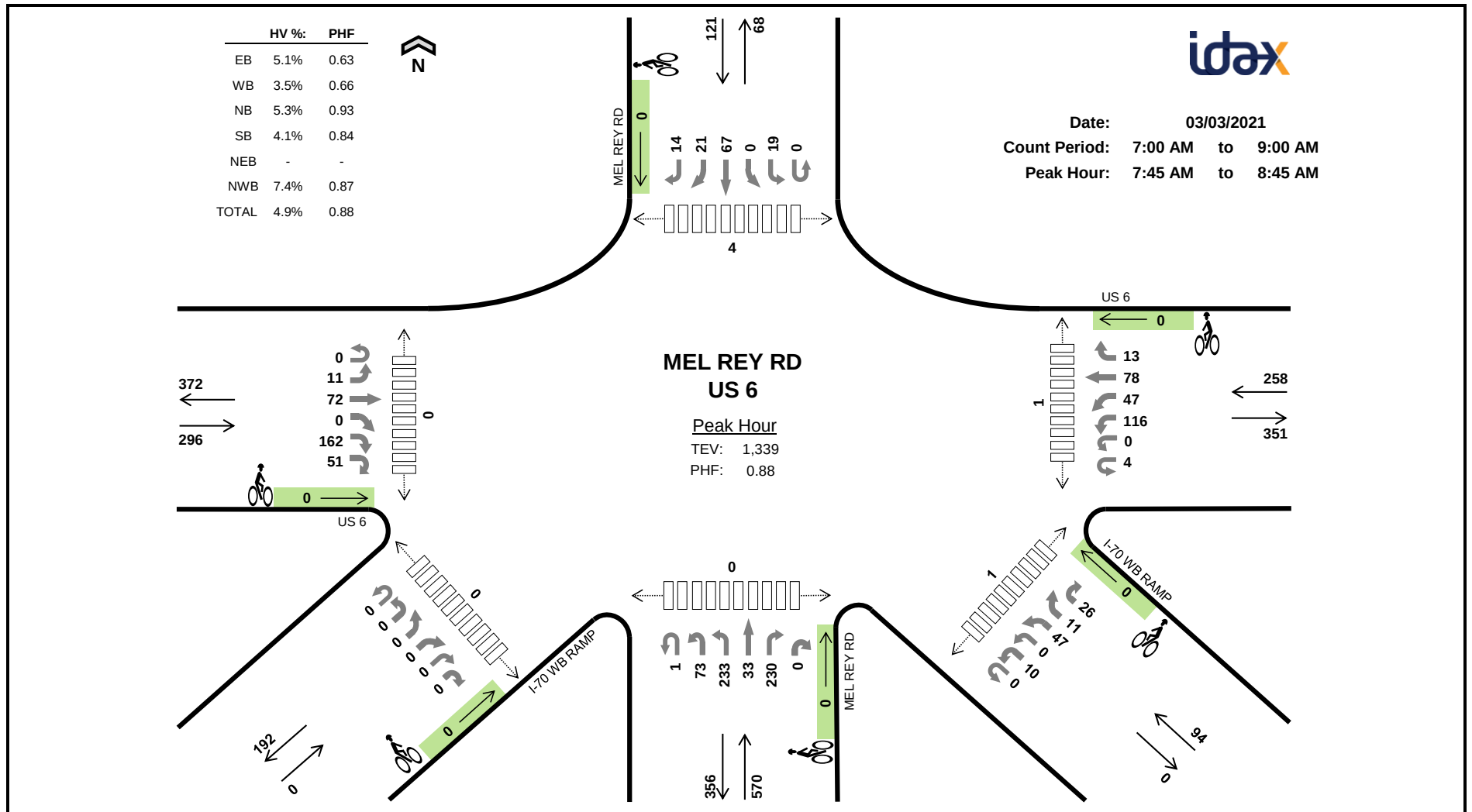
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3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

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

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
3:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	5
3:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	8
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4	12
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	14
4:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	5	15
4:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	20
5:00 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	5	19
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
Count Total	0	0	14	0	0	0	22	4	0	0	0	0	0	13	0	1	54	0
Peak Hour	0	0	5	0	0	0	8	2	0	0	0	0	0	4	0	0	19	0

Four-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

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



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

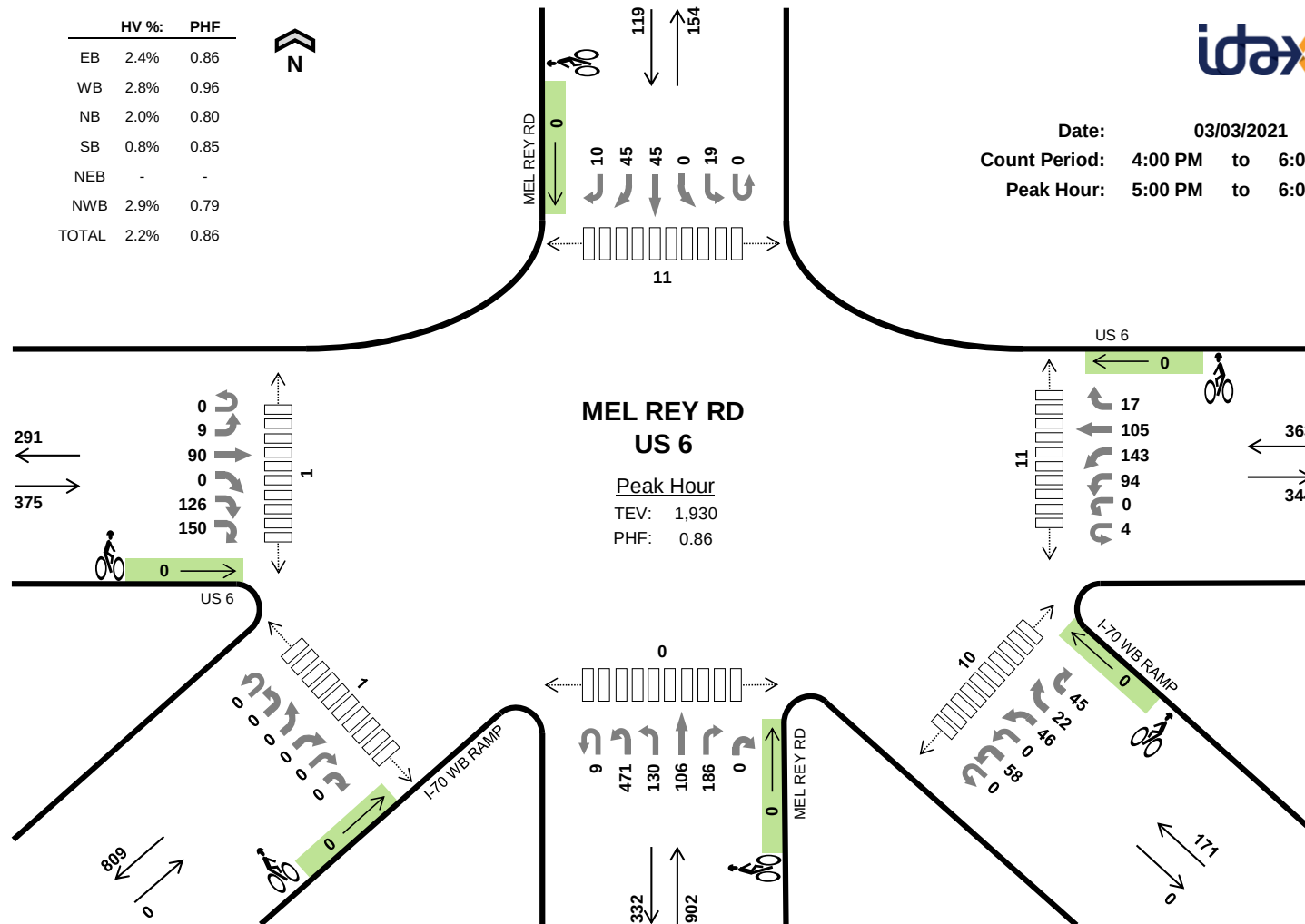
Two-Hour Count Summaries - Heavy Vehicles

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]

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



Packet Page 692

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STORM KING RD DONEGAN RD

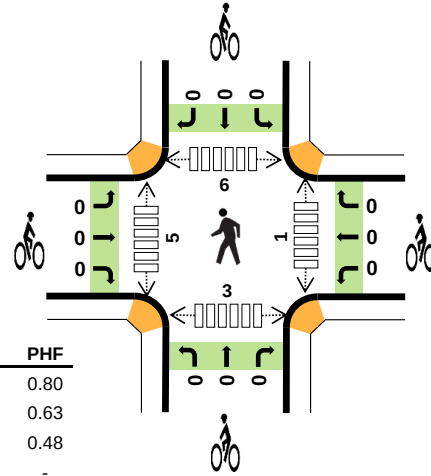
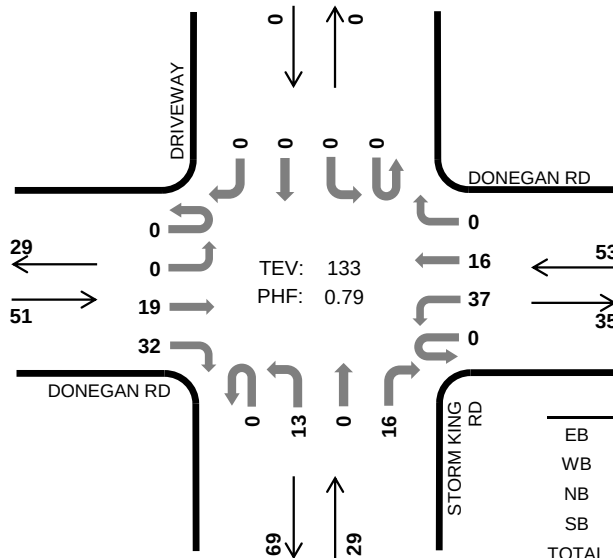


Peak Hour

Date: 03/03/2021

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

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.0%	0.80
WB	3.8%	0.63
NB	0.0%	0.48
SB	-	-
TOTAL	2.3%	0.79

Two-Hour Count Summaries

Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	5	4	0	0	1	0	0	0	0	2	0	0	0	0	12	0
7:15 AM		0	0	1	8	0	2	0	0	0	4	0	0	0	0	0	0	15	0
7:30 AM		0	0	5	11	0	3	2	0	0	2	0	0	0	0	0	0	23	0
7:45 AM		0	0	1	10	0	8	6	0	0	3	0	3	0	0	0	0	31	81
8:00 AM		0	0	7	8	0	16	5	0	0	4	0	2	0	0	0	0	42	111
8:15 AM		0	0	6	3	0	10	3	0	0	4	0	11	0	0	0	0	37	133
8:30 AM		0	0	6	5	0	3	2	0	0	5	0	1	0	0	0	0	22	132
8:45 AM		0	0	1	3	0	5	2	0	0	4	0	3	0	0	0	0	18	119
Count Total		0	0	32	52	0	47	21	0	0	26	0	22	0	0	0	0	200	0
Peak Hour	All	0	0	19	32	0	37	16	0	0	13	0	16	0	0	0	0	133	0
	HV	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
	HV%	-	-	5%	0%	-	5%	0%	-	-	0%	-	0%	-	-	-	-	2%	0

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

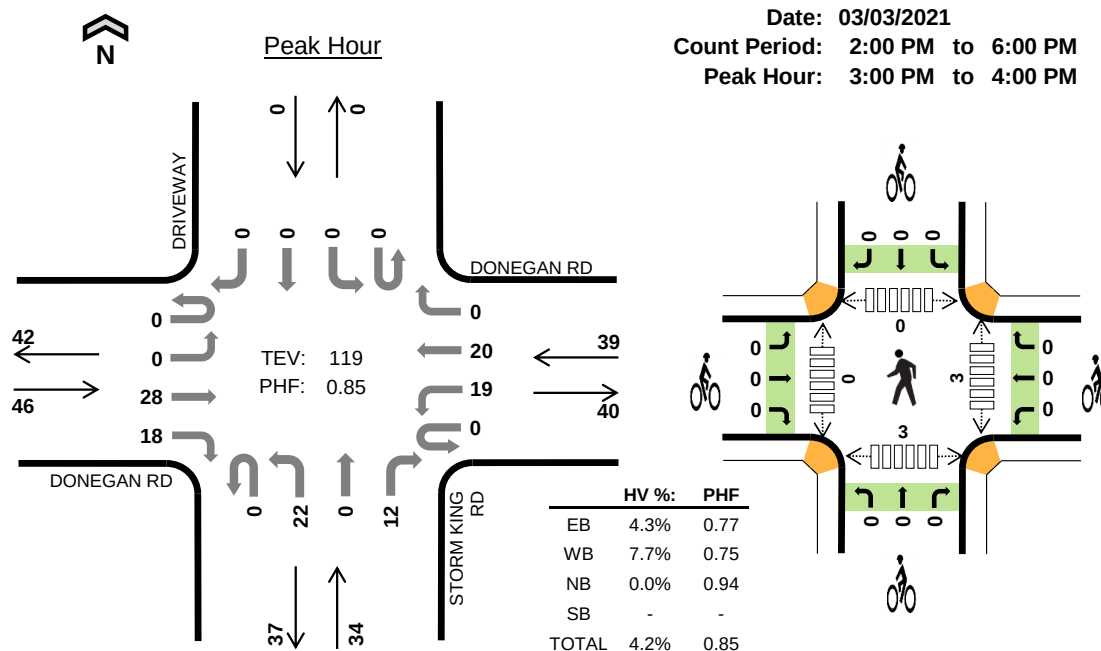
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3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

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

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

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

STORM KING RD DONEGAN RD



Four-Hour Count Summaries																			
Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	3	6	0	12	7	0	0	5	0	12	0	0	1	0	46	0
2:15 PM		0	0	5	3	0	1	2	0	0	3	0	6	0	0	0	1	21	0
2:30 PM		0	0	3	4	0	4	3	0	0	1	0	3	0	0	0	0	18	0
2:45 PM		0	0	2	6	0	3	4	0	0	1	0	4	0	0	0	0	20	105
3:00 PM		0	0	5	8	0	7	6	0	0	7	0	2	0	0	0	0	35	94
3:15 PM		0	0	10	5	0	8	4	0	0	5	0	3	0	0	0	0	35	108
3:30 PM		0	0	8	2	0	1	4	0	0	5	0	4	0	0	0	0	24	114
3:45 PM		0	0	5	3	0	3	6	0	0	5	0	3	0	0	0	0	25	119
4:00 PM		0	0	7	8	0	5	6	0	0	2	0	3	0	0	0	0	31	115
4:15 PM		0	0	3	4	0	4	4	0	0	5	0	5	0	0	0	0	25	105
4:30 PM		0	0	3	4	0	5	4	0	0	5	0	3	0	0	0	0	24	105
4:45 PM		0	0	6	5	0	6	2	0	0	5	0	5	0	0	0	0	29	109
5:00 PM		0	0	2	6	0	5	5	0	0	7	0	5	0	0	0	0	30	108
5:15 PM		0	0	1	5	0	2	4	0	0	9	0	1	0	0	0	0	22	105
5:30 PM		0	0	1	4	0	3	3	0	0	8	0	2	0	0	0	0	21	102
5:45 PM		0	0	0	5	0	2	2	0	0	6	0	4	0	0	0	0	19	92
Count Total		0	0	64	78	0	71	66	0	0	79	0	65	0	0	1	1	425	0
Peak Hour	All	0	0	28	18	0	19	20	0	0	22	0	12	0	0	0	0	119	0
	HV	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	-	7%	0%	-	11%	5%	-	-	0%	-	0%	-	-	-	-	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM		0	1	0	0	1	0	0	0	0	0	3	10	9	10	32			
2:15 PM		0	1	0	0	1	0	0	0	0	0	1	0	0	2	3			
2:30 PM		0	1	0	0	1	0	0	0	0	0	2	0	0	0	2			
2:45 PM		0	1	0	0	1	0	0	0	0	0	0	0	0	1	1			
3:00 PM		0	2	0	0	2	0	0	0	0	0	1	0	0	1	2			
3:15 PM		2	1	0	0	3	0	0	0	0	0	0	0	0	0	0			
3:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	2	3			
3:45 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
4:00 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM		1	0	0	0	1	0	0	0	0	0	0	0	1	1	2			
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
5:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total		4	7	0	0	11	0	0	0	0	0	9	10	10	20	49			
Peak Hour		2	3	0	0	5	0	0	0	0	0	3	0	0	3	6			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
3:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	5
3:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	2	0	5	2	0	0	0	0	0	0	0	0	0	11	0
Peak Hour	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0

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

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

APPENDIX B

CDOT OTIS Traffic Information and Projections

480 Donegan: CDOT Traffic Projections and COVID Adjustment Calculations

Route	Beg. Ref	End Ref	2018 AADT	2020 AADT	20 Year Factor	Yearly Growth Rate	Description	Counted AADT	COVID Adjustment
006K	0	0.338	11000	11033	1.03	0.13%	ON SH 6 WEST ST W/O SH 82 GLENWOOD SPRINGS	8200	135%

APPENDIX C

Trip Generation Worksheets

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

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

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

Independant Variable - Dwelling Units (X)

$$X = 20$$

T = Average Vehicle Trip Ends

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

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

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

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

Weekday (Series 200 Page 31)

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

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

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

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

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

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

Independant Variable - Dwelling Units (X)

$$X = 340$$

T = Average Vehicle Trip Ends

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

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(340.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 114 Average Vehicle Trip Ends 30 entering 84 exiting 30 + 84 = 114
---	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

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

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 340 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 1852 Average Vehicle Trip Ends 926 entering 926 exiting 926 + 926 = 1852
---	--

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

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 340 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 150 Average Vehicle Trip Ends 72 entering 77 exiting 72 + 77 = not ok
---	---

Project	480 Donegan		
Subject	Trip Generation for High-Turnover (Sit-Down) Restaurant		
Designed by	JRP	Date	March 11, 2021
Job No.	096671004		
Checked by		Date	
Sheet No.	1	of	1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 2,000 Square Feet

X = 2.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday	Directional Distribution:	55% ent.	45% exit.
T = 9.94 (X)	T = 20	Average Vehicle Trip Ends	
T = 9.94 * 2.000	11 entering	9	exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday	Directional Distribution:	62% ent.	38% exit.
T = 9.77 (X)	T = 20	Average Vehicle Trip Ends	
T = 9.77 * 2.000	12 entering	8	exiting

Weekday (900 Series Page 96)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 112.18 (X)	T = 226	Average Vehicle Trip Ends
T = 112.18 * 2.000	113 entering	113 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday	Directional Distribution:	52% ent.	48% exit.
T = 17.41 (X)	T = 35	Average Vehicle Trip Ends	
T = 17.41 * 2.000	18 entering	17	exiting

Saturday Peak Hour of Generator (900 Series Page 105)

Average Saturday	Directional Distribution:	51% ent.	49% exit.
T = 11.19 (X)	T = 24	Average Vehicle Trip Ends	
T = 11.19 * 2.000	12 entering	12	exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	57%	Non-Pass By	PM Peak Hour =	57%	Non-Pass By
	IN	Out	Total		
AM Peak	6	5	11		
PM Peak	7	5	11		
Daily	64	64	128		

PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	43%	Pass By	PM Peak Hour =	43%	Pass By
	IN	Out	Total		
AM Peak	5	4	9		
PM Peak	5	3	9		
Daily	49	49	98		

PM Peak Hour Rate Applied to Daily

APPENDIX D

Intersection Analysis Worksheets

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	56	57	1	6	2
Future Vol, veh/h	3	56	57	1	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	61	62	1	7	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	63	0	-	0	130	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	864	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	862	1002
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	956	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1540	-	-	-	893	
HCM Lane V/C Ratio	0.002	-	-	-	0.01	
HCM Control Delay (s)	7.3	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	73	2	3	1
Future Vol, veh/h	4	48	73	2	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	79	2	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	81	0	-	0	140	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	853	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	850	980
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	963	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1517	-	-	-	-	879
HCM Lane V/C Ratio	0.003	-	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	-	9.1
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	100	5	10	5
Future Vol, veh/h	5	85	100	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	92	109	5	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	114	0	-	0	214	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1475	-	-	-	774	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	771	941
Mov Cap-2 Maneuver	-	-	-	-	771	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	922	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1475	-	-	-	820	
HCM Lane V/C Ratio	0.004	-	-	-	0.02	
HCM Control Delay (s)	7.5	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	145	165	5	5	5
Future Vol, veh/h	5	145	165	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	158	179	5	5	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	184	0	0 350 182
Stage 1	-	-	- 182 -
Stage 2	-	-	- 168 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1391	-	- 647 861
Stage 1	-	-	- 849 -
Stage 2	-	-	- 862 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1391	-	- 644 861
Mov Cap-2 Maneuver	-	-	- 644 -
Stage 1	-	-	- 846 -
Stage 2	-	-	- 862 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	737
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Future Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	92	1	38	109	5	1	0	87	11	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	93	0	0	293	293	93	334	291	112
Stage 1	-	-	-	-	-	-	103	103	-	188	188	-
Stage 2	-	-	-	-	-	-	190	190	-	146	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1501	-	-	659	618	964	620	619	941
Stage 1	-	-	-	-	-	-	903	810	-	814	745	-
Stage 2	-	-	-	-	-	-	812	743	-	857	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1501	-	-	640	599	964	551	600	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	599	-	551	600	-
Stage 1	-	-	-	-	-	-	899	807	-	811	725	-
Stage 2	-	-	-	-	-	-	786	723	-	777	807	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.9			9.1			10.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	958	1475	-	-	1501	-	-	639				
HCM Lane V/C Ratio	0.092	0.004	-	-	0.025	-	-	0.026				
HCM Control Delay (s)	9.1	7.5	0	-	7.5	0	-	10.8				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile O(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	EBLn1WBLn1	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	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1357	-	-	435	151	1442	-	-				
HCM Lane V/C Ratio	0.251	-	-	0.381	0.442	0.01	-	-				
HCM Control Delay (s)	8.5	0	-	18.3	46.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1	-	-	1.8	2	0	-	-				

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	60	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	852	862	263	902	860	293	289	0	0	300	0	0
Stage 1	262	262	-	571	571	-	-	-	-	-	-	-
Stage 2	590	600	-	331	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	293	776	259	294	746	1273	-	-	1261	-	-
Stage 1	743	691	-	506	505	-	-	-	-	-	-	-
Stage 2	494	490	-	682	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	243	765	177	244	716	1256	-	-	1236	-	-
Mov Cap-2 Maneuver	222	243	-	177	244	-	-	-	-	-	-	-
Stage 1	629	682	-	426	425	-	-	-	-	-	-	-
Stage 2	388	412	-	537	664	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.1		29			2.9			0			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1256	-	-	456	229	1236	-	-				
HCM Lane V/C Ratio	0.119	-	-	0.486	0.351	-	-	-				
HCM Control Delay (s)	8.3	0	-	20.1	29	0	-	-				
HCM Lane LOS	A	A	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	2.6	1.5	0	-	-				

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Peak Hour Factor	0.66	0.75	0.66	0.75	0.75	0.75	0.47	0.70	0.80	0.69	0.75	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	10	9.8		16.3		10.1						
HCM LOS	A	A		C		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	18%	70%	7%
Vol Thru, %	24%	5%	20%	69%
Vol Right, %	12%	77%	10%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	110	50	145
LT Vol	160	20	35	10
Through Vol	60	5	10	100
RT Vol	30	85	5	35
Lane Flow Rate	464	166	67	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.638	0.244	0.111	0.281
Departure Headway (Hd)	4.953	5.292	5.988	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	678	597	705
Service Time	2.953	3.334	4.037	3.125
HCM Lane V/C Ratio	0.633	0.245	0.112	0.282
HCM Control Delay	16.3	10	9.8	10.1
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	4.6	1	0.4	1.2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	11.4	10.3		16.5		12.2						
HCM LOS	B	B		C		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	20%	56%	0%
Vol Thru, %	58%	1%	22%	86%
Vol Right, %	13%	79%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	101	45	180
LT Vol	75	20	25	0
Through Vol	155	1	10	155
RT Vol	35	80	10	25
Lane Flow Rate	430	222	80	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.623	0.338	0.139	0.412
Departure Headway (Hd)	5.216	5.495	6.208	5.377
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	652	575	667
Service Time	3.261	3.555	4.281	3.429
HCM Lane V/C Ratio	0.621	0.34	0.139	0.414
HCM Control Delay	16.5	11.4	10.3	12.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.4	1.5	0.5	2

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Future Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	70	47	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	8	136	31	16	16	372	86	43	14	140	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1084	1089	180	1126	1093	124	205	0	0	137	0	0
Stage 1	208	208	-	860	860	-	-	-	-	-	-	-
Stage 2	876	881	-	266	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	215	863	182	214	927	1366	-	-	1447	-	-
Stage 1	794	730	-	351	373	-	-	-	-	-	-	-
Stage 2	344	365	-	739	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	146	851	111	145	913	1348	-	-	1436	-	-
Mov Cap-2 Maneuver	131	146	-	111	145	-	-	-	-	-	-	-
Stage 1	549	712	-	244	259	-	-	-	-	-	-	-
Stage 2	221	254	-	607	695	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.5		43.5		6.5		0.5					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1348	-	-	363	154	1436	-	-				
HCM Lane V/C Ratio	0.276	-	-	0.501	0.406	0.01	-	-				
HCM Control Delay (s)	8.7	0	-	24.5	43.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1.1	-	-	2.7	1.8	0	-	-				

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Future Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	180	18	9	18	160	221	23	0	229	54
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	858	855	271	921	871	276	297	0	0	265	0	0
Stage 1	270	270	-	574	574	-	-	-	-	-	-	-
Stage 2	588	585	-	347	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	296	768	251	289	763	1264	-	-	1299	-	-
Stage 1	736	686	-	504	503	-	-	-	-	-	-	-
Stage 2	495	498	-	669	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	225	244	757	166	238	732	1247	-	-	1273	-	-
Mov Cap-2 Maneuver	225	244	-	166	238	-	-	-	-	-	-	-
Stage 1	618	677	-	420	420	-	-	-	-	-	-	-
Stage 2	394	415	-	509	659	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	22.9		21.5			3.3			0			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.712	14.1	LOS B	11.4	288.5	0.69	0.72	1.07	28.8
3	L2	225	2.0	281	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
8	T1	171	2.0	214	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
18	R2	252	2.0	315	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	28.2
Approach		1299	2.0	1624	2.0	0.758	15.5	LOS C	15.2	386.8	0.74	0.81	1.21	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.428	28.9	LOS D	1.5	38.8	0.89	0.98	1.27	24.4
3x	L2	1	2.9	1	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
3ax	L1	110	2.9	139	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18ax	R1	46	2.9	58	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18bx	R3	61	2.9	77	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.4
Approach		296	2.9	375	2.9	0.996	76.3	LOS F	10.3	264.1	0.96	1.55	3.31	16.3
East: Highway 6														
1	L2	133	2.8	139	2.8	0.482	26.0	LOS D	1.9	48.8	0.87	0.99	1.33	25.2
1a	L1	194	2.8	202	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
6	T1	212	2.8	221	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
16	R2	45	2.8	47	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.0
Approach		584	2.8	608	2.8	1.383	176.1	LOS F	48.7	1245.1	0.97	2.94	8.60	9.6
North: Mel Rey Rd														
7	L2	40	0.8	47	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.4
4	T1	82	0.8	96	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
14a	R1	68	0.8	80	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.2
14	R2	14	0.8	16	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.0
Approach		204	0.8	240	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
West: Highway 6														
5	L2	12	2.4	14	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
2	T1	193	2.4	224	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
12	R2	257	2.4	299	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.8
12b	R3	220	2.4	256	2.4	0.456	14.0	LOS B	2.2	55.8	0.73	0.83	1.08	29.6
Approach		682	2.4	793	2.4	1.334	135.9	LOS F	51.0	1300.4	0.91	2.70	7.61	11.4
All Vehicles		3065	2.2	3640	2.2	1.383	77.2	LOS F	51.0	1300.4	0.85	1.68	4.13	16.3

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site
Site Category: (None)
Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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

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

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

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

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	60	85	30	30	45
Future Vol, veh/h	35	60	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	76	108	38	38	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	123	0	344	86
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	652	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1460	-	598	969
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	721	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	776	-	-	1460	-	
HCM Lane V/C Ratio	0.122	-	-	0.074	-	
HCM Control Delay (s)	10.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

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

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

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

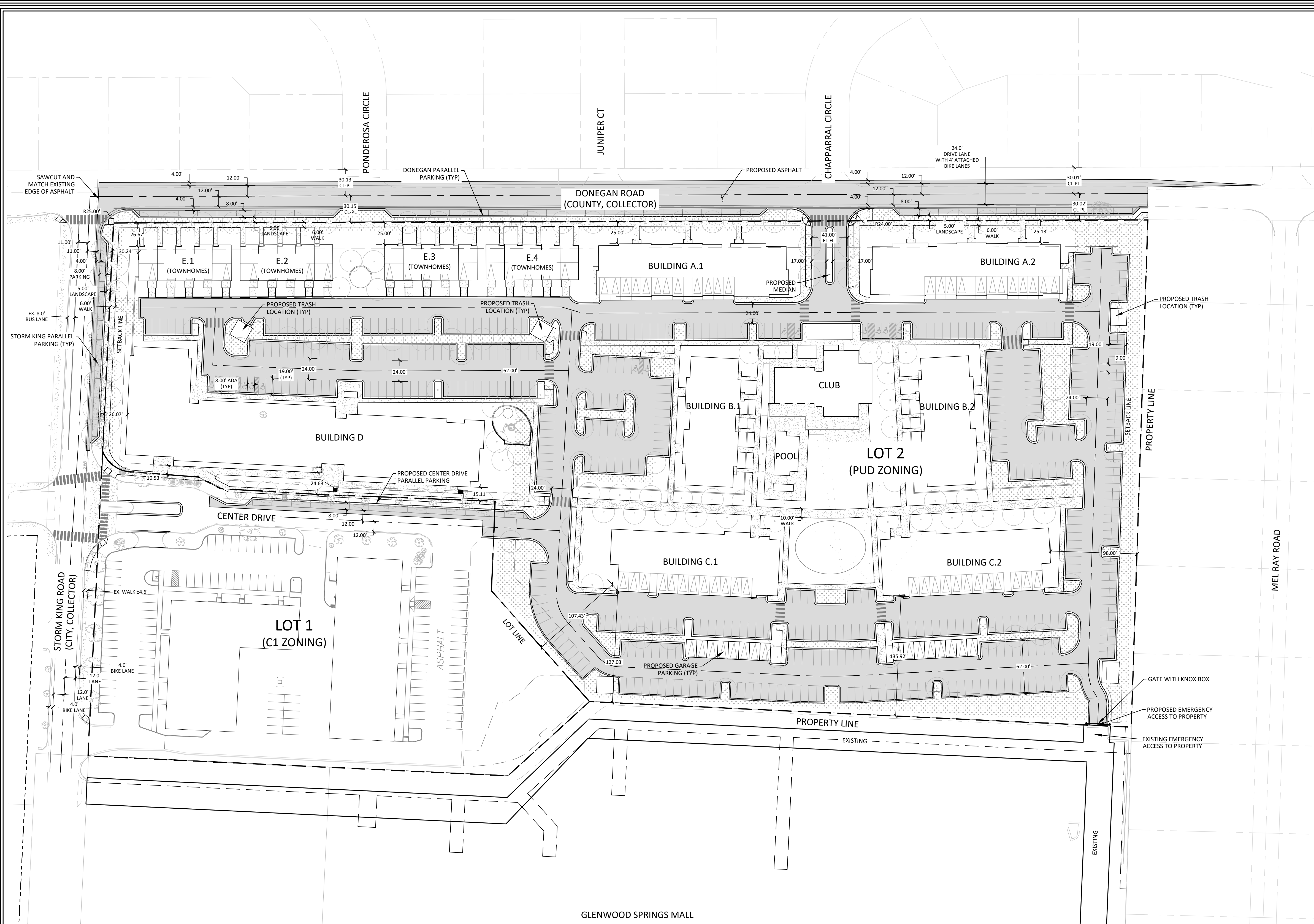
Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	65	85	30	30	45
Future Vol, veh/h	35	65	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length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

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

APPENDIX E

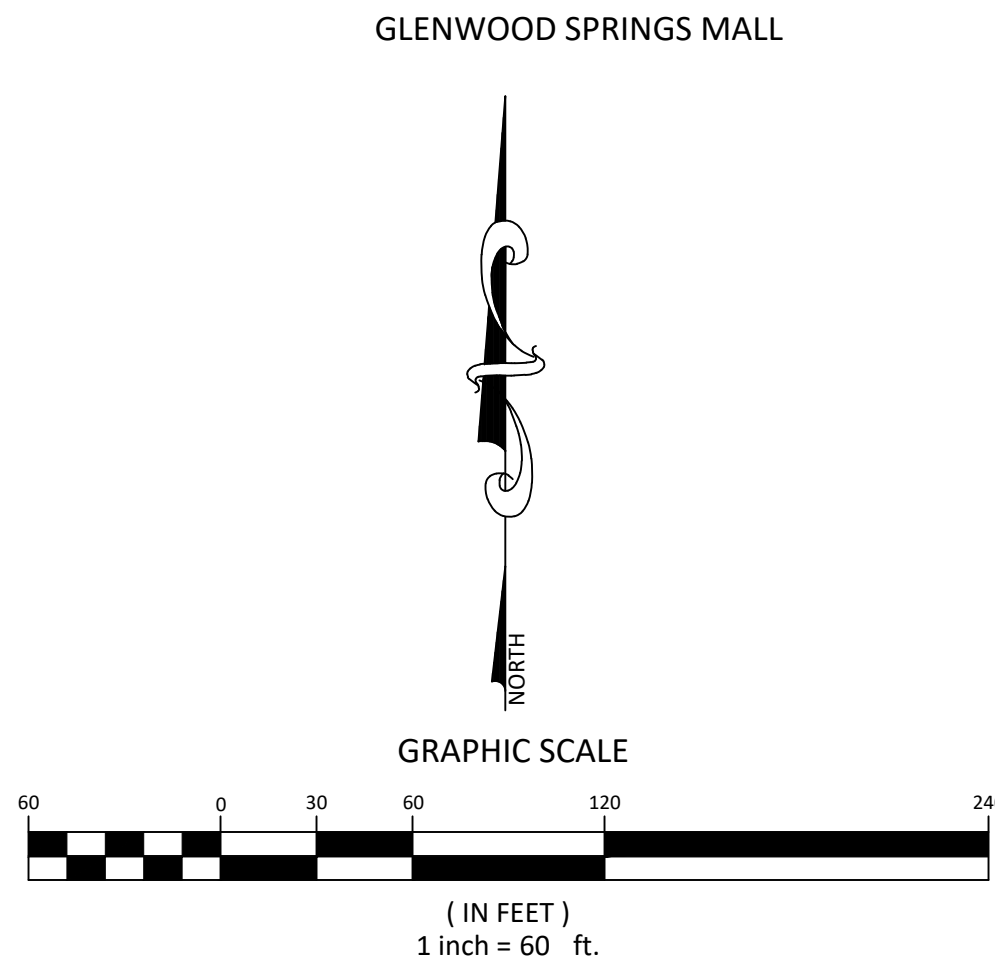
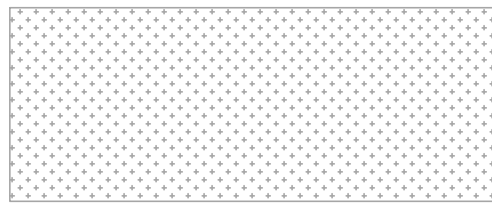
Conceptual Site Plan

G:\2020\2007\LOCAL\CIVIL\DWGS\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

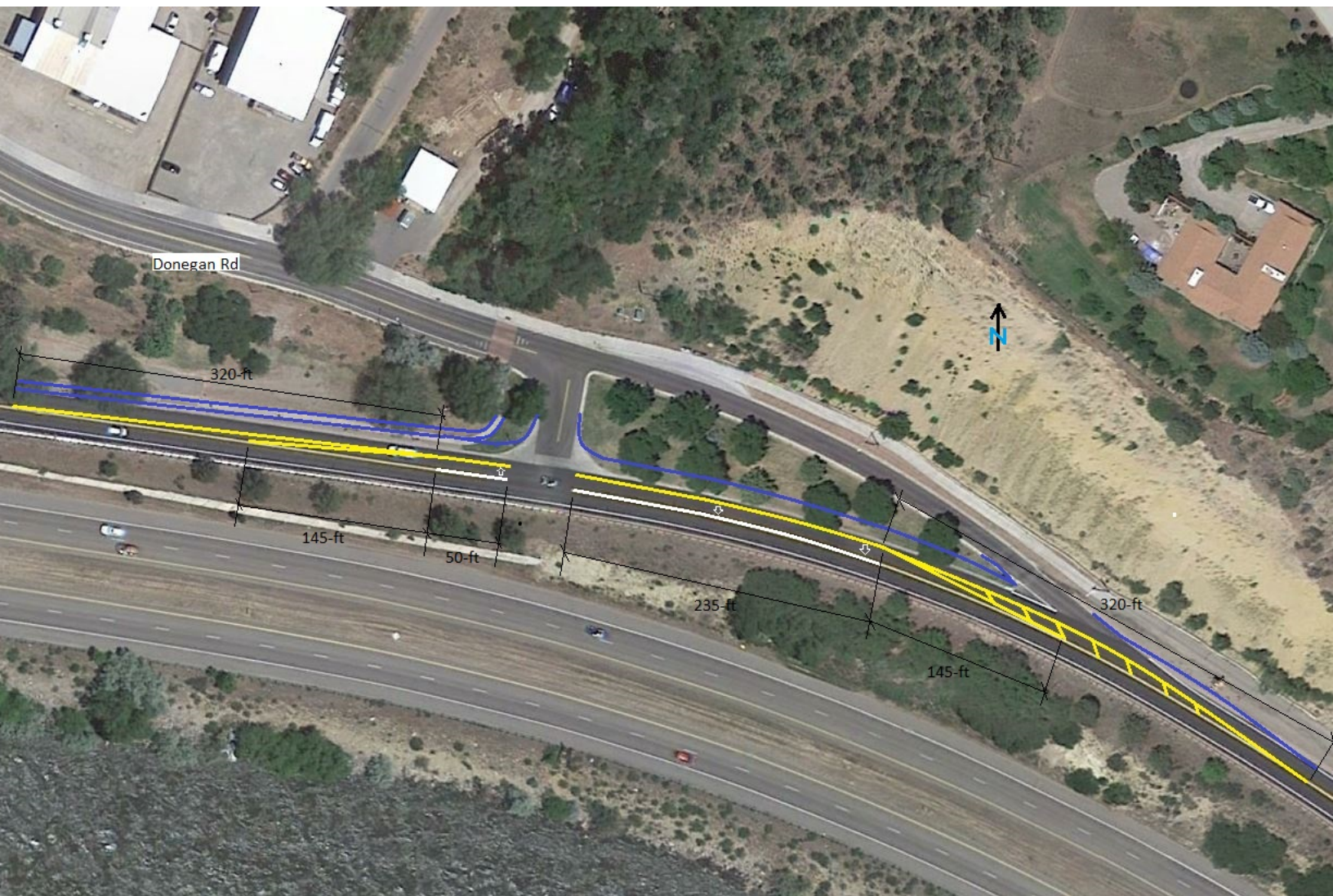
DATE REVISION

TITLE

LOT 2
CONCEPTUAL PUD
PLAN

DRAWING NO.

C-1.0



Glenwood Springs Office
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January 26, 2021

VIA ELECTRONIC SUBMISSION

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

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

Dear Trent:

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

I. DEVELOPMENT TEAM

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

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

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

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

II. EXISTING CONDITIONS AND UTILITIES

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

III. SUMMARY OF PROPOSED DEVELOPMENT OF VACANT PARCEL

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

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

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

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

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

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

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

IV. ANNEXATION

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

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

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

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

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

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

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

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

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

V. PROPOSED ZONING

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

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

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

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

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

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

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

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

VI. SUBMITTAL DOCUMENTS

Applicant submits the following as its Application:

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

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

Sincerely,
GARFIELD & HECHT, P.C.



David McConaughy
Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

2400634_1



Memorandum

To: Trent Hyatt, Senior Planner
From: Hannah Klausman,
Senior Planner, Housing Commission Liaison
Date: February 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

- a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.
- b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

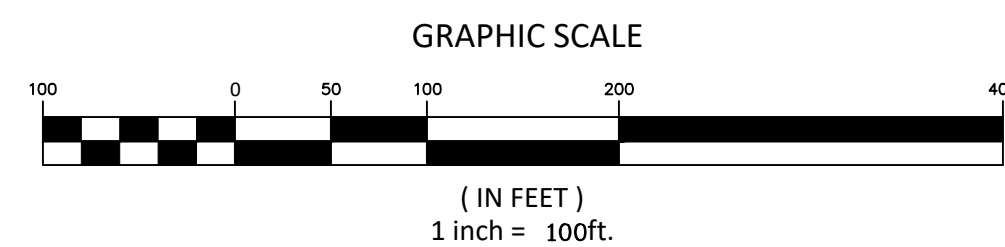
Staff recommends conformance with the requirements as included as part of the annexation process.

← Please add PUD to the title.

Other Comments

1. Have geologic hazards been analyzed for the site? While a full report may not be necessary at this point, it would certainly be good to know if any are applicable. Please add 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'

Please include the survey as part of the this index and plan set.

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS
- Please include survey as part of the this index a plan set.

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

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

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

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

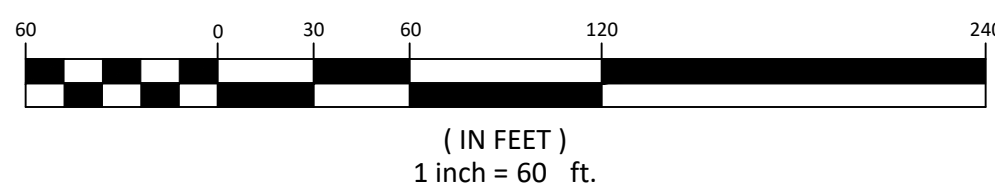
DRAWN BY	JPP	
CHECKED BY	YTN	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

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

Office	18,223 SF	1 SP/300 SF	61	Spaces
Warehouse	8,087 SF	1 SP/400 SF	22	Spaces
Preschool	2,235 SF	1 SP/250 SF	9	Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4	Spaces
		Total	96	Spaces

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



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

DESIGNED BY JPP

DRAWN BY JPP

CHECKED BY YTN

DATE: 01/26/2021

JOB NO. 30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

PROPOSED LEGEND

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

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 30.00 dwelling units/acre
Maximum Gross Non-Residential: 14,000 GSF

USES

Permitted Uses

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

Prohibited Uses

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

Uses Requiring Special Review Use Permit

Any use not listed as a permitted or prohibited use

Note: The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscape Area: 15% of Development Site Area

SETBACKS

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

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

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

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

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

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

BUILDING HEIGHT

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

PARKING

Minimum Required Parking:

Residential
Dwelling: Live-Work 1.0 SP/DU
Dwelling: Townhouse 1.5 SP/DU
Dwelling: Multifamily 1.5 SP/DU
Guest Parking¹ 1.0 SP/5 DU

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

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

OTHER

Snow Storage Areas:

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

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in the Glenwood Springs Municipal Code, as amended from time to time, shall apply to this PUD.

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

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.

I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location

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

We may need to better understand the traffic expectations for this use.

Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.

Please clarify if this is clubhouse space. You may be able to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to the public.

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

PROPOSED DEVELOPMENT SUMMARY:

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

LAND USES:

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

Proposed Dwelling Units (DU): 360 DU
Proposed Residential Density: 29.29 DU/AC
Proposed Lot Coverage: 127,751 GSF (23.8% of the Development Site Area)
Common Open Space Area Provided: 2.51 AC (20.4% of the Development Site Area)
Landscape Area Provided: 1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking ¹	347 DU	1.0 SP/5 DU	70 Spaces
Subtotal			604 Spaces

Non-Residential Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
Subtotal			20 Spaces
TOTAL REQUIRED			624 SPACES

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

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces¹

Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces²

Total Parking Provided: 625 Spaces

Notes:

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

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

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

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

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

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

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

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

TITLE	PRELIMINARY GRADING PLAN
-------	--------------------------------

DRAWING NO.
C-3.0



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

PROPOSED LEGEND

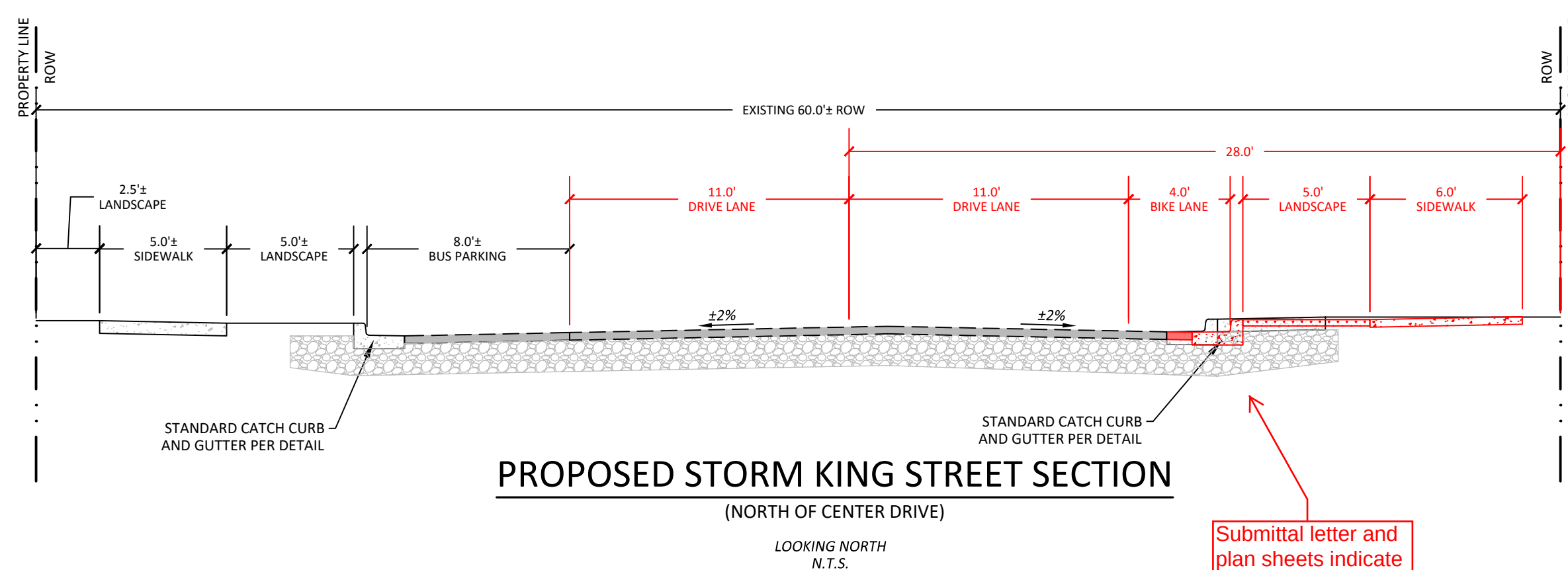
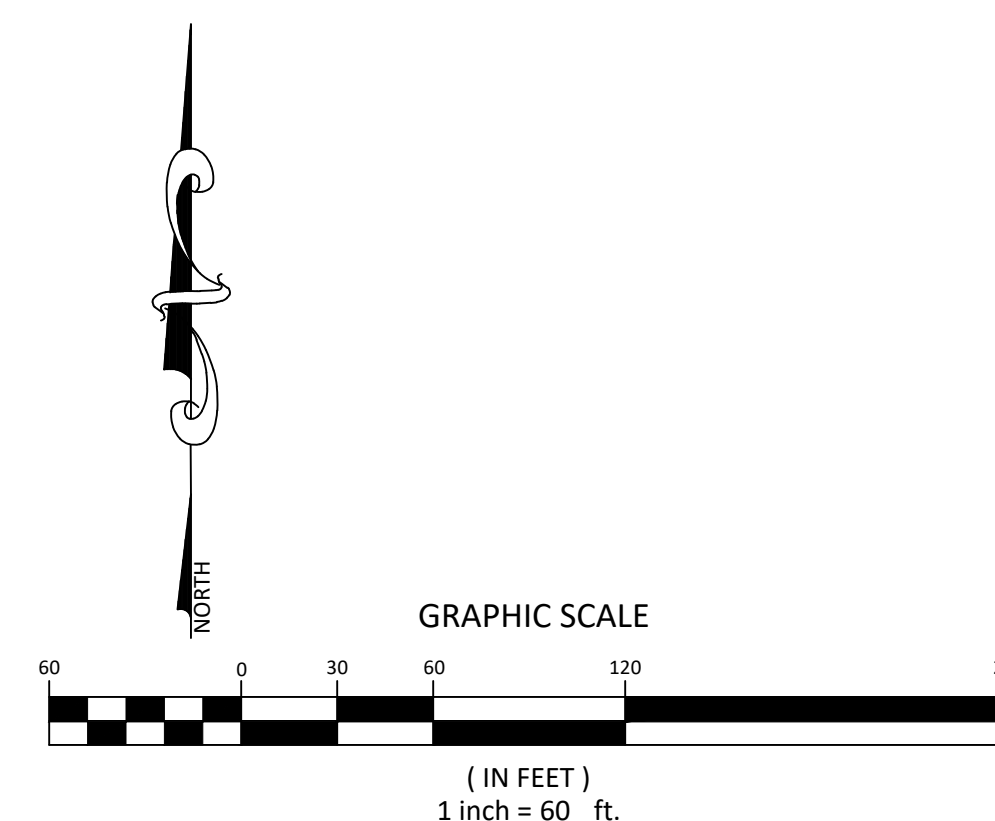
 PROPERTY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 PROPOSED SETBACK
 PROPOSED LOT LINE
 PROPOSED CENTERLINE

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL
PROPOSED SLOPE
PROPOSED SPOT ELEVATION
PROPOSED STORM SEWER
PROPOSED STORM INLET

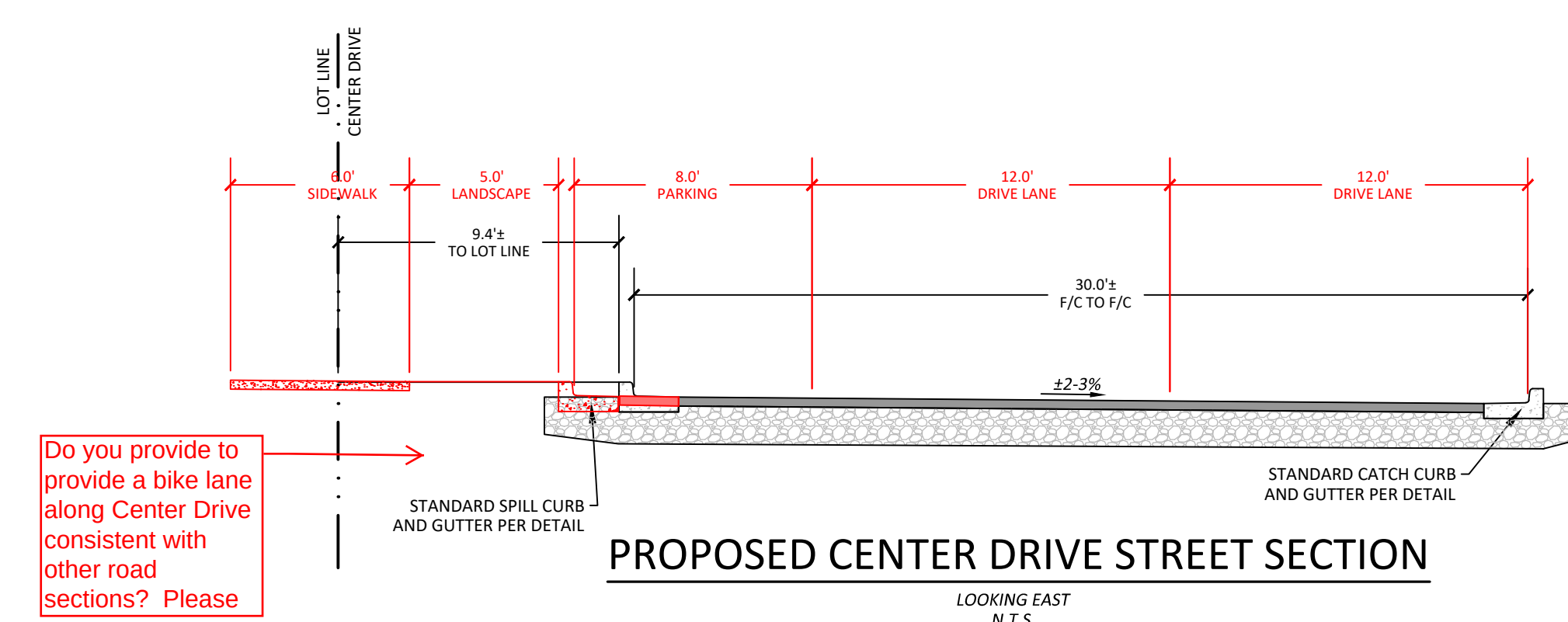
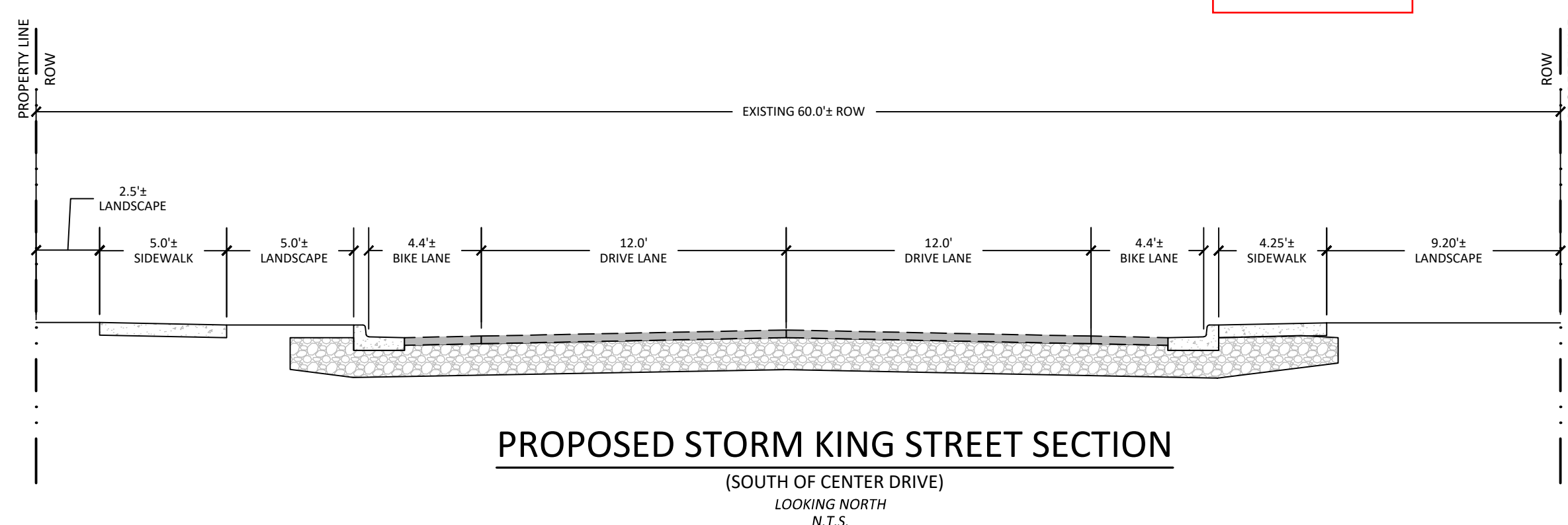
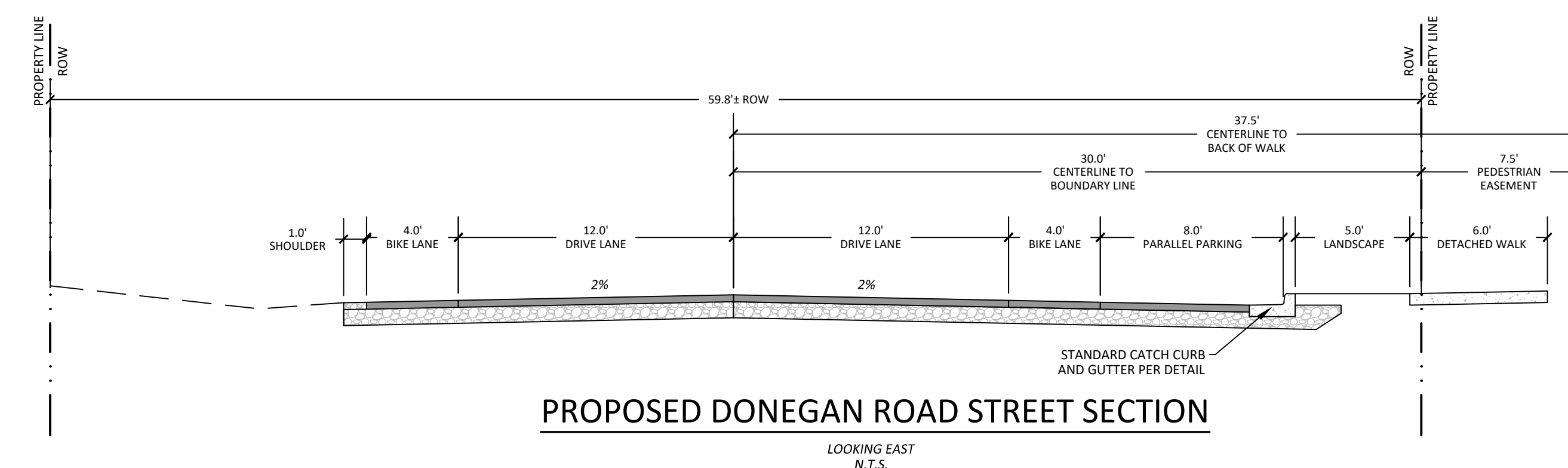
GENERAL GRADING NOTES:

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



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.



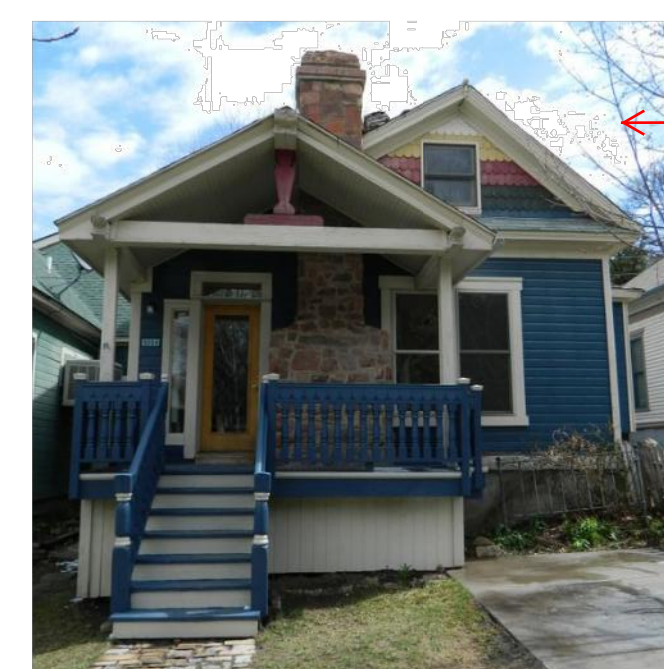
Do you provide to provide a bike lane along Center Drive consistent with other road sections? Please



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

A row of four modern townhouses with gabled roofs and large windows, set against a backdrop of trees and a golf course. The townhouses feature a mix of light grey, white, and dark red siding. Each unit has a prominent front entrance with a small porch and a large window above it. The windows are framed in dark wood or metal. The townhouses are surrounded by lush greenery, including trees and a well-maintained lawn. A wooden fence runs along the front of the property.

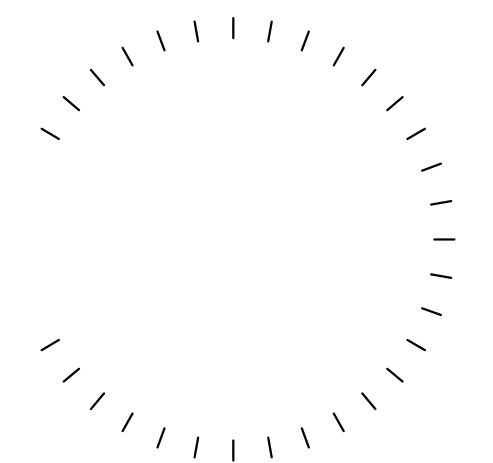


7

2

hord | coplan | macht

4



5

[illegible]

ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING SUBMISSION



Other Comments

1. I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donagan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.

2. For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.

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

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

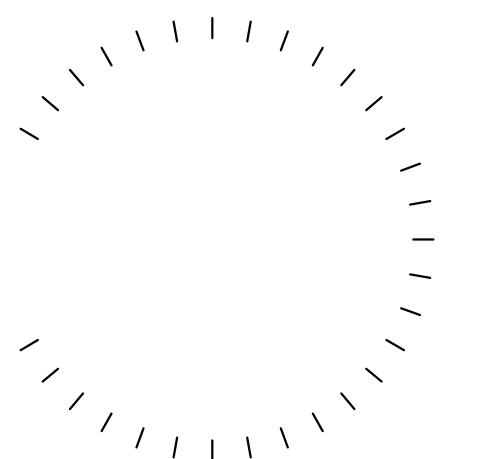
hord | coplan | macht

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.

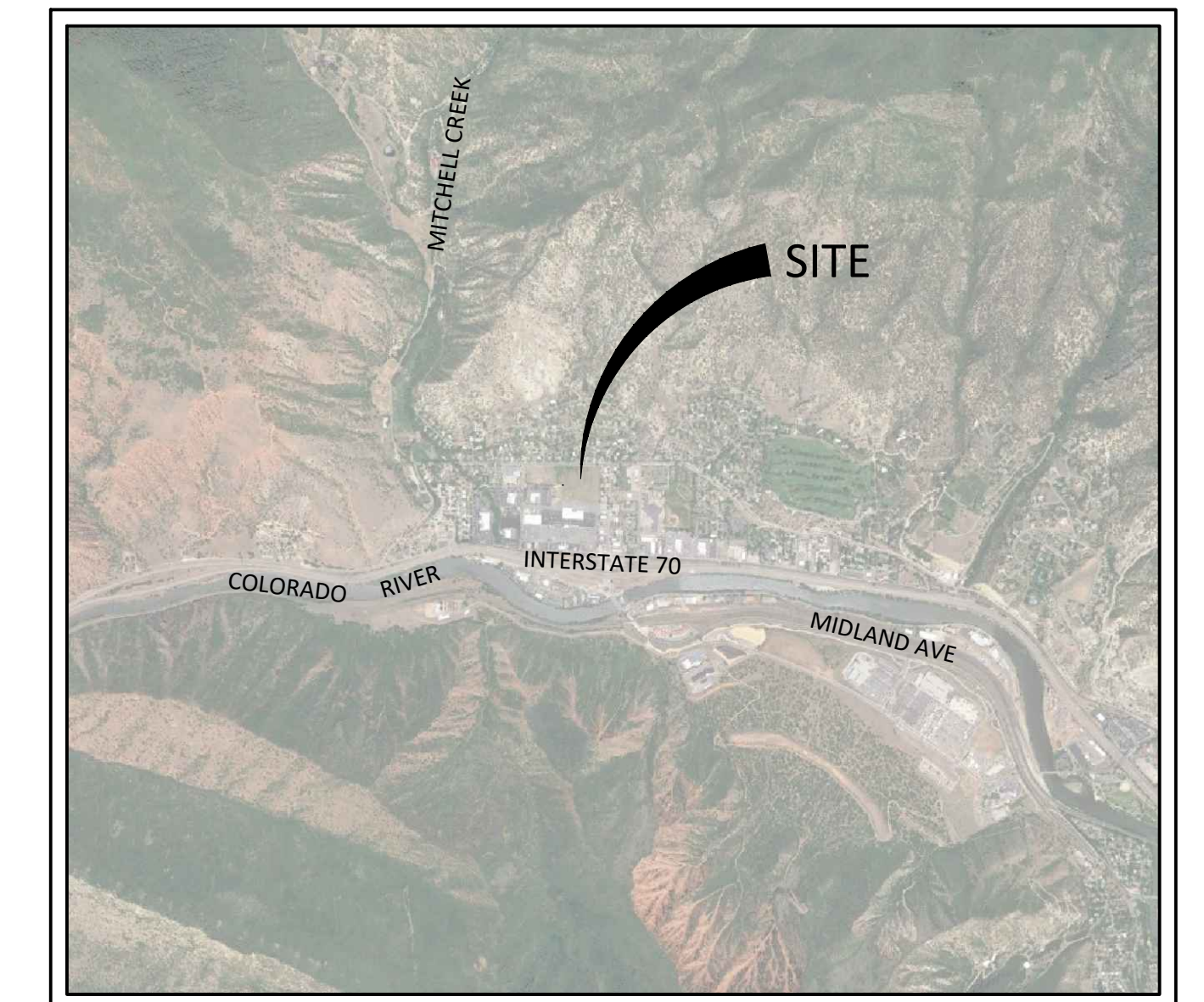
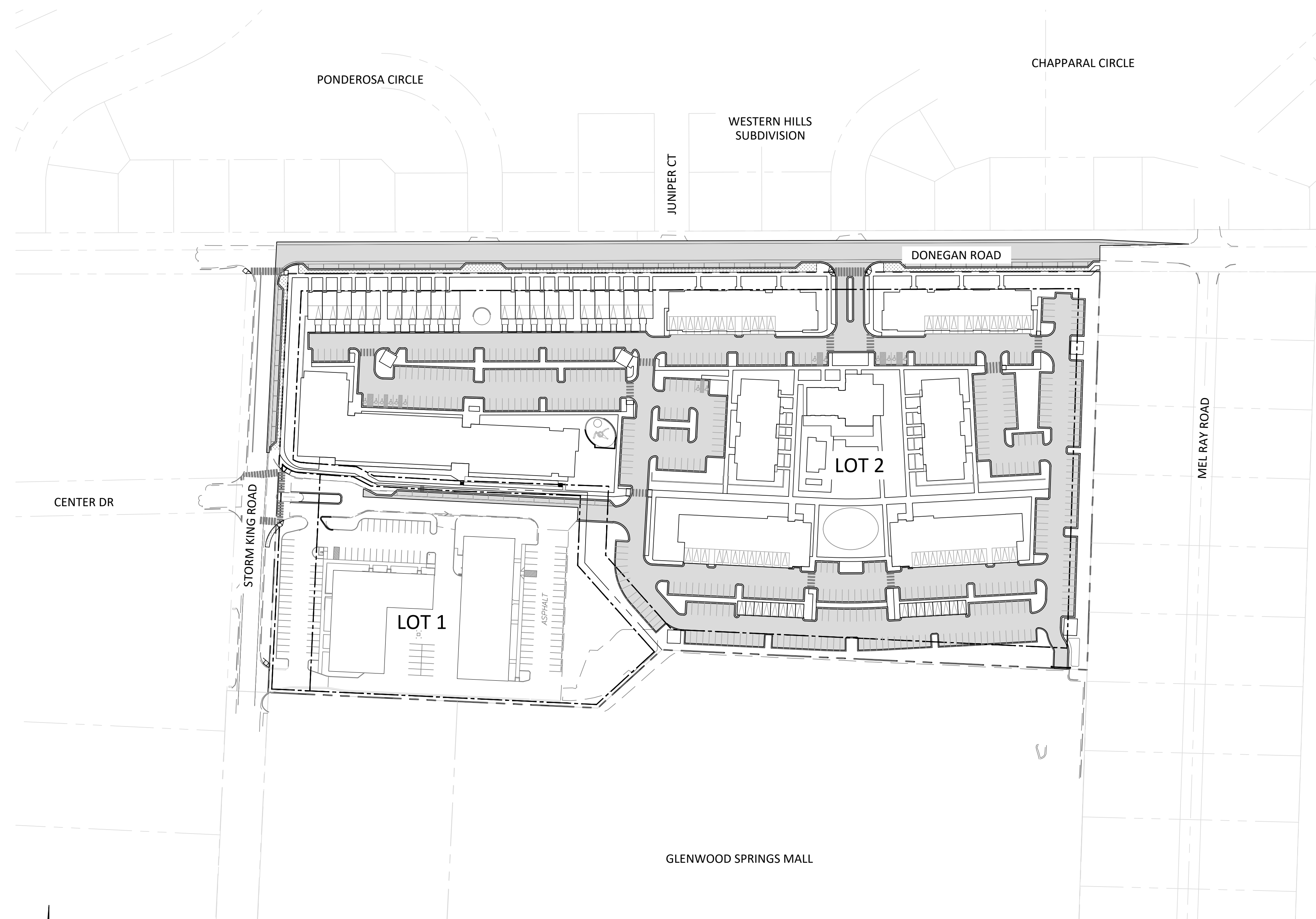
- h. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit. As this development is over one acre, this permit is required, and any State approval should be submitted prior to the issuance of a Grading Permit.
 - i. The City of Glenwood Springs is required to sign 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.

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

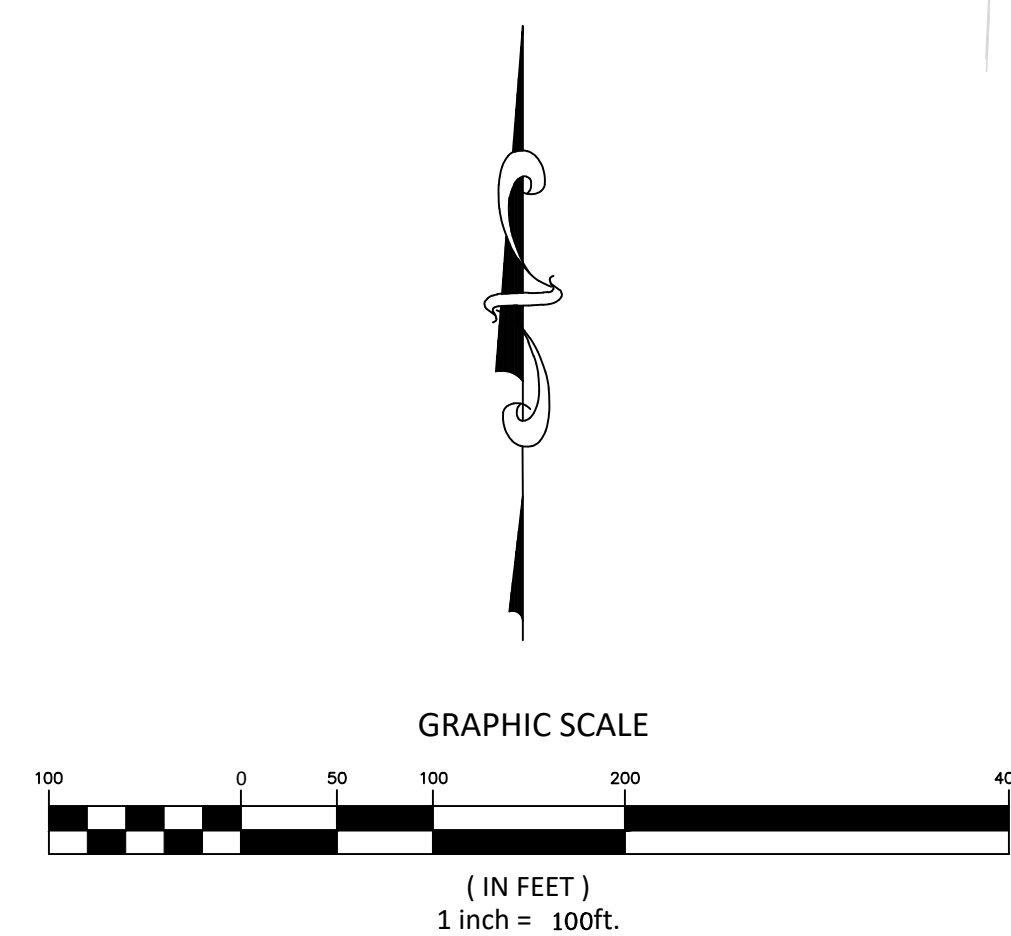


VICINITY MAP
SCALE: 1" = 2000'

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?



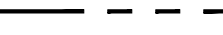
SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

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

PROPOSED LEGEND


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

→ Generally setback lines are not a CL type (Type all sheets)

DEVELOPMENT SUMMARY:

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1	(WEST L SHAPED BUILDING)	
OFFICE		9,070 GSF +/-
WAREHOUSE		2,716 GSF +/-
PRESCHOOL		2,235 GSF +/-
SOILS LAB		959 GSF +/-
TOTAL BUILDING 1=		14,980 GSF +/-

BUILDING 2	(EAST RECTANGULAR BUILDING)	
OFFICE		9,153 GSF +/-
WAREHOUSE		6,091 GSF +/-
<u>TOTAL BUILDING 2=</u>		<u>15,244 GSF +/-</u>
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
<u>Total existing spaces</u>	108 regular spaces, 4 ADA spaces

JUNIPER CT

CHAPPARRAL CIRCLE

DONEGAN ROAD
(COUNTY, COLLECTOR)

LOT 2
(PUD ZONING)
AREA: 12.285 AC

- Benchmark
- Basis of bearing
- Label PCB

LOT 1
(C0 ZONING)
AREA: 3.533 AC

GLENWOOD SPRINGS MALL

GENERAL PLAN NOTES:

LOT 1 DESCRIPTION

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.



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

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

G:\2020\3007\CONV\CIVIL\DWGS\SPLOT\0017.FXD CONDITIONS.DWG - Jun 26, 2021 - 1:28pm

GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

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

COUNTY OF GARFIELD
STATE OF COLORADO.

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

LOT 1 DESCRIPTION:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET; THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A 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

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 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.

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

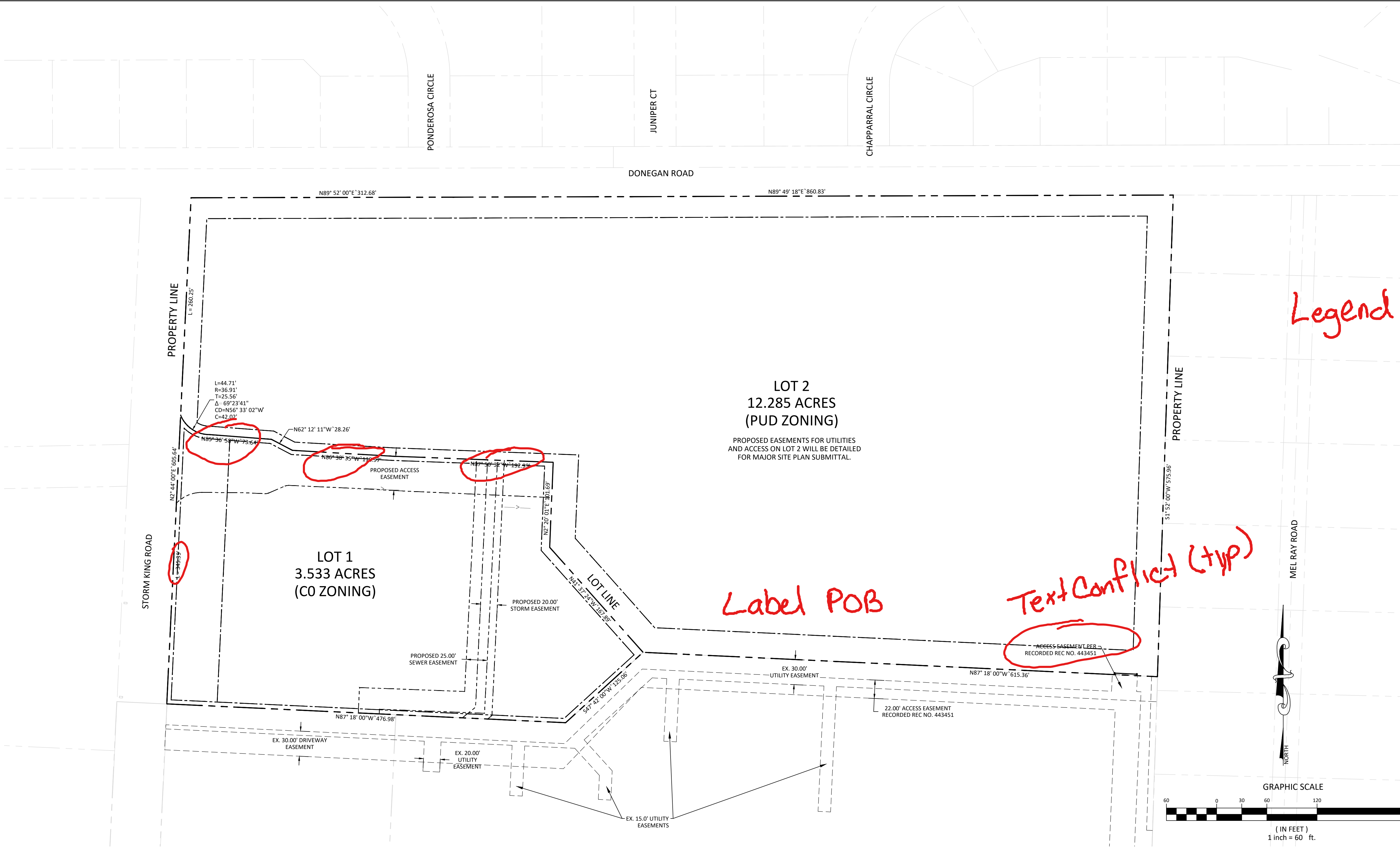
DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN
DATE:	01/26/2021
JOB NO.	30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL
PLAT

DRAWING NO.
C-1.3



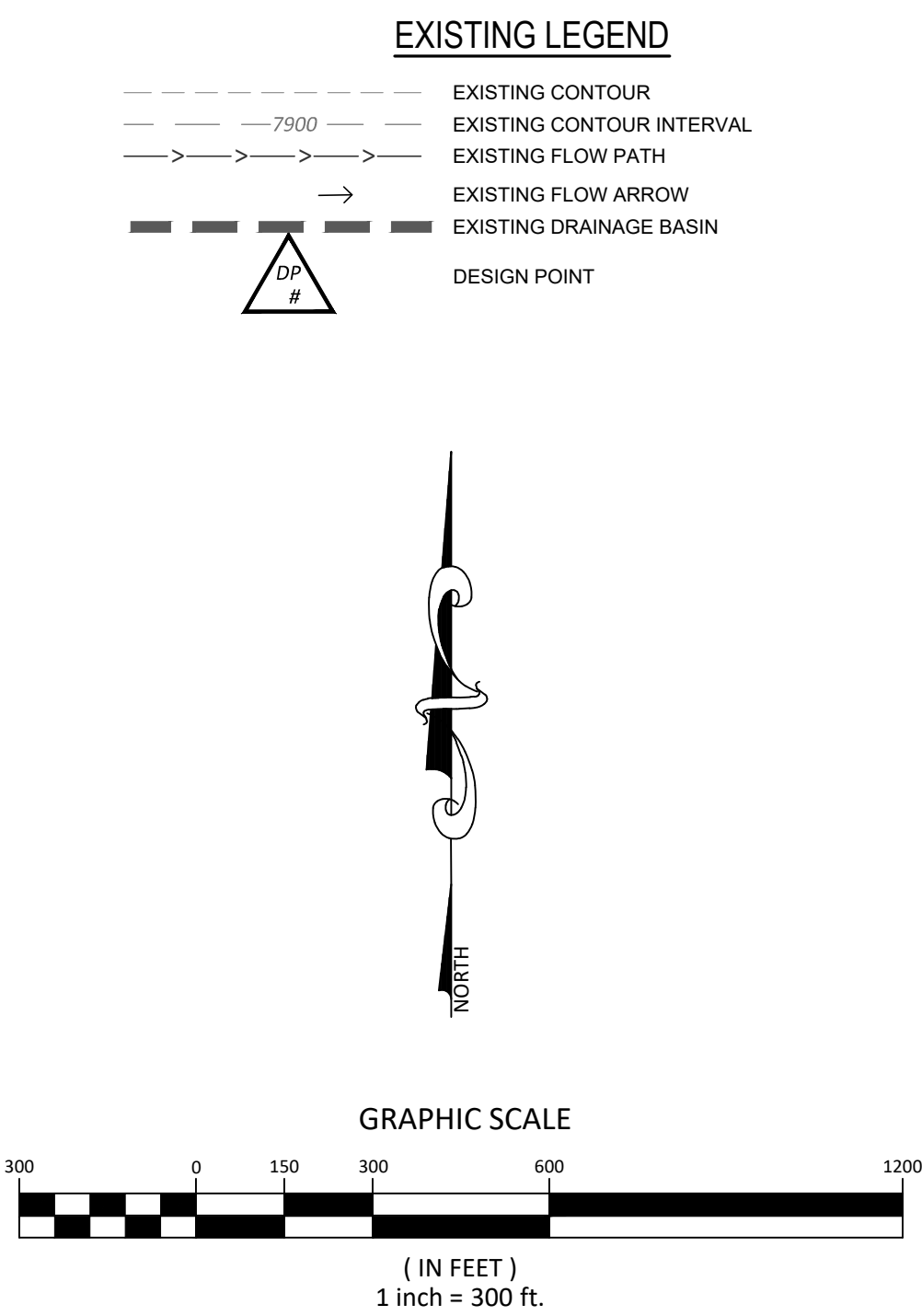
ANNEXATION AND ZONING SUBMISSION

[illegible]

ANNEXATION & ZONING SUBMISSION

[illegible]

TITLE	OFFSITE DRAINAGE PLAN
DRAWING NO.	C-4.0



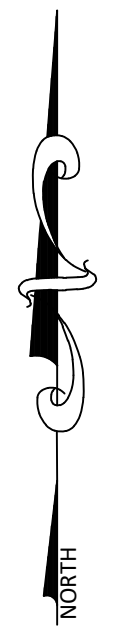
**Know what's below.
Call before you dig.**

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



**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

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

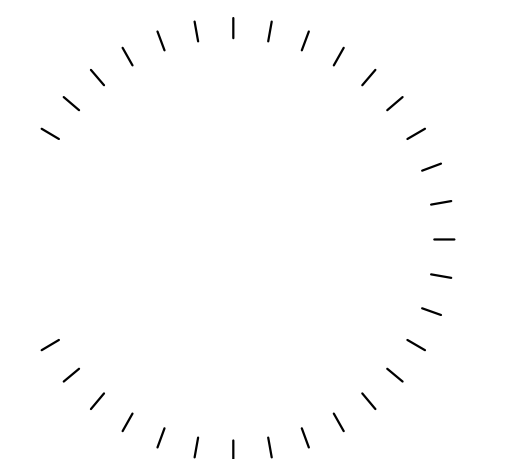
hord | coplan | macht

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?

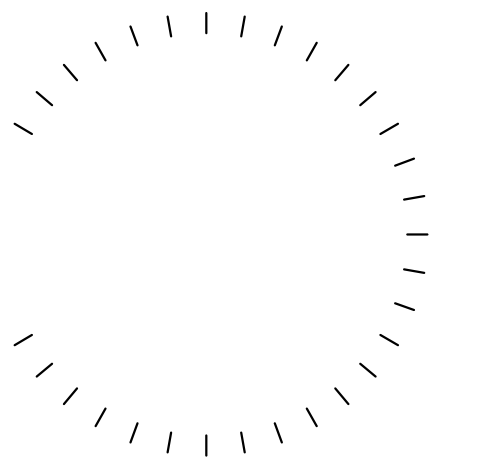


An aerial photograph of a parking lot with several white cars. A small red car is visible in the upper right portion of the image, marked with a red dot.

Legend



NOT FOR CONSTRUCTION

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

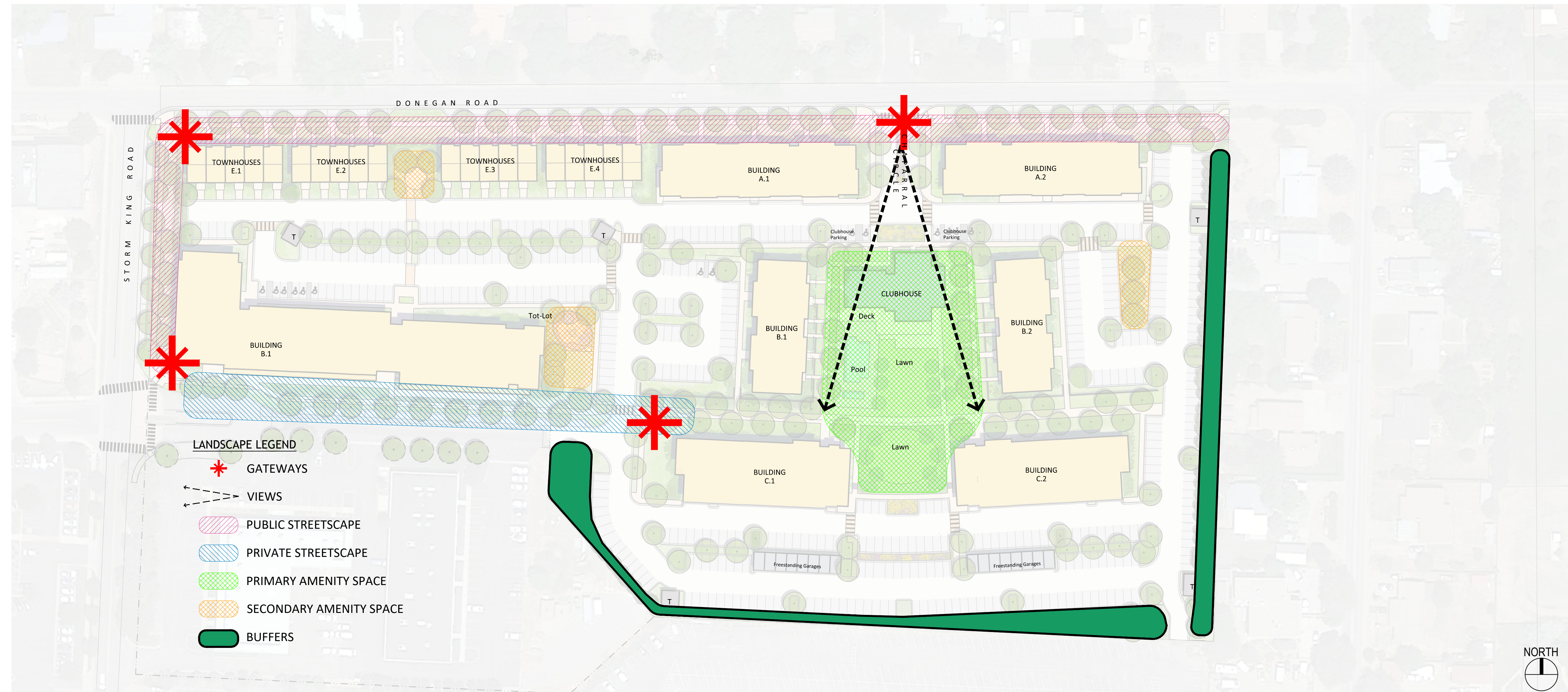
Scale
AS NOTED

Drawing

OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN

LA2.0

ANNEXATION AND ZONING SUBMISSION

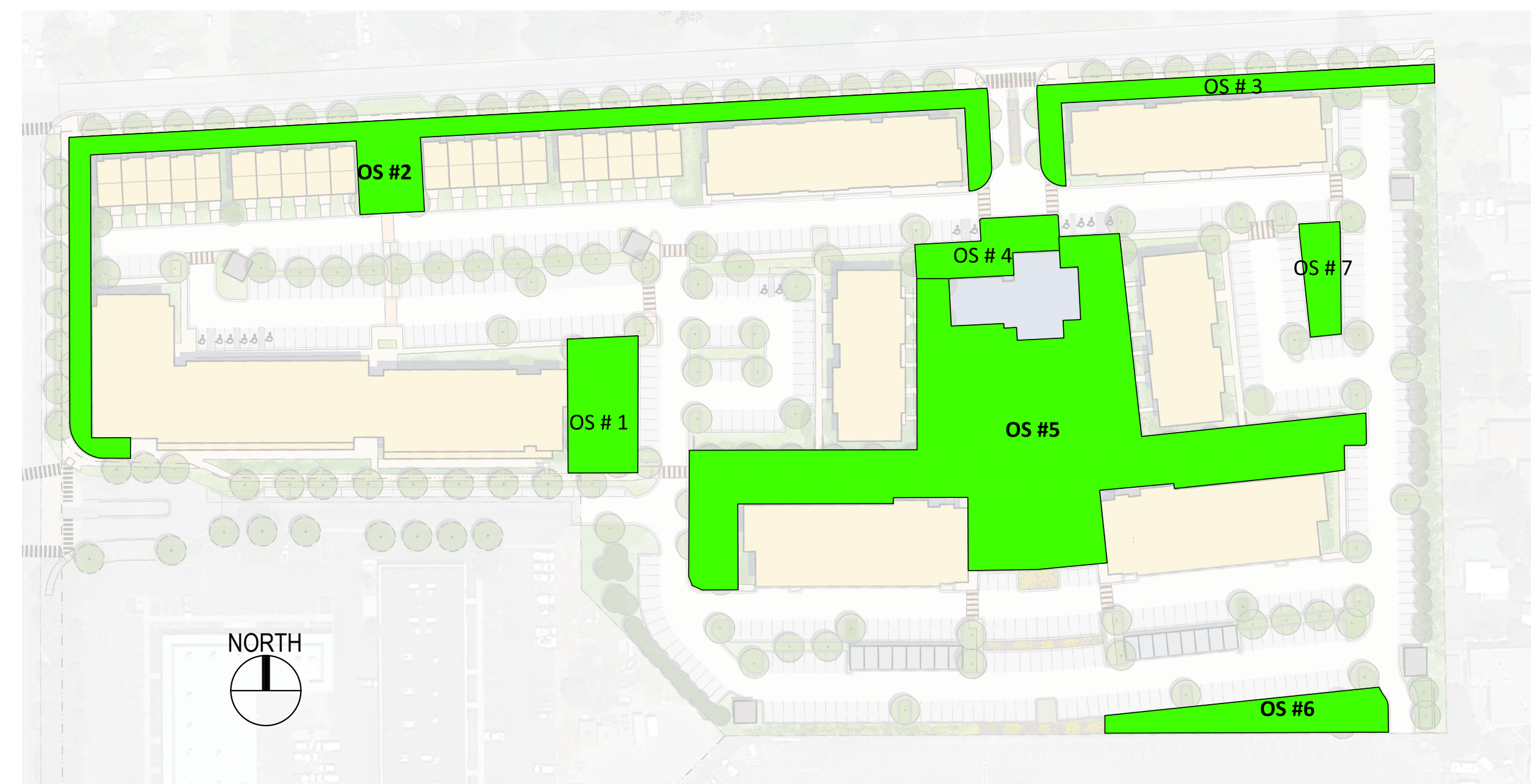


1 | LANDSCAPE FRAMEWORK PLAN

COMMON OPEN SPACE

PROVIDED COMMON OPEN SPACE

Open Space #1	6,938.03 SF
Open Space #2	22,581.94 SF
Open Space #3	6,801.81 SF
Open Space #4	4,263.39 SF
Open Space #5	59,019.81 SF
Open Space #6	6,518.92 SF
Open Space #7	2,994.95 SF
Total	109,118.85 SF
	2.51 AC



2 | OPEN SPACE PLAN

A row of four modern townhouses with gabled roofs and large windows, set against a backdrop of trees and a golf course. The townhouses feature a mix of light grey, white, and dark red siding. Each unit has a prominent front entrance and large windows that glow with warm interior lighting. The houses are flanked by lush green trees, and a wooden fence runs along the foreground. In the background, a well-maintained golf course is visible under a clear sky.



A photograph of the Hotel Denver, a historic brick building with arched windows and a large sign on the roof. The building is illuminated with warm lights, and several vintage cars are parked in front. A large, faint outline of a city skyline is visible in the background.

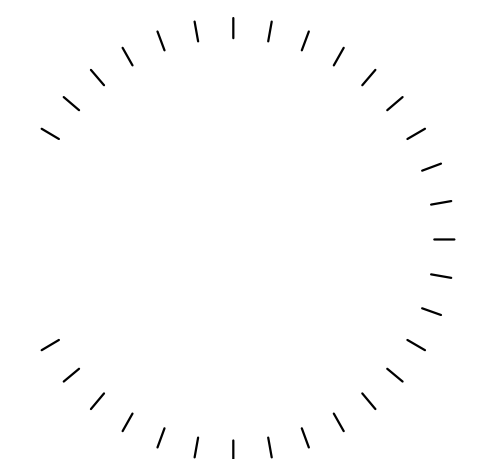


7

2

hord | coplan | macht

4

5

A1.0

© Hord Coplan Macht, Inc.



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

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

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

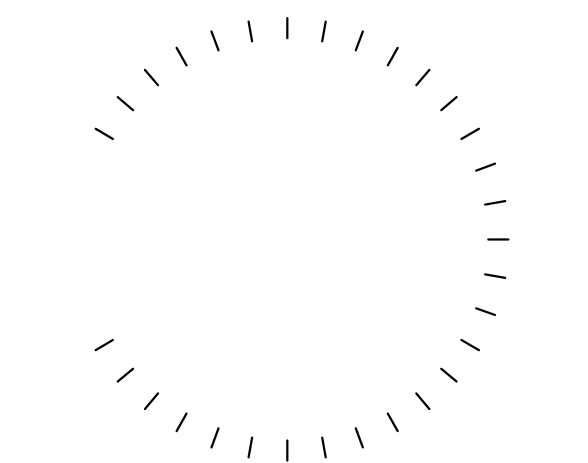
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



no.	date	revision

Project Name _____
480 DONEGAN

Project Number 22023.00

Date 01/26/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION



Trent L. Hyatt
Senior Planner
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

RE: REFERRAL COMMENTS

Trent, As per your request, below are Garfield County Community Development referral comments on R2 Partnership Annexation and Rezoning, Triumph Bell-Rippy and BLD Glenwood Meadows projects. Please do not hesitate to reach out to us if you have any questions or comments.

09-20 R2 Partnership Annexation and Rezoning (214 Center Drive, LLC)

- This application will need to be reviewed by Garfield County Road and Bridge Department for additional comments on impacts to County Roads. In addition to any comments generated by their review, Garfield County Community Development is very concerned with the introduction of significant traffic volume onto predominantly lower density residential areas. Donegan and Melray Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists. The additional traffic will have a negative impact on the character of the surrounding neighborhood. Consideration needs to be given to finding an alternative to a main entrance on Donegan Road (acknowledging that most traffic utilizing this access will also be using Mel Ray Road) along with providing safe pedestrian and bicycle infrastructure along all impacted roads to alleviate potential conflicts and provide for safe routes for those accessing Two Rivers Community School, Glenwood Middle School and transit services. Preserving a primary access through the mall property should be considered to coincide with any future mall development.
- Annexation should include or address Donegan Road and its status as being accepted into the City Street System.
- Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 – 5 units/acres) including the Western Hills Subdivision.
- Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.

108 Eighth Street, Suite 401
Glenwood Springs, Colorado 81601
(970) 945-8212

- Bike lanes need to be included on all affected roadways including off-site connections to existing bike and pedestrian trails/sidewalks/paths.
- The project appears to be under parked and in particular the live work component does not appear to have adequate off-street parking.
- Storm water drainage improvements warrant careful engineering including assurances for ongoing maintenance of detention facilities.
- There are currently no 4 story structures in the vicinity, because of the surrounding residential neighborhoods, consideration should be given to reduce the maximum height of buildings. Taller structures should be sited toward the mall side of the property away from Mel Ray Road.
- Expanding the affordable housing component should be considered as part of the annexation provisions/agreements.
- Expanding the diversity of use types to include more townhomes, duplexes, and small lot single family units (cluster homes) should be considered to address other affordable housing demand.
- Connections to schools and transit are an important consideration along with other multi-modal transportation elements including pedestrians and bikes.

50-20 TRIUMPH-BELL RIPPY

- No additional comments other than to note the issues with homeless encampments on adjoining properties continue to be a concern.

60-20 BLD (GLENWOOD MEADOWS LLC)

- Staff concurs with City Staff comments on traffic impacts, infrastructure/sanitation issues, development thresholds/entitlement, including the number of proposed units.
- Staff supports the inclusion of units that are truly attainable housing in the city.
- Impacts on adjacent open space trails need to be addressed including existing developer commitments to ongoing maintenance. Given the high number of units recently developed and now proposed at Glenwood Meadows, consideration should be given to requiring developer provided expansion/support to existing trail systems in the vicinity.
- Maintenance concerns related to storm water detention facilities above the site need to be addressed.

Thank you for your consideration of our comments.

Regards,



Sheryl L. Bower, AICP
Garfield County
Community Development Director

From: [Glenn Hartmann](#)
To: [Trent Hyatt](#)
Subject: FW: City of Glenwood Springs Land Use Referral in West Glenwood
Date: Tuesday, March 2, 2021 4:05:36 PM
Attachments: [image001.png](#)

Wyatt's office phone number is 625-8601 and his email is wkeesbery@garfield-county.com I hope the additional comment is helpful. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

From: Wyatt Keesbery <wkeesbery@garfield-county.com>
Sent: Monday, March 1, 2021 8:46 AM
To: Glenn Hartmann <ghartmann@garfield-county.com>
Subject: RE: City of Glenwood Springs Land Use Referral in West Glenwood

Glenn,
If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing.
Wyatt

From: Glenn Hartmann <ghartmann@garfield-county.com>
Sent: Monday, February 22, 2021 9:44 AM
To: Wyatt Keesbery <wkeesbery@garfield-county.com>
Subject: City of Glenwood Springs Land Use Referral in West Glenwood

Hi Wyatt: I've attached referrals from the City of Glenwood Springs for a project on Donegan Rd., just behind the Glenwood Springs Mall. I'm not sure if the city has already been in contact with you but it appears that there may be impacts on County Roads. If you have already dealt with this issue I apologize for the redundancy.

We did send referral comments to the city last week indicating that they need to contact you if they haven't already. I've included an excerpt from their email below with the link to the application and the Planner's contact information. Please give me or Sheryl a call if you have any questions.
Thanks. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

November 13, 2020

Updated 2-9-2021

General Comments as follows:

- All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.
- All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.
- There are no notes, contacts, or lot information on the cover sheet.
- Most of these sheets should be two sheets not one so that that information can be read at a reasonable scale.
- All services that are to be used for combined Fire/Domestic water must be designed and constructed to NFPA24 requirements and will be considered private.
- How will buildings be metered? One large meter or multiple smaller ones? Future designs should show riser room detail with proposed meter layout.
- Raw water irrigation. Need to see a formal proposal. What are the rights associated with the land? If raw water is intended to be used for irrigation domestic water will not be allowed for irrigation purposes to avoid a possible cross connection hazard.
- All publicly/private owned water infrastructure must meet the requirements of the City's engineering standards.
- The city does not provide sanitary sewer for this project. West Glenwood is the provider.
- Public/Private Demarcation points will be all tie-in points for this project downstream of the valve.
- Will the parking along Donegan and Storm King Road be public parking and who will maintain that parking?

Plat Sheet:

- Easements shown on and adjacent to the lot 1 and 2 property should be labelled.
- Label all property lines with B&D's as normally would be on plat.
- Were rebar and caps located on the property boundary? These should be shown on the plat.
- Label all coordinate and datum information, point of beginning on the map and tie point to main corner.

Existing Conditions:

- Drain elevation and size on north side of Lot 1 labelled.
- There is at least one CMP crossing Donegan coming to this lot, review any crossings and label them for size and elevations.

- Show all underground utilities on the property. There are several gas and power items that have lines running to them, but no line work completed.

Utility Plan:

- We do not recommend waterlines to turn corners at 90-degree angles unless they have to at a tee connection.
- The overhead power along Donegan Road and the east property line will need to be undergrounded and connection vaults added for service feeds.
- Internal electrical line looping will need to be coordinated with GES and an easement dedicated for the primary line.
- 2 proposed tie-ins on south side of property behind mall is believed to be AC Pipe all tie-ins must be done with a tee “hot taps” will not be allowed
- There is an existing water stub on the south side of the property that ties directly to the 8” mall parking lot line. The City cannot verify if this is a 8” or 6” stub due to lack of information on the original plan set. Owners to verify size of stub. If the stub is an 8” it can be used for the development, if it is a 6” stub-out then it will need to be abandoned properly and a new stub installed to feed the property.



- Lots of water sanitary and storm crossings. Separation must meet City/CDPHE requirements profiles must be included in future designs. If separation can't be achieved sleeving or encasement will be required
- Engineering's comments are generally in conformance with Public Works.
- Owner will be responsible for cost associated with the electric line extension and or relocation through the ROW/property and all infrastructure for the new development.
- Owner will be responsible for all work involving new electric construction. Final service/transformer and line layout/site planning will need to be coordinated with the City of Glenwood Springs Electric Department.
- Overhead lines adjacent to the property will be undergrounded.

- The Electric estimated fee proposal will be paid in full prior to any work commencing. Any additions to the proposal will be due at time of completion of work or any saving will be refunded at time of completion of work.
- Developer to supply a Load Calculation form to the City of Glenwood Springs Electric Department.
- If the owner would like City broadband contractor to install a 2" electrical conduit adjacent to the main electrical run to be swept up at pedestal locations for Broadband installation. Fiber to be brought to builds at service locations shown on plans.

Thank you,

Matthew Langhorst
City of Glenwood Springs, Director of Public Works

Development Review Comments

Linda DuPriest, AICP

02/21/2021

09-20 R2; 480 Donegan

Following are questions/issues concerning the off-site improvement obligations, specifically the bicycle and pedestrian facilities:

1) Bike lanes on north and south side of Donegan, with parallel parking on the south side

- Door Zone bike lane - Placing a bike lane right next to parallel parking places bicyclists in the hazardous “door zone” and does not meet current best practices for bike facility design. This hazard can be mitigated if the bike lane is extra wide, or if a buffer is striped between the bicycle space and the car parking area.
- What width of bike lane has been scoped for this section of Donegan?
- In addition, a bike lane placed adjacent to parallel parking in this section is inconsistent with the bike lane along the rest of Donegan. There is no other spot along Donegan where bicyclists are positioned within a Door Zone.

Recommendation: The applicant should be required to hire a bicycle facility design specialist and also work closely with the City to make sure this new bike lane utilizes the current best practices in bicycle facility design to ensure the Door Zone issues are mitigated. Since designing it correctly could require additional roadway right-of-way, the City should require a stringent review process for the roadway scoping and design. If the Door Zone issues cannot be mitigated with the available right-of-way, and the parallel parking must remain, the bicycle facility along the south side of Donegan should be a shared-use path to accommodate both pedestrians and bicyclists instead of a bike lane plus sidewalk, and should be designed to connect seamlessly with the bike lanes at the west and east limits of the property.

2) Bike lanes on the east and west side of Storm King south of Center Drive

- Will these lanes continue all the way to Hwy 6?
- What is the planned width?
- Is parallel car parking currently allowed on either side of Storm King in this section?

Recommendation: Again, as above, it is critical to utilize current best practices in bike facility design, and the applicant should be required to hire a bike facility design specialist and work closely with the City on approval.

3) Widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking and a detached 6 ft sidewalk.

- If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing,

but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.

- This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.

Recommendation: As above, From the very beginning of the roadway scoping process, the applicant should be required to bring in a bicycle facility and network design specialist to resolve these issues.

Text from Annexation Agreement:

8. Off-Site Improvement Obligations. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, the CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely (a) installing a bike lane the north and south sides of Donegan Road for the length of the Property, (b) installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road, (c) striping bike lanes on the east and west side of Storm King Road south of Center Drive, (d) widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk, and (e) improving said streets in connection with the foregoing work. The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements discussed in this Section 8.

From: [Jerry Law](#)
To: [Trent Hyatt](#); wgssanitation@gmail.com
Cc: [Josh Hamel](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 11:01:20 PM
Attachments: [image002.png](#)
[480 Donegan PUD- Arch 2021-03-12. Sheet A2.0.pdf](#)

Trent,

I have reviewed the plan set tonight and it doesn't appear that the WGSD will have any problems with our plant capacity in serving this PUD project. However, I will be talking to our superintendent, Josh Hamel to see if he has any major concerns that would change our answer.

We will be in touch with you, before this Friday with an official WGSD letter stating our position.

On a personal note, Architectural Sheet A2.0 (attached) is a view from my front lawn. Before my wife sees how tall the Townhomes are proposed, could you please explain how the City measures the building height maximum here of 30'?

The Grading Plan shows: a FG of 38'(Sth side); a FF1 of 38.2'; a FF2 of 50.2'(12' is odd, unless it's split-level); Donegan Road is 48.1'. It appears the only way they can stay under 38.2' + 30' = 68.2' is to have a flatter roof...or a split-level. Correct?

Thank you,

Jerry Law, P.E
President, WGSD Board

From: wgssanitation@gmail.com
To: [Trent Hyatt](#)
Cc: ["Josh Hamel"](#); ["Jerry Law"](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 5:47:18 PM
Attachments: [image003.png](#)
[20200914 Minutes.PDF](#)

Trent,

The developers and the engineer for this project did reach out to the District regarding their development in September 2020. Please see the attached 9/14/2020 Minutes.

It appears the District is waiting for more information from the developer/engineer before going forward with a Can & Will Serve Letter.

Please note that I have copied Josh Hamel (District Superintendent) and Jerry Law (President of the Board of Directors) on this email. Jerry and Josh, please scroll down to Item 2 of Trent's email.

Thank you,

Kelly Mullane, District Administrator

West Glenwood Springs Sanitation District

51 Riverine Rd.

Glenwood Springs, CO 81601

tel 970.618.5147

wgssanitation@gmail.com



digester next month as they've had a diffuser rail break off. They will be repairing and cleaning the digester at that time.

Gilstrap Lift Station. A new Barnes pump has been installed in the Gilstrap Lift Station. So far, it's been running great; no emergency calls or rags plugging up the system in the past three weeks. Josh purchased the pump from Munro for \$5,697. The Board suggested he purchase another for a spare. Josh said he'd think about it. He'd like to get two new pumps for the Devereux Lift Station, but the flow through that station is fairly low so he will wait awhile on that.

Ponderosa Circle and Cedar Crest. Asphalt milling will begin this week, followed by paving later in the week or early next week for Ponderosa Circle. Josh thanked Jerry Law for taking the lead on this project by getting it organized and running. He continued that the Cedar Crest project should be 100% complete this week. There is a manhole at the bottom of the hill that Gould Construction is going to replace for the District (approximately \$7,000) and the District will perform the abandonment work itself. Beth McCaffery, owner of 30 Cedar Crest Dr., has a manhole at the bottom of her property that has always been an issue for the District. Beth has a large tree by the manhole, which causes the manhole to become engulfed with roots. Staff frequently jets roots out of the manhole. Beth believes the jetting is causing her tree to wither and asked Josh if the District would pay her \$400 to have her tree trimmed back. Josh and Pete took a couple hours of their time and trimmed Beth's tree for her since she has been a good customer.

5. GLENWOOD SPRINGS APARTMENTS

John Petaisto and Paul Schirmer attended the meeting via phone conference to discuss their conceptual plans for the Glenwood Springs Apartments project located on the 12½ acres behind the Glenwood Springs Mall. The property is owned by Floyd Diemoz. Paul informed the Board that they are in the early stages of designing. In the Spring, they had a density study done and started the annexation process with the City of Glenwood Springs. The project currently proposes 418 units (98 studio apts., 139 1-bedroom apts., 167 2-bedroom apts. and 14 3-bedroom apts.) and a common area with a swimming pool. This equates to approximately 33 units/acre. They have recently switched architectural firms and are now working with HCM Architects, out of Denver. This is the same architectural firm that designed Two Rivers Community School. HCM is presently reconfiguring some of the initial design. Paul continued that they plan to restart the annexation process with the City next month and to restart neighborhood meetings to receive feedback from interested parties. They are also moving forward with identifying infrastructure issues and other situations. John P. stated that they are looking for two items from the District now: 1) a Can & Will Serve Letter; and, 2) determining if the District's system can carry the capacity of the additional flow added by this project. The District should be able to carry the flow, but the Board felt more details on the project were needed. The District Rules & Regulations require 1 EQR per unit. The Board is aware that the City of Glenwood Springs calculates EQR values for multi-family units differently. Sopris Engineering will need provide flow information calculated on 1 EQR per unit. Jerry Law noted Storm King Rd. has a fair slope for lines. The plant is rated for 600,000 gpd. Per Josh, the average daily flow in 2019 was

263,000 gpd. However, there were a few days in June 2019 where the flow was as high as 400,000 gpd. Josh doesn't want flows from this project to trigger a plant expansion for the District. Sonny commented that the CDPHE looks at flows over several months, not days, so the District shouldn't be in the position of starting to plan for a plant expansion. Josh suggested the developers connect their private sewer service lines in several areas as opposed to just one. This would allow them to shut down part of the system if they had any issues. He recommended dividing the property in half by east and west. The eastern half could possibly be best routed to the District lines behind the Mall. It was noted that the Diemoz property already has a sewer line, but it is a private line belonging to Floyd Diemoz; not the District. Paul and John P. will need to contact Floyd to discuss if his private line should be inspected and accepted by the District. The District has an 8' line in Storm King Rd. and north of the Mall and a 12" line in Highway 6 & 24. Paul has not yet closed on this property. The Board thanked John P. and Paul for their time.

6. ATTORNEY'S REPORT

Attorney. Jim had nothing new to report.

7. ADMINISTRATOR'S REPORT

Health Insurance Renewal. Kelly informed the Board that it's Health Insurance renewal time. The deadline for renewals is Friday, 10/16/2020. The Medical PP06, which all employees are currently on, is increasing 5.5% (\$32) per month. The Medical HD2800, which is one of the District's options but is not currently used by anyone, is increasing 3.5% (\$17) per month. There are no increases for Dental and Vision plans. Even though rates are increasing, the CSD/CEBT Trustees approved a dividend that will be payable in February 2021. The amount will be based on the June 30, 2020, unrestricted surplus as determined by the annual independent financial audit and will be based on the June 20, 2020, enrollment figures.

Accounts Payable. Kelly presented the current accounts payable to the Board. **Jerry Law moved to approve the accounts payable in the sum of \$90,174.18 but to hold the CTL Thompson check until their engineer has replied back to the District regarding the hours on the invoice, the motion was seconded by Jerry Olp, and the motion to approve the accounts payable was unanimously approved by a vote of 4 to 0.**

8. OTHER BUSINESS

None.

There being no further business to come before the Board, the meeting was adjourned at 5:55 p.m.

Reviewer	Comment Location	Note #	Comment	Responder	Response
ComDev	Plan C0.0	-	Please add PUD to the title.	SE	Added to Plan
	Plan C0.0	-	Add survey to sheet index	SE	Added to Plan
	Plan C0.0	1	Other #1: Add a prelim. geo hazard statement	SE	Added to Plan
	Plan C0.0	2	#2: Add a FEMA statement	SE	Added to Plan
	Plan C0.0	3	#3 add Public Facilities Statement	SE	Added to Plan
	Plan C0.0	4	#4 Affordable housing deed restriction for full 30 years and not subject to market conversion; See also comment regarding compliance with affordable housing requirements being presented in Ordinance No. 1, Series 2021	480 Donegan	At this time Applicant intends to proceed with the affordable housing proposal set forth in the draft annexation agreement
	Plan C0.0	5	#5 Parkland Dedication should not be offset by bike and pedestrian improvements in County ROW along property frontage	480 Donegan	See changes made to Annexation Agreement
	Plan C0.0	6	#6 System Improvement Fee and EQRs	480 Donegan	See changes made to Annexation Agreement
	Plan C1.1	1	Label % of total Site on all areas in summary	SE w/HCM	% of total areas are included in summary.
	Plan C1.2	1	I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.	480 Donegan	The Applicant added to available parking spaces, residential guest parking generally does not conflict with the school use. Residential and guest parking will be privately managed. On-street parking will be monitored between Monday to Friday during the school day to prevent residential and guest parking from using public streets.
	Plan C1.2	2	Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.0 and C3.1
	Plan C1.2	3	Please call out the actual areas you believe is available for snow storage	SE	Area is noted on plan. The snow storage will be detailed for Major Site Plan
	Plan C1.2	4	I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location	SE	A future connectivity note and draft sidewalk connectivity has been added to plan.
	Plan C1.2	5	Is public use of the bar/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.

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

Paul,

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

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

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

Existing Conditions

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

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

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

Access

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

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

Note that Storm King Road and Donegan Road are in the County, not in the City Limits. The current Annexation plan does not annex these roads. Further discussion will need to occur with the County to determine if Storm King and Donegan along the project frontage will be annexed or not. As currently proposed, an updated driveway permit will be required for Center Drive, and a new driveway permit for the Lot 2 access at 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

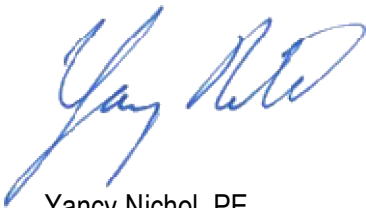
The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 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



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1 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

SPECIAL WARRANTY DEED

GLENWOOD PARTNERSHIP, a Colorado general partnership, Grantor, for good and valuable consideration, in hand paid, hereby sells and conveys to **GLENWOOD PARTNERSHIP LLLP**, a Colorado Limited Liability Limited Partnership, Grantee, whose legal address is 214 Center Drive, Glenwood Springs, Colorado 81601, the following real property in the County of Garfield and State of Colorado, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND
INCORPORATED HEREIN BY THIS REFERENCE;

with all its appurtenances, and warrants the title to the same against all persons claiming under the Grantor.

NO DOCUMENTARY FEE REQUIRED: Deed given to reflect name change in connection with conversion of the general partnership to a limited liability limited partnership. Consideration less than \$500.00.

EFFECTIVE the 18th day of July, 2000.

GLENWOOD PARTNERSHIP, a
Colorado General Partnership

By:

Floyd Diemoz
Floyd Diemoz, General Partner

By:

Linda L. Diemoz
Linda L. Diemoz, General Partner

By:

Frances Diemoz
Frances Diemoz, General Partner

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

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2 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

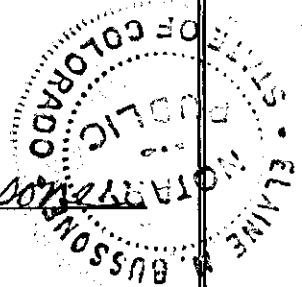
STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

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)

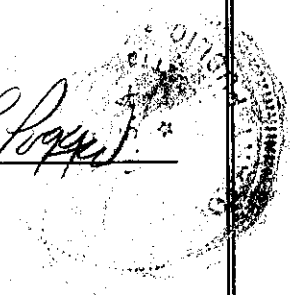
The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

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.ltm

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

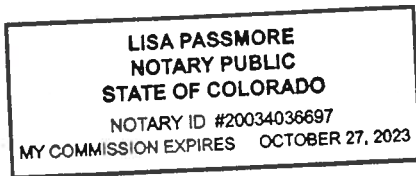
Floyd Diemoz, Managing Partner
Glenwood Partnership, LLLP

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing Petition for Annexation was subscribed and sworn to before me this 26th day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.



Lisa Passmore
Notary Public

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.

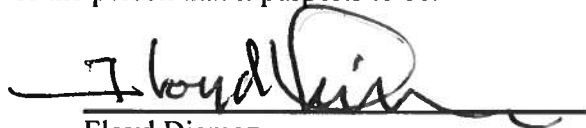
COUNTY OF GARFIELD
STATE OF COLORADO.

AFFIDAVIT OF CIRCULATOR

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

I, the undersigned, being duly sworn, do state as follows:

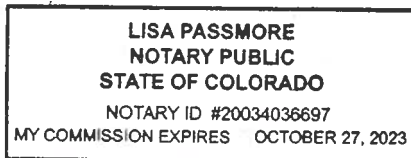
1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.


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)

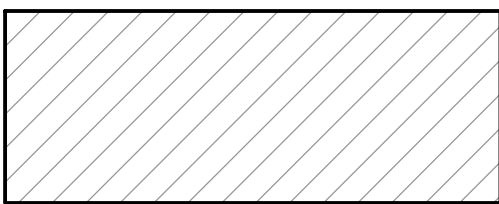
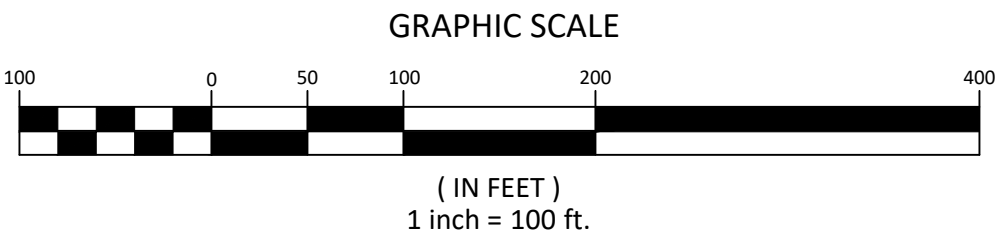
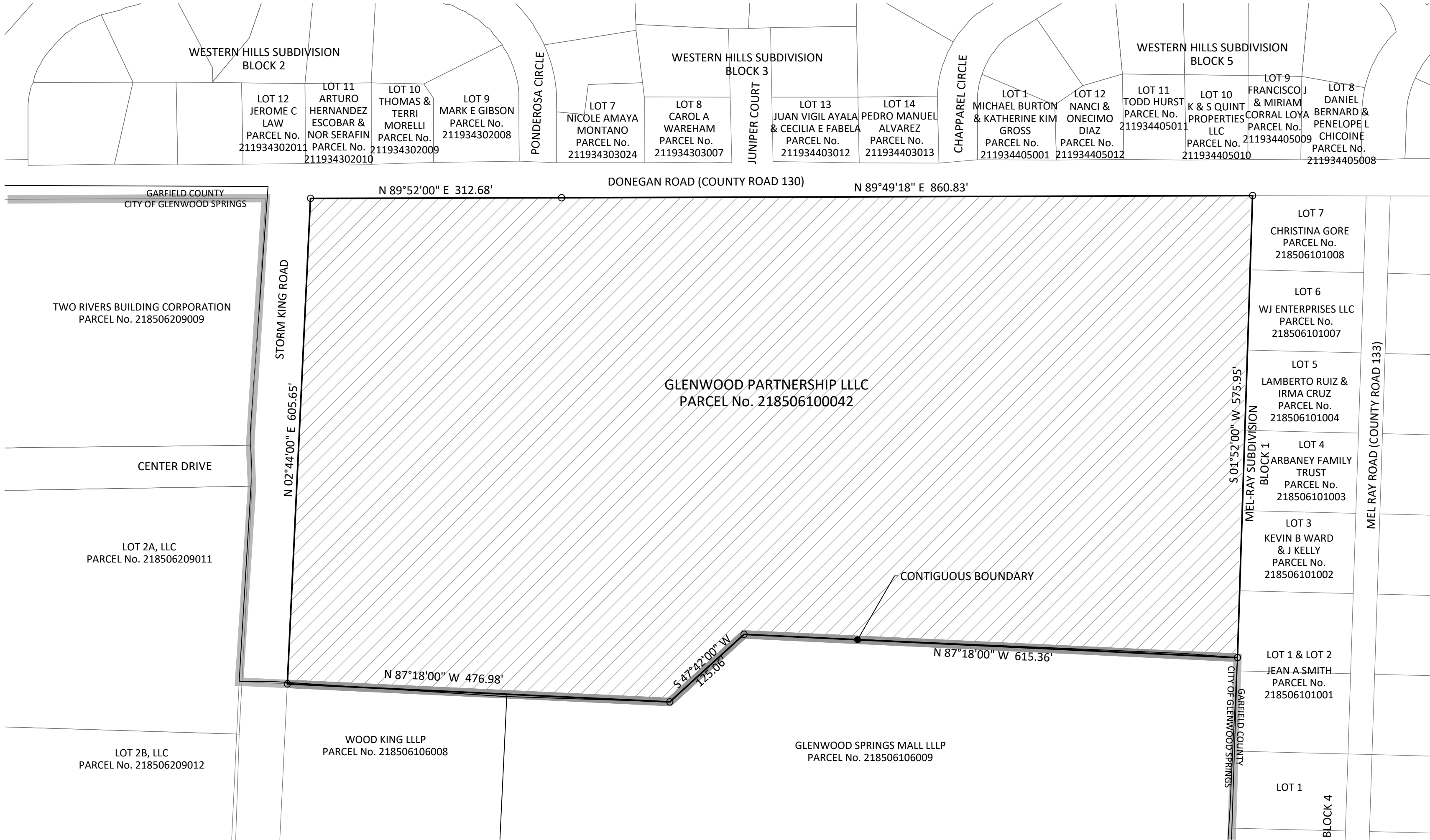
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 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.

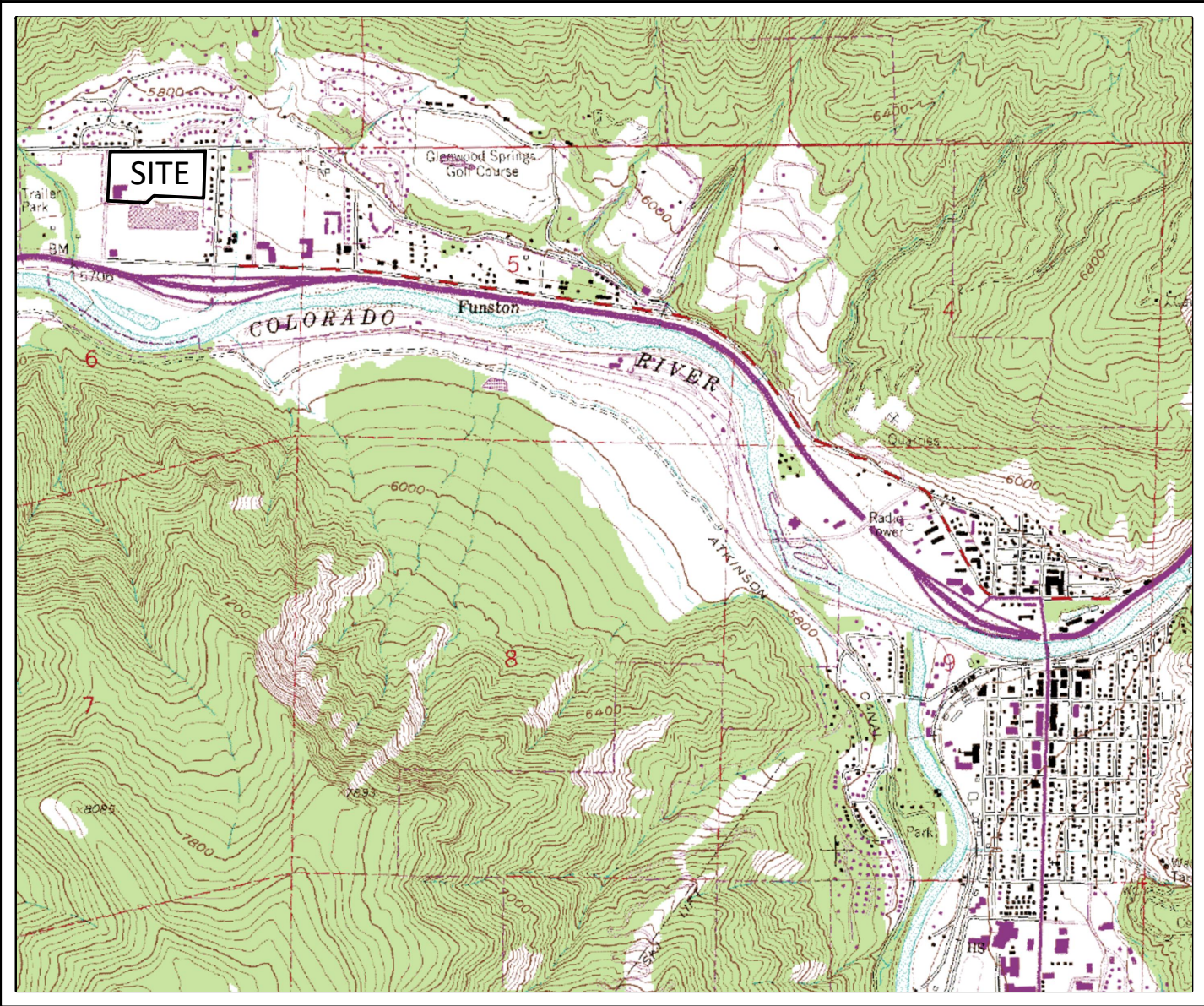
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

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



AREA TO BE ANNEXED



VICINITY MAP
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ____, Series of ____, on the ____ day of ____, 2021.

Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY:
Mark S. Beckler, L.S. No.28643

Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at ____ o'clock ____ M. on the ____ day of ____, 2021, as Reception No. ____.

Clerk and Recorder

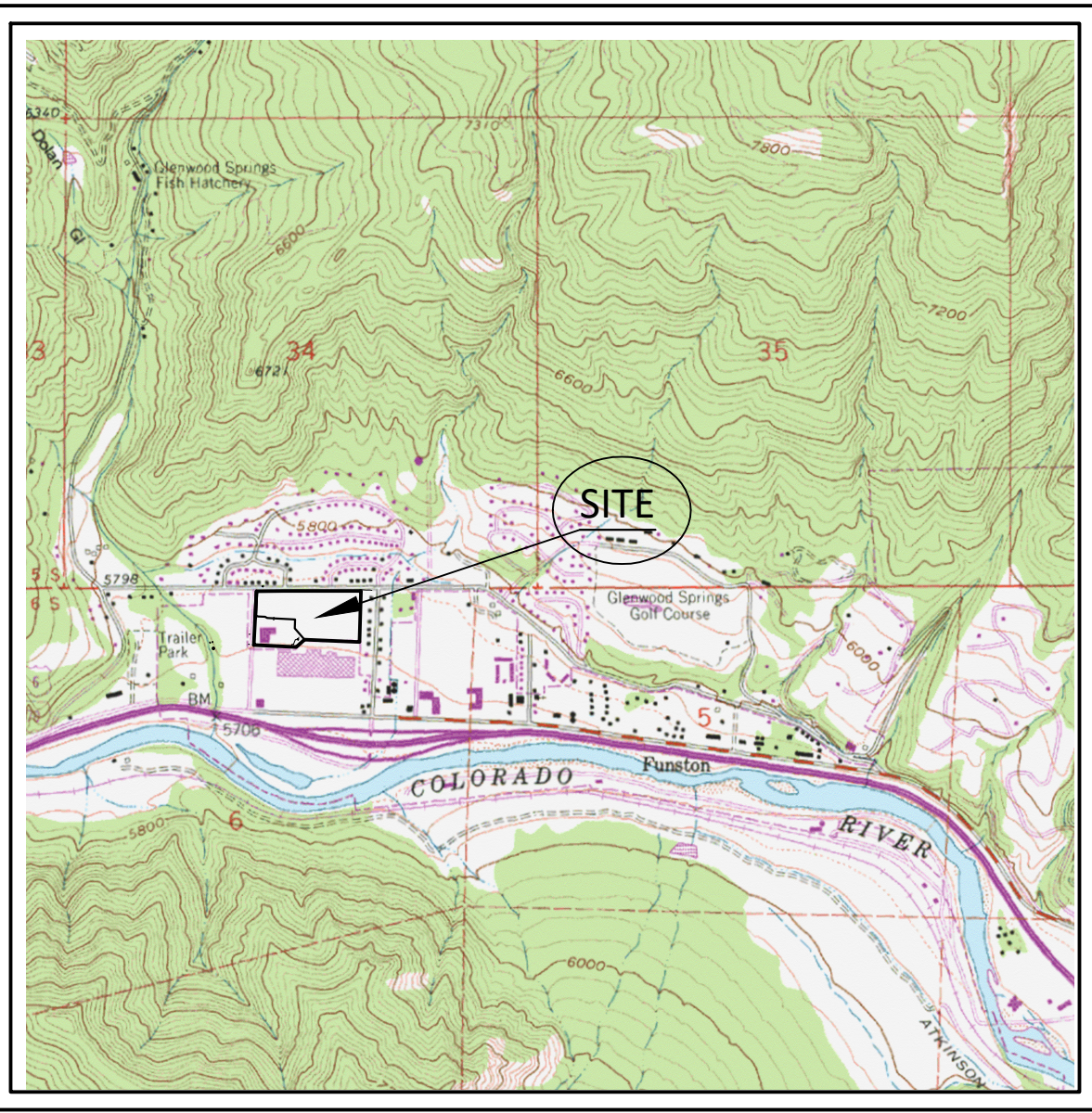
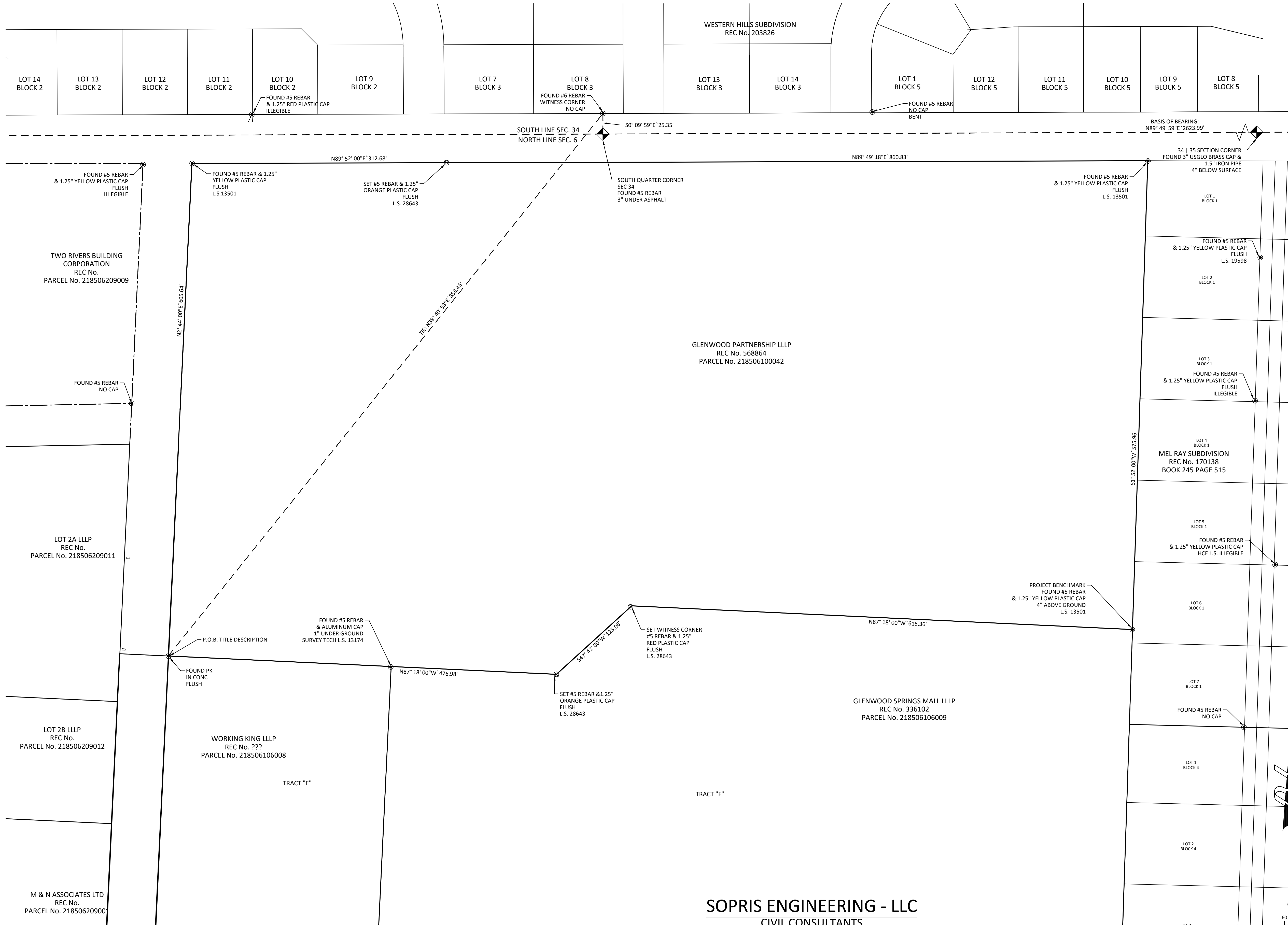
By
Deputy

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

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

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

SHEET 1 OF 2



NOTES

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

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

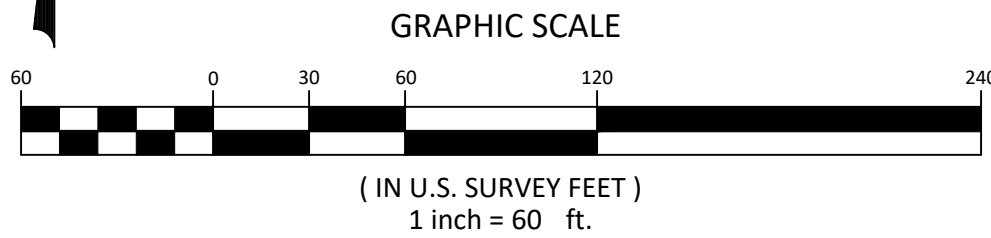
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COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

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

MARK S. BECKLER L.S. #28643



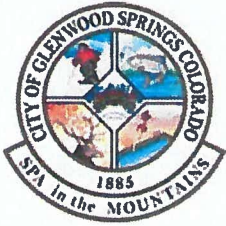
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CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
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BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

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

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



LAND USE APPLICATION

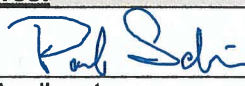
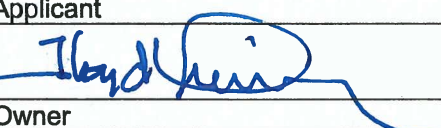
City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

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

Applicant/Property Owner Information:			
Applicant		Owner	
214 Center Drive, LLC		Glenwood Partnership, LLLP	
Relationship to Owner		Owner	
Under contract to purchase portion of subject property			
Applicant Address		Owner Address	
PO Box 9833	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,
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Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

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Moshe Feldenkrais

From: [Lynette Brickell](#)
To: [Gretchen E Ricehill](#)
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: West Glenwood Pasture Development to Apartments
Date: Tuesday, August 18, 2020 1:13:01 PM

Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell

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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.

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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.

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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

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

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)

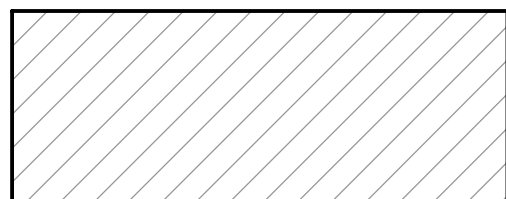
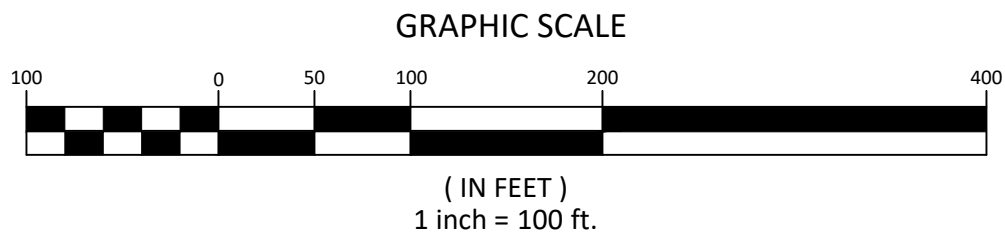
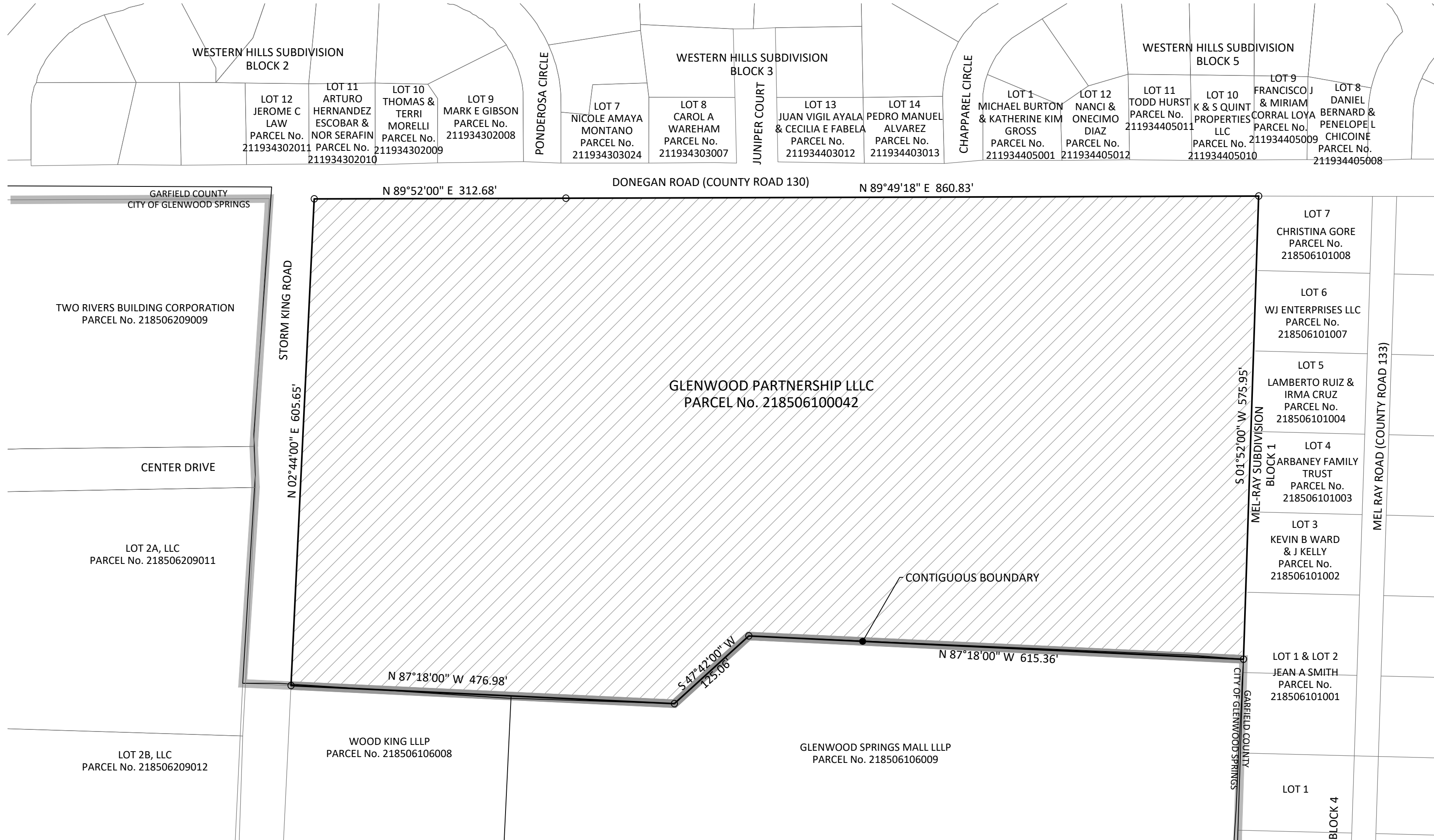
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 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.

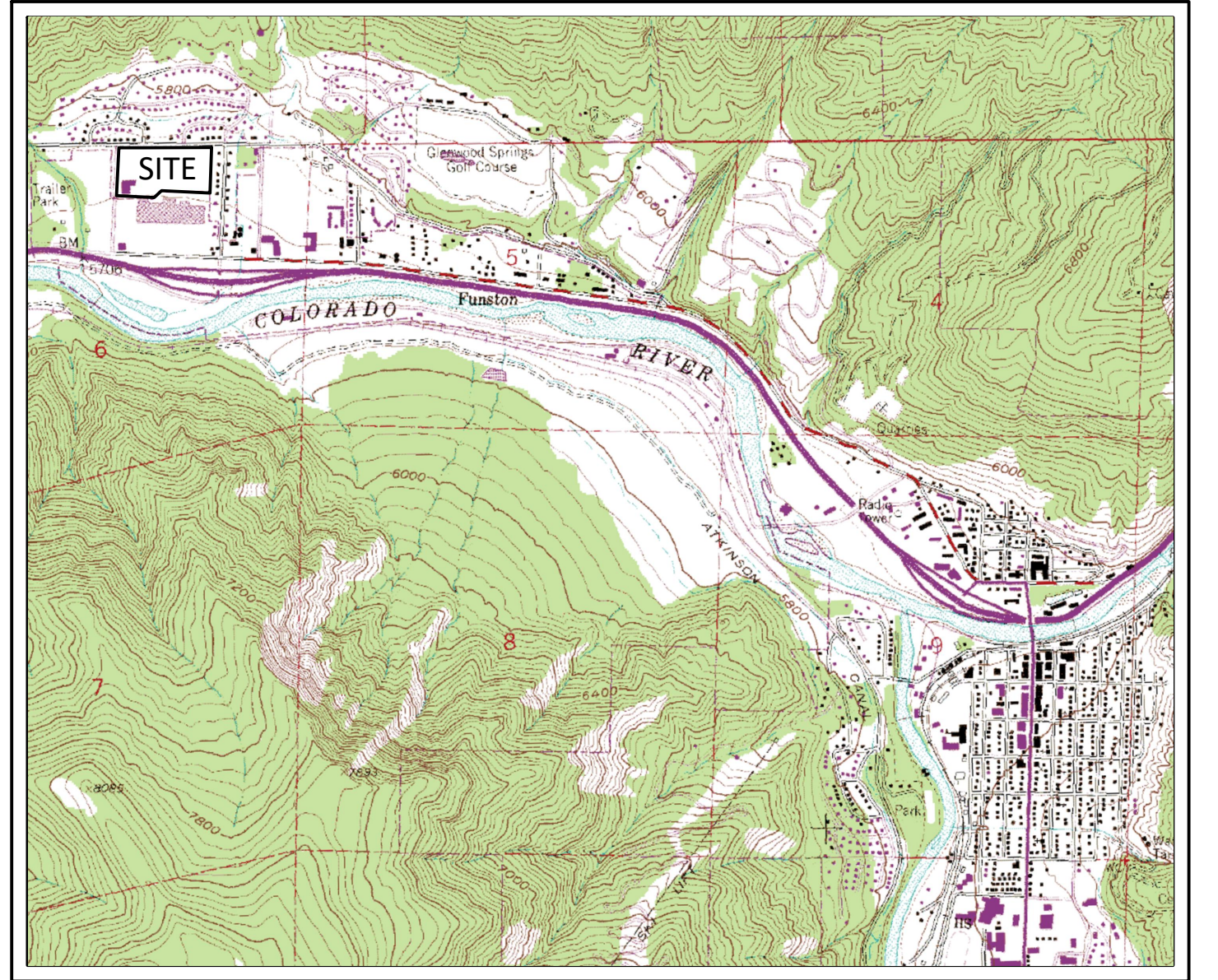
COUNTY OF GARFIELD
STATE OF COLORADO.

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

ORDINANCE NO. 09

Series of 2021

**AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS,
COLORADO, ZONING A PARCEL OF LAND ANNEXED INTO THE
CITY.**

WHEREAS, the City Council of the City of Glenwood Springs (“Glenwood Springs” or the “City”), at a duly noticed and held _____, authorized the annexation of a City-owned parcel of land _____ and identified as the “Annexation Parcel” on **Exhibit A**, attached and incorporated herein by this reference; and

WHEREAS, on _____, the Glenwood Springs Planning Commission held a public hearing to consider the rezoning of the Annexation Parcel; and

WHEREAS, on _____, the City Council held a public hearing to consider the rezoning of the Annexation Parcel; and

WHEREAS, the City Council find and determines that the nature, character, and best use of the Annexation Parcel is consistent with the _____ District and as a PUD; and

WHEREAS, the City Council therefore desires to implement zoning on the Annexation Parcel and make the Annexation Parcel subject to all regulations therein.

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 Annexation Parcel described on **Exhibit A** is hereby zoned Commercial (CO) District (3.533 acres described as Lot 1) and Planned Unit Development (PUD) District (12.285 described as Lot 2) as depicted on **Exhibit B** attached. Future development of Lot 2 is subject to the PUD standards outlined on **Exhibit C** attached.

Section 3. Promptly following adoption of this Ordinance, the City Clerk shall cause the terms of this Ordinance to be incorporated into the Zone District Map of the City of Glenwood Springs as required in the Municipal Code.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED
PUBLISHED BY TITLE ONLY THIS ____ DAY OF _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

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

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SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

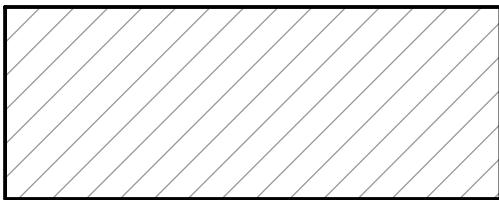
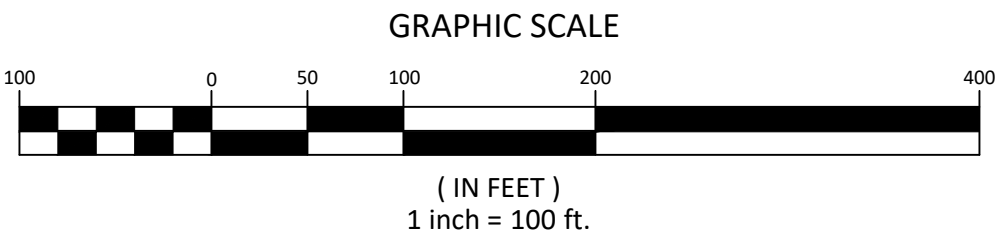
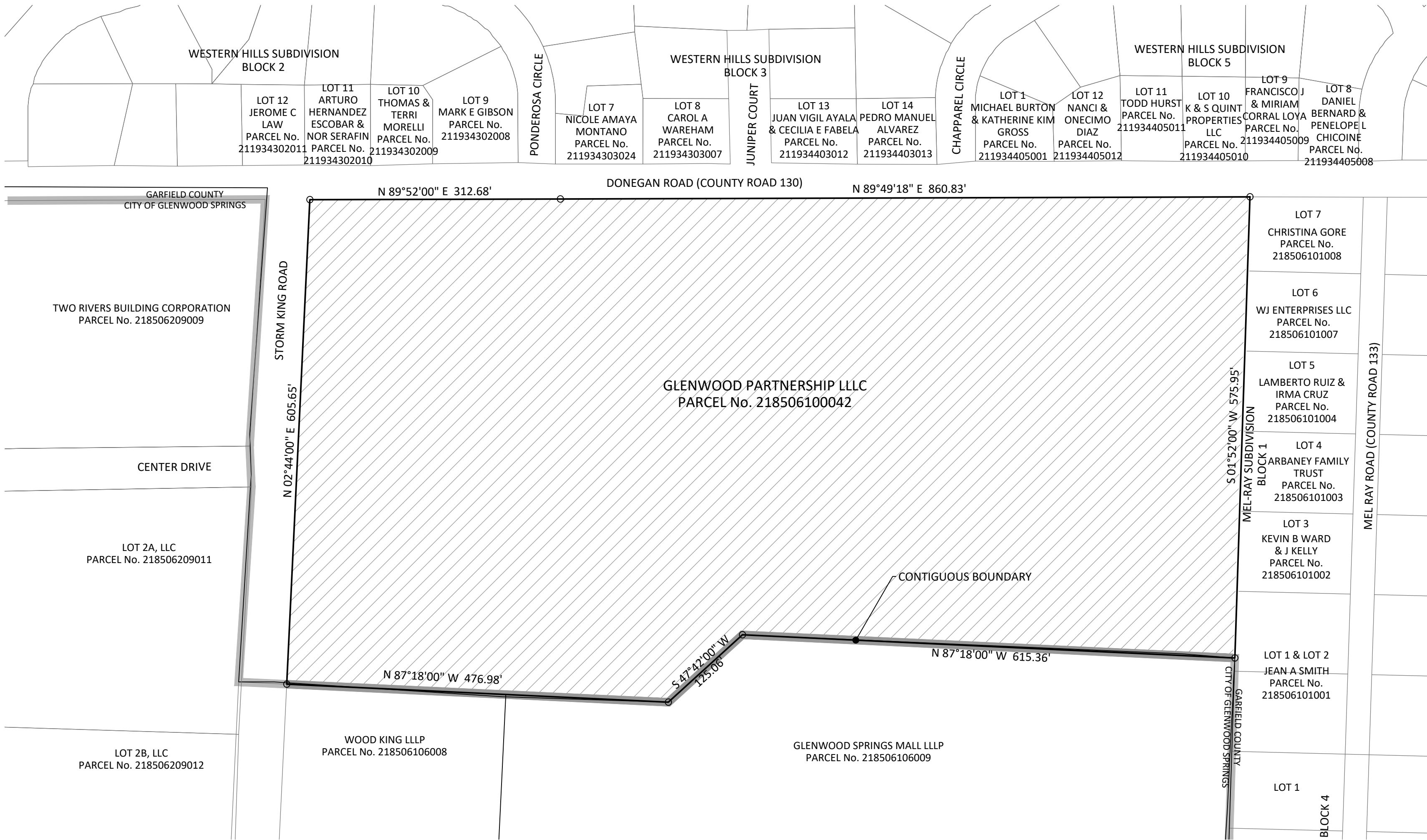
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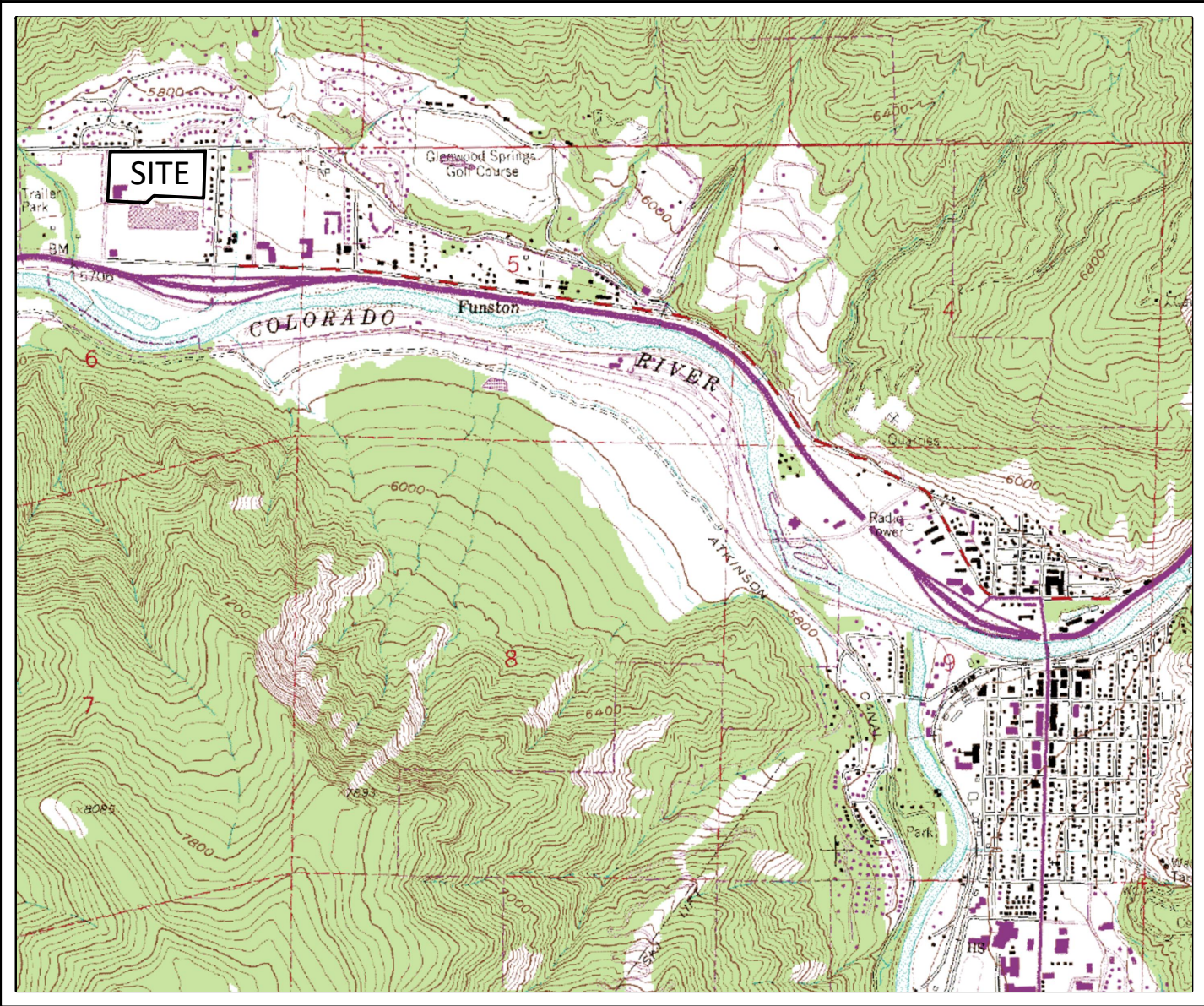
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VICINITY MAP
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MAP NOTES

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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. ____.

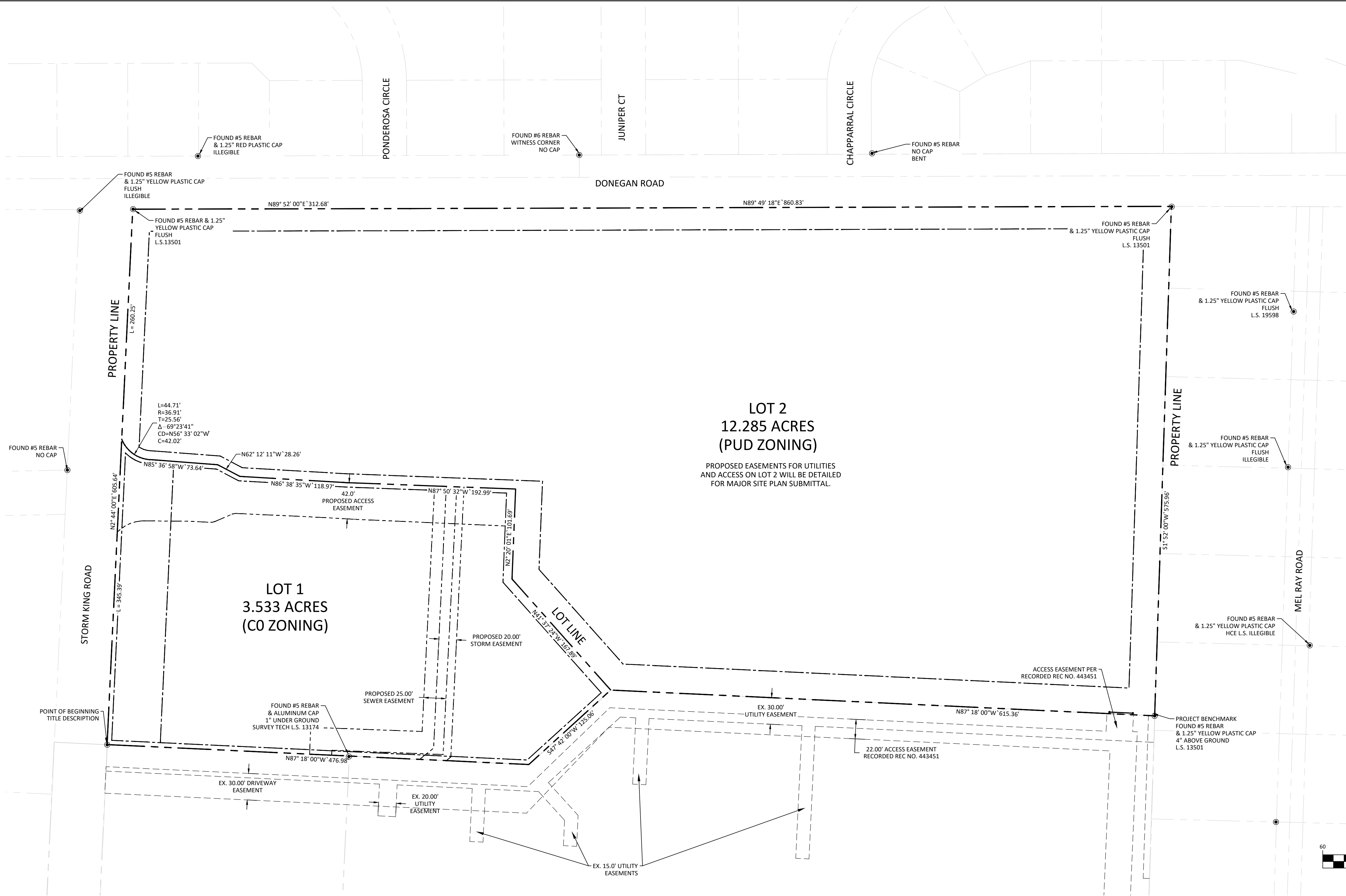
Clerk and Recorder

By _____
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G:\2020\3007\CONV\CIVIL\DWGS\SPLOT\SHEET\3007_2.CONCEPTUAL PLAT.DWG - Aug. 12, 2024 - 8:55am



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

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

COUNTY OF GARFIELD
STATE OF COLORADO.

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

LOT 1 DESCRIPTION:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET; THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET) THENCE S 85° 36' 58" E 73.64 FEET; THENCE S 62° 12' 11" E 28.26 FEET; THENCE S 86° 38' 35" E 118.97 FEET; THENCE S 87° 50' 32" E 192.99 FEET; THENCE S 2° 20' 01" W 101.69 FEET; THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

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

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

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

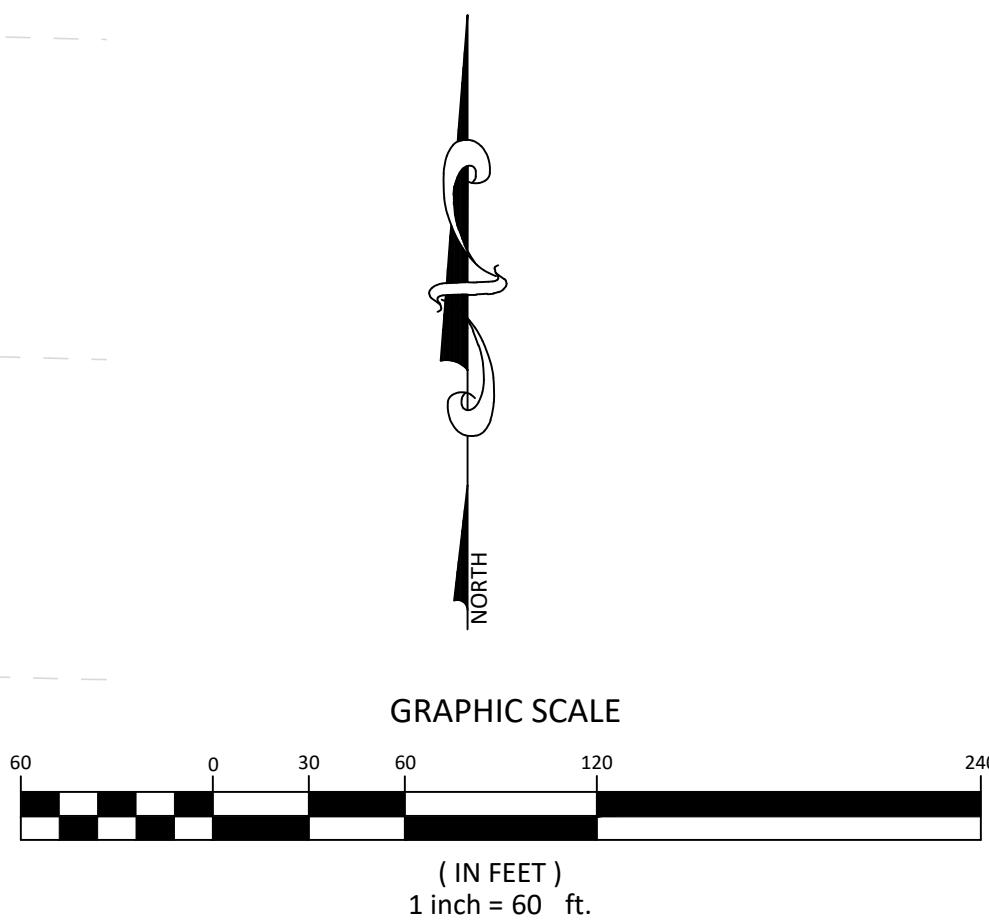
COUNTY OF GARFIELD
STATE OF COLORADO.

PROPOSED LEGEND

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

NOTES

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



SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

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

DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN

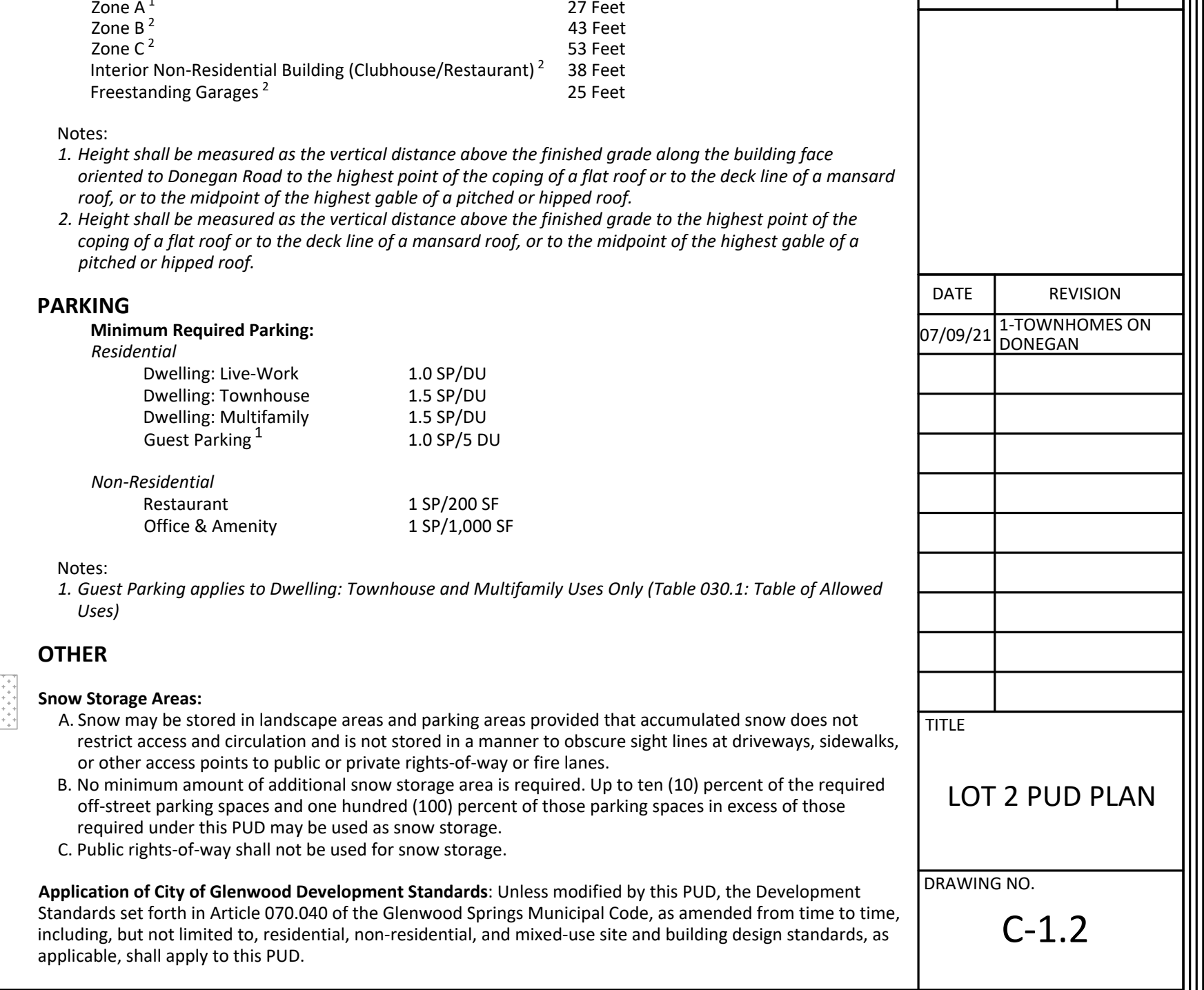
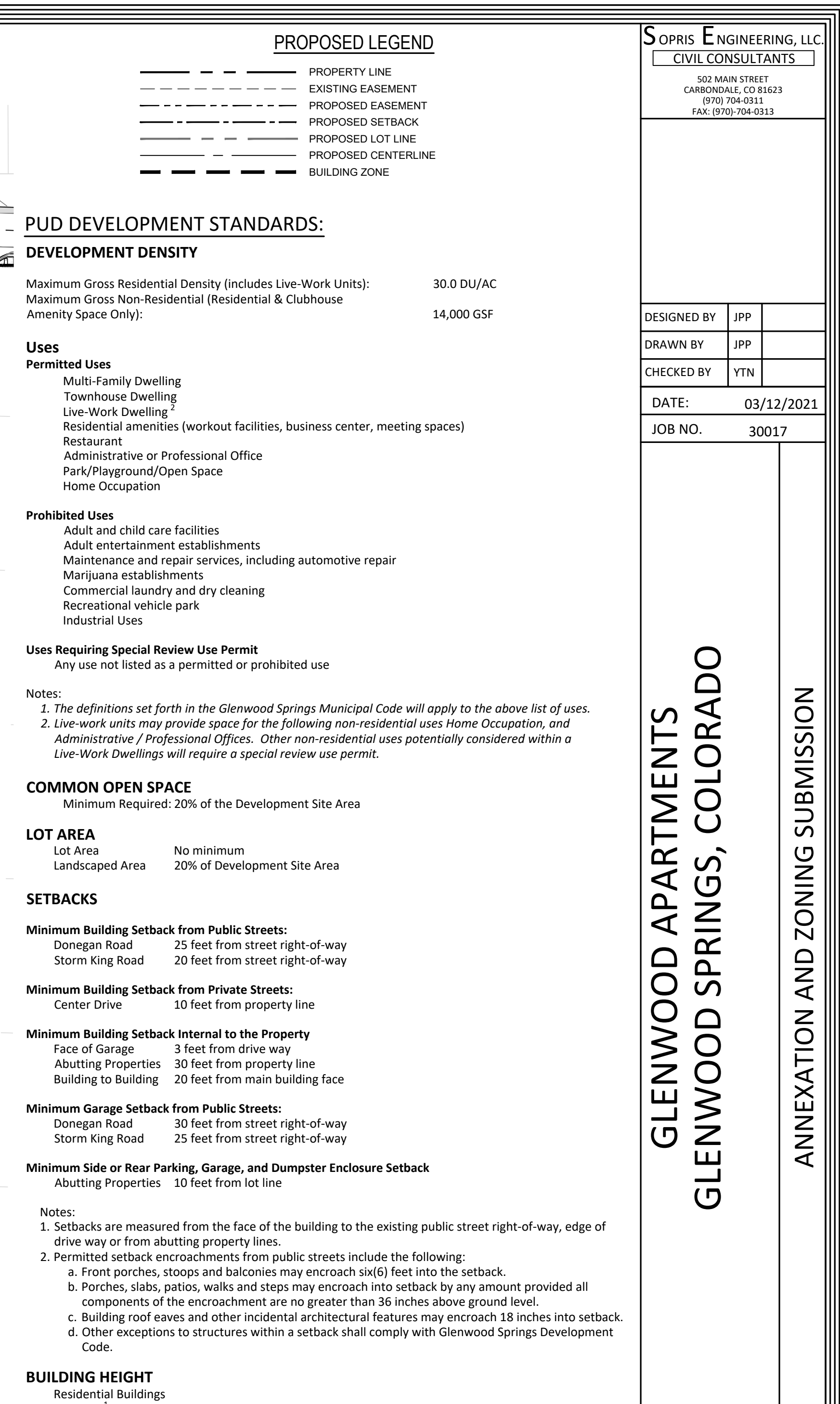
DATE:	03/12/2021
JOB NO.	30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL
PLAT

DRAWING NO.
C-1.3





City Council
STAFF REPORT
City of Glenwood Springs
August 19, 2021

Agenda Item: Planning File 58-20-Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building.

Action Requested:

REQUEST	Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building.
APPLICANT	Stoneleigh Companies LLC
OWNER	Weingarten Miller Glenwood LLC
LOCATION	405 E Meadows Drive
ZONE	M2
SURROUNDING LAND USES	Commercial, High Density Residential
LOT SIZE	1 acre

Department: Planning Department

Presented By: Hannah Klausman, Assistant Director, Economic & Community Development

Background Info: The proposed development includes the construction of 36 multi-family units in a four-story (with a lower level parking garage) building located on the north side of Wulfsohn Road in Glenwood Meadows immediately to the east of Lofts Phase III which is currently being constructed. This project is the fourth phase and the 7th building of the Lofts multi-family apartments complex. The proposed development includes the review and consideration of the following:

1. Major Site/Architectural Plan Review for the construction of 36 multi-family units;
2. Variance from the Glenwood Meadows Zoning and Development Plan (GMZDP);
3. Special Use Permit to exceed the maximum 40 foot building height in the central core M2 zoning district.

Per Section 070.060.020/Table 060.1 of the Glenwood Springs Municipal Code (Code), the Planning and Zoning Commission (Commission) reviews and provides a recommendation to City Council for all Major Site/Architectural Plan review applications which include 25 or more new dwelling units and/or more than 30,000 gross square feet of nonresidential space. License to Encroach applications are reviewed solely by City Council. The Commission reviews and decides all Special Use Permit and Variance requests and voted unanimously 7-0 to approve the former and 4-3 to approve the latter on July 27, 2021.

For a complete summary and analysis of the proposed project, please refer to the attached Commission July 27, 2021 staff report and draft minutes, reviewing agency comments, and application materials associated with the current proposal.

Issues:

Planning and Zoning Commission Discussion

The Commission discussed various issues related to the current proposal such as building length and height impact, whether the applicant had considered deed restricting a percentage of units, and tenant demography from past Lofts phases. The bulk of the conversation centered around the variance request to exceed maximum building length of 125 feet outlined in Section V.D.3.c of the GMZDP, and the Special Use request to exceed the 40 foot building height maximum in the M2 Mixed

Use Central Core zoning district.

Staff Recommendation: Action Alternatives

Section 070.060.030(g)(1)d of the Code outlines the review and decision procedures for applications being considered by 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 or refer the application to another authority as provided in 070.060.050(a)(2)c, Referral and Call- Up Procedures."

A City Council list of motions is included as the final attachment to this report.

Action 1 - Major Site/Architectural Plan to allow for the construction of a 36 unit multi family apartment building.

Planning and Zoning Commission Recommendation

After discussing the various issues outlined above, the Commission voted 5-2 to recommend approval of the Major Site Architectural Plan to City Council.

Staff recommends approval of the Major Site/Arch Plan with findings and conditions below:

Recommended Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. The site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan is consistent with goals and objectives of the Comprehensive Plan.

Suggested Conditions:

1. The development shall comply with the requirements of the Code. Any future physical changes or improvements to the property or buildings are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
2. The owner shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
3. Irrigation shall be provided for a minimum of one year for the native seed area of the future pad site in order to establish the landscaping.
4. Prior to submitting a building and/or grading permit application, the owner shall -
 1. Submit a Final Plans application in accordance with Municipal Code section 070.060.050(c).
 2. Provide plans for all 2023 recommended improvements as indicated in the Traffic Study.
 3. Include design for a 4-way stop at the intersection of Wulfsohn and East Meadows.
 4. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.
 5. Enter into a Development Agreement that memorializes the development approvals.
 5. At the time of Construction Plans review the owner shall submit all required civil and architectural plans and related reports that demonstrate compliance with Code requirements and the Engineering Standards, including applicable comments provided by the City's Engineering Department in a memo dated April 30, 2021.
 6. Prior to issuance of the building permit, the owner shall pay all required system improvement fees including but not limited to water, sewer, parkland, school land, and

Fire/EMS.

7. Developer shall pay a surcharge of \$814/EQR to offset the costs of necessary lift station upgrades to accommodate the development.
8. Prior to issuance of the Certificate of Occupancy, owner shall
1. Provide as-built plans and an Improvement Survey Plat per the Engineering Standards.

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

August 17, 2021

VIA E-MAIL

Karl Hanlon, City Attorney
City of Glenwood Springs
E-mail: kjh@mountainlawfirm.com

RE: Stoneleigh Companies – Lofts at Red Mountain Phase IV Application

Dear Karl:

As you know, we represent Stoneleigh Companies, LLC (“Stoneleigh”). Stoneleigh submitted a major site architectural review application (the “Application”) and related special use permit and variance applications concerning the fourth phase of the Lofts at Red Mountain development in Glenwood Meadows. The Planning and Zoning Commission considered the Application at its June 22 and July 27, 2021, meetings and recommend approval. It also approved the special use permit and variance. The Commission’s recommendation on the Application included a condition that Stoneleigh design and construct the 2023 traffic improvements recommended in Stoneleigh’s traffic study. The same condition appears in the staff report to City Council. As we’ve discussed, Stoneleigh will be requesting that City Council, at a minimum, replace that condition with one requiring payment of traffic impact fee of up to \$500 per unit consistent with the Memorandum of Understanding (“MOU”) the City recently reached with Glenwood Meadows, LLC (“GM”). A copy of the MOU is enclosed for ease of reference.

The basis for Stoneleigh’s request is three-fold. First and foremost, the Annexation and Development Agreement (“ADA”) for the Glenwood Meadows PUD (the “PUD”) established the full extent of on- and off-site traffic improvements required for development of the PUD. Specifically, Section 3(a)(1) of the ADA provides that, through the ADA, the City and the original developer “established the full and complete obligations. . .with respect to on-site and off-site traffic/transportation improvements and financial contributions as set forth by Section 12.” The traffic improvements described in Section 12 of the ADA have been constructed or otherwise addressed since the ADA was approved in 2002. Additionally, Section 12(a) of the ADA contemplates only that traffic counts associated with the future development of a lot or parcel in the PUD be submitted at the time of development,¹ not that any new traffic improvements be made.

¹ While Stoneleigh requested a variance to allow the proposed building to be 15 feet longer than maximum allowed under the PUD development standards, the additional length was added to accommodate the underground parking garage, terrace, and other amenities for Lofts residents, not the desired number of units. In any event, the request for a variance doesn’t alter or expand the ADA’s traffic infrastructure requirements.

Seeing as the City and Stoneleigh's predecessor previously negotiated the extent of the traffic improvements that would be required for full buildout of the PUD, the Application should not be conditioned upon the construction of additional improvements.

Second, requiring a per-unit traffic impact fee would be a more consistent and more fair condition considering the City's recent agreement with GM. As explained in the MOU, if residential development is approved on GM's retained lots, an impact fee of up to \$500 will be assessed against each permitted unit. Those fees would be used to fund the traffic improvements recommended in the City's 2021 Glenwood Meadows area traffic study. While Stoneleigh does not concede that even a traffic impact fee is appropriate against its development in light of the provisions of the ADA and the City's interpretation of the same, Stoneleigh is willing to pay those fees in lieu of constructing new traffic improvements for the sake of consistency within the PUD. Stoneleigh believes that all future development in the PUD should be treated the same,² and, in this case, that means payment of impact fees, not construction of improvements.

Finally, the cost to design and construct the improvements is disproportionate to the infrastructure impact costs that may be associated with the proposed residential use. The traffic study included in the Application addresses the projected traffic associated with both the proposed residential and conceivable commercial³ uses for the subject property. It is clear from the study that the majority of the future traffic is associated with the commercial use, not the residential units. Moreover, regardless of whether the 36 residential units independently trigger the need for the recommended improvements, Stoneleigh's engineer has advised that the units will contribute just 7% of the peak hour traffic (only 3 car trips) at the point in time (2023) when the improvements may be needed. To require Stoneleigh to pay the full cost of the recommended traffic improvements when its development would only contribute 7% of the traffic using the improvements is far out of proportion to the burdens created by the development. *See C.R.S. 29-20-203(1). Dolan v. City of Tigard*, 512 U.S. 374 (1994) (an exaction must have a rational nexus and be "related both in nature and extent to the impact of the proposed development...").

Stoneleigh has enjoyed working with the City to date and is not opposed to mitigating the impact of its proposed development on City infrastructure. Stoneleigh simply wishes to contribute on a fair and proportionate basis in a manner consistent with governing law and future development in other areas of the PUD. We look forward to discussing this matter further with City Council at the August 19, 2021, hearing. Thank you.

Sincerely,



Haley Carmer

² Notably, while the City was negotiating the MOU, Stoneleigh requested by letter dated April 22, 2021, that it be included in any negotiation and resolution of the dispute that culminated in the MOU.

³ In addition to the development of 36 residential units, the Application proposes setting aside a 6,000 square-foot pad at the north end of the lot for future commercial development. There are no immediate plans or anticipated uses for the commercial pad. The impacts of the commercial use will be addressed at the time it is developed.

**MEMORANDUM OF UNDERSTANDING
REGARDING RESIDENTIAL DEVELOPMENT WITHIN RH DISTRICT OF
GLENWOOD MEADOWS**

The following Memorandum of Understanding ("MOU" or "Agreement") sets forth the terms and conditions upon which the City of Glenwood Springs, Colorado, a Colorado municipal corporation (the "City") and Glenwood Meadows, LLC, a Colorado limited liability company ("GM") agree to resolve certain infrastructure issues related to future development in Glenwood Meadows as related to future development on lots retained by GM.

RECITALS

WHEREAS, GM originally annexed approximately three hundred and forty-five (345) acres of real property within the City of Glenwood Springs, which Property is commonly known as "Glenwood Meadows" pursuant to that certain Ordinance No. 17, Series of 2002, and Ordinance No. 18, Series of 2002; and

WHEREAS, on September 18, 2002, the City and Owner entered into an Annexation and Development Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City, the zoning of the Property under the City's Municipal Code and the adopted and incorporated Zoning and Development Plan, as well as the other conditions of the development of the Property, which Annexation and Development Agreement was recorded in the records of the Garfield County Clerk and Recorder on December 6, 2002 as Reception No. 616083 (the "Original ADA"); and

WHEREAS, the City and Owner have since entered into: (i) the First Amendment to the Original ADA, which First Amendment was recorded May 6, 2004, as Reception No. 651648, and (ii) the Second Amendment to the Original ADA, which Second Amendment was recorded July 26, 2004 as Reception No. 656670, and (iii) the Third Amendment to the Original ADA, which Third Amendment was recorded December 2, 2010 as Reception No. 795138, and (iv) the Amended and Restated Third Amendment to the Original ADA, which Amended and Restated Third Amendment was recorded August 16, 2011 as Reception No. 806719; (v) the Fourth Amendment to the Original ADA, recorded April 10, 2015 as Reception No. 861345; (the Original ADA, together with all subsequent, recorded amendments thereto is hereafter referenced to as the "ADA"); and

WHEREAS, the City and Owner entered into a Memorandum of Understanding dated July 16, 2013; and

WHEREAS, Glenwood Meadows, LLC is the present owner of certain vacant, undeveloped lots within Glenwood Meadows: (i) Lots 12 and 13 of GM #2 Plat; (ii) Lot 10C of GM #3 Plat; (iii) Lot 11C-B of GM #6 Plat; and (vi) Lot 11C-C of GM #6 Plat (collectively, "GM Retained Lots"); and

WHEREAS, BLD Group, LLC is under contract to purchase portions of Lot 11C-B and 11C-C of GM #6 Plat and has submitted a Major Architectural Review and Minor Subdivision Application with the City of Glenwood Springs on December 29, 2020 and January 26, 2021 respectively (the "Applications"); and

WHEREAS; on March 1, 2021 the City's Assistant City Manager issued a letter to BLD and GM ("Interpretation Letter") that the City is unable to process the Applications because it would exceed the residential unit limits established for the Glenwood Meadows Development based on the City's interpretation of the ADA, as amended; and

WHEREAS, BLD and GM dispute such interpretation, but have agreed to enter into this MOU to resolve the difference of opinion and to expedite the processing of the Applications.

AGREEMENT

1. Contribution Towards Lift Station Upgrades. In the event BLD's Applications are approved for at least 300 multi-family units and BLD or its successor is issued a building permit pursuant to such approvals, GM will, in addition to City standard system improvement fees including Sewer System Improvement fees, make a payment of \$475,000 to the City at the time of issuance of a building permit which funds shall be used directly for the necessary upgrade of the Midland Sewer lift station to an estimated capacity sufficient to serve all future development within all of Glenwood Meadows. The parties agree that this contribution represents 50% of the estimated costs to upgrade the lift station to such capacity and that the City will fund the balance of the actual costs required and commits to completion of the necessary lift station upgrades and any other necessary sewer system work prior to BLD's request for a certificate of occupancy. In the event the costs required to upgrade the lift station are less than \$950,000, the City shall promptly reimburse GM's pro rata for its excess contribution. In the event such costs exceed \$950,000, GM shall not be required to contribute any additional funds.

2. Cost Reimbursement. GM shall be entitled to cost recovery from any future impact or other fees paid by any future development within Glenwood Meadows, including on the GM Retained Lots, at a rate of \$814 per EQR which amount shall increase annually with CPI. The City shall make payment to GM at the time a building permit is issued for such development. This obligation shall expire 20 years after the GM payment.

3. Traffic Impact Fee. In the event BLD's application and/or other residential development is approved on GM's Lot 12 of GM #2, Plat Lot 11C-B and/or Lot 11C-C of GM #6 Plat and a building permit is issued for the same, GM will fund an equitable share attributable to 415 additional residential units pursuant to the City's 2021 Glenwood Meadows area traffic study of improving Glenwood Meadows' Midland Avenue intersections, not to exceed \$500.00 per fully permitted residential unit. Such funding will occur at the later of issuance of a building permit or at time the City contracts for design of such intersection improvements.

4. Interpretation of ADA. The City agrees that, upon the execution of this Agreement, its interpretation of the ADA is that the ADA remains in full force and effect, including but not limited to Section I. A. of the Fourth Amendment to the Original ADA, recorded April 10, 2015 as Reception No. 861345 and therefore 415 additional residential units,

of which 300 may be commercial apartments, are permitted within the RH zoned Lot 12 of GM #2 and Lot 11C-B and Lot 11C-C of GM #6 Plat and these 415 residential units, of which 300 may be commercial apartments, are independent of residential development completed or permitted on other lots and zone districts within Glenwood Meadows, the capacity of which is defined by the zoning of such lots. City agrees that this interpretation shall be binding upon the City for future applications within the GM Retained Lots.

5. Withdrawal of Interpretation. Concurrent with execution of this MOU, the City formally withdraws the Interpretation Letter and shall continue to or begin formally processing the Applications, and any other heretofore submitted Glenwood Meadows development applications, pursuant to the City's standard development review process. GM and BLD shall request a continuance of their appeal of the Interpretation Letter and the Planning and Zoning Commission Appeal hearing scheduled for May 10, 2021. Upon ratification of this Agreement by City Council, GM and BLD shall formally withdraw their appeal and cancel the agenda item. The parties understand that the City cannot guarantee approval of the Applications or other pending development applications, but rather such applications shall be subject to the approval of City Council according to the criteria set forth in the Glenwood Springs Land Use Code.

6. Contingency. The Paragraph 1 Contribution and Paragraph 2 Cost Reimbursement of this Agreement is contingent upon approval of the Applications for at least 300 multi-family units. In the event the Applications are withdrawn, denied, or approved but the Final Plat is never recorded, or approved but such approvals expire, and no building permit and corresponding payment is made, then Paragraph 1 Contribution and Paragraph 2 Cost Reimbursement provision of this Agreement shall be null and void and terminate automatically. In the event any building permits for any other residential units are issued for all or portions of RH zoned Lot 12 of GM #2 and Lot 11C-B and Lot 11C-C of GM #6 Plat, such residential units shall, in addition to City standard Sewer System Improvement fees, fund Lift Station improvements at a rate \$814 per EQR, which amount shall increase annually with CPI.

7. No Further Exactions. Consistent with Paragraph 3(a) of the ADA, The City shall not charge any future impact fee, surcharge, special permit fees, special taxes or assessments, development fees or tap fees, or any other item against the GM Retained Lots unless the same is exacted uniformly and non-discriminatorily throughout the City, except as otherwise set forth in this MOU.

8. Recordation of Final Agreement. The terms of this Agreement shall be memorialized in a written agreement between GM, or its successor owners, recorded against all of the GM Retained Lots within the RH zone - Lot 12 of GM #2, Lot 11C-B and Lot 11C-C of GM #6 Plat. Such recordation shall occur at the time a Subdivision Improvements or Development Agreement is recorded.

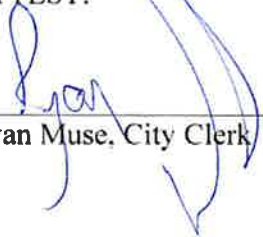
9. Ratification. This MOU shall be presented for ratification by the City Council on the next meeting following execution. In the event this MOU is not ratified by the City Council by May 21, 2021, this Agreement shall be null and void.

Executed this 6th day of May 2021.

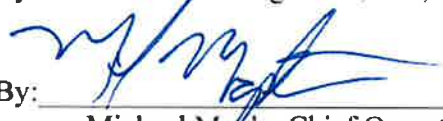
CITY OF GLENWOOD SPRINGS, COLORADO

By: 
Debra Figueroa, City Manager

ATTEST:


Ryan Muse, City Clerk

GLENWOOD MEADOWS, LLC,
a Colorado limited liability company
By: Dunrene Management, Inc., Manager

By: 
Michael Maple, Chief Operating Officer



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	
STONELEIGH COMPANIES, LLC		WEINGARTEN MILLER GLENWOOD, LLC	
Relationship to Owner		Owner	
PURCHASER		STEVEN SHOFLOCK	
Applicant Address		Owner Address	
760 W MAIN STREET, STE 140	Barrington, IL 60010	6900 E. Bellevue Ave. Ste 300	Greenwood Village, CO 80111
Phone 224-588-9556	Email Address arodriguez@stoneleighcos.com	Phone 303-996-1328	Email Address sshoflock@millerre.com

Property Information:	
Address	Parcel Number
405 E Meadows Drive	218508138008
Subdivision	Lot and Block Number
Glenwood Meadows No 2	Section: 8 Township: 6 Range: 89 Subdivision: Glenwood Meadows No 2 Lot 8
Zone District M2	Existing Land Use Vacant

General Project Description:
Phase IV of the Lofts at Red Mountain. Adjacent to Phase III, construction will consist of a 4 story, 1 building structure of 36 for rent units above a 1 story parking garage with 19 stalls. Phase III and IV will be separated by a raised amenity deck which is proposed to include a swimming pool. Phase IV will also include a retail outparcel up to 6,000 sq. ft. with 30 parking stalls.

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	<table border="1"> <tr> <td></td> <td>2/24/2021</td> </tr> <tr> <td>Applicant</td> <td>Date</td> </tr> <tr> <td></td> <td>2/24/2021</td> </tr> <tr> <td>Owner</td> <td>Date</td> </tr> </table>		2/24/2021	Applicant	Date		2/24/2021	Owner	Date
	2/24/2021								
Applicant	Date								
	2/24/2021								
Owner	Date								



657443 08/09/2004 08:58A B1611 P534 M ALSDORF
1 of 4 R 21.00 D 468.00 GARFIELD COUNTY CO

SPECIAL WARRANTY DEED

[STATUTORY FORM – C.R.S. § 38-30-115]

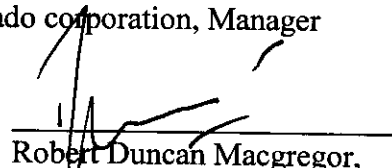
GLENWOOD MEADOWS WMG, LLC, a Colorado limited liability company (“Grantor”), whose street address is 1315 Sage Court, Aspen, Colorado, 81611, for TEN DOLLARS (\$10.00) and other good and valuable consideration, in hand paid, hereby sells and conveys to WEINGARTEN MILLER GLENWOOD, LLC, a Colorado limited liability Company (“Grantee”), whose address is 850 Englewood Parkway, Suite 200, Englewood, Colorado 80110-2304, the real property in the County of Garfield and State of Colorado that is legally described on Exhibit A attached hereto, with all its appurtenances and warrants the title against all persons claiming under Grantor, subject to the matters set forth on Exhibit B attached hereto.

Signed as of this 6 day of August, 2004.

GLENWOOD MEADOWS WMG, a Colorado
limited liability company

By: Glenwood Meadows, LLC, a Colorado
limited liability company, its sole member

By: Dunrene Management, Inc., a
Colorado corporation, Manager

By: 
Robert Duncan Macgregor,
President

[ACKNOWLEDGEMENT ON FOLLOWING PAGE]



657443 08/09/2004 08:58A B1611 P535 M ALSDORF
2 of 4 R 21.00 D 468.00 GARFIELD COUNTY CO

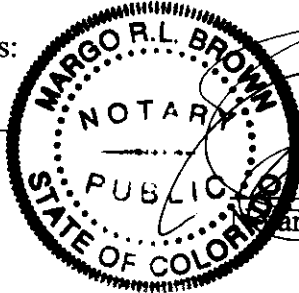
STATE OF COLORADO)
CITY AND)
COUNTY OF DENVER)

The foregoing instrument was acknowledged before me this 6th day of AUGUST, 2004, by Robert Duncan Macgregor, as President of Dunrene Management, Inc., a Colorado corporation, Manager of Glenwood Meadows, LLC, a Colorado limited liability company, sole Member of Glenwood Meadows WMG, a Colorado limited liability company.

Witness my hand and official seal.

My commission expires:

12-3-07





657443 08/09/2004 08:58A B1611 P536 M ALSDORF
3 of 4 R 21.00 D 468.00 GARFIELD COUNTY CO

EXHIBIT A

LEGAL DESCRIPTION

PARCEL A:

LOT 1, GLENWOOD MEADOWS NO. 2, AS RECORDED 8-9-04 UNDER
RECEPTION NO. 657439, CITY OF GLENWOOD SPRINGS, COUNTY OF
GARFIELD, STATE OF COLORADO.

PARCEL B:

LOTS 2 THROUGH 6, 8 AND 9, GLENWOOD MEADOWS NO. 2, AS RECORDED
8-9-04 UNDER RECEPTION NO. 657439, CITY OF
GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.



EXHIBIT B

PERMITTED ENCUMBRANCES

1. TAXES AND ASSESSMENTS FOR THE YEAR 2004 AND SUBSEQUENT YEARS, A LIEN NOT YET DUE AND PAYABLE.
2. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 268.
3. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 269.
4. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 270.
5. EASEMENTS AND RIGHTS OF WAY AS GRANTED TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY IN INSTRUMENTS RECORDED JUNE 25, 1936 IN BOOK 183 AT PAGE 430.
6. EASEMENT AS GRANTED TO ROCKY MOUNTAIN NATURAL GAS COMPANY, INC., IN INSTRUMENT RECORDED JANUARY 31, 1962 IN BOOK 339 AT PAGE 88.
7. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY ACQUISITION AGREEMENT RECORDED SEPTEMBER 26, 1994 IN BOOK 916 AT PAGE 864.
8. TERMS, CONDITIONS AND PROVISIONS OF ANNEXATION AGREEMENT RECORDED DECEMBER 21, 2002 IN BOOK 1414 AT PAGE 526 AND AMENDED MAY 6, 2004 IN BOOK 1585 AT PAGE 438 AND SECOND AMENDMENT RECORDED IN BOOK 1607 AT PAGE 895.
9. EASEMENTS, NOTES, AND RESTRICTIONS AS SHOWN ON THE PLAT FOR GLENWOOD MEADOWS NO. 1, RECORDED 8-9-04 UNDER RECEPTION NO. 657438.
10. EASEMENTS, NOTES, AND RESTRICTIONS AS SHOWN ON THE PLAT FOR GLENWOOD MEADOWS NO. 2, RECORDED 8-9-04 UNDER RECEPTION NO. 657439.

From: support@www.colorado.gov <support@www.colorado.gov>

Sent: Wednesday, February 24, 2021 12:11 PM

Subject: City of Glenwood Springs Receipt

Payment Receipt Confirmation

Your payment was successfully processed.

Transaction Summary

Description	Amount
City of Glenwood Springs Transaction	\$3,200.00
Service Fee	\$1.00
TOTAL	\$3,201.00

Transaction Detail

The following amounts will be remitted back to the agency.

SKU	Description	Unit Price	Quantity	Amount
Planning	Planning	\$3,200.00	1	\$3,200.00
	Service Fee	\$1.00		\$1.00
				\$3,201.00

This online service is provided by a 3rd party working in partnership with the state of Colorado. The price includes a service fee of \$.75 plus 2.25% of the order total for credit card payments or \$1 for electronic check payments.

Customer Information

Customer Name Anthony Rodriguez
Company Name Glenwood IV in care of
Stoneleigh Companies
Local Reference ID bcbcd244-4e2e-4ff9-99e8-
0db94ba0a56b
Receipt Date 2/24/2021
Receipt Time 11:10:53 AM MST

Payment Information

Payment Type Electronic Check
Account Number *****8736
Order ID 161579440
Billing Name Stoneleigh Companies

Billing Information

Billing Address 760 W Main Street Suite
140
Billing City, State Barrington, IL
ZIP/Postal Code 60010
Country US
Phone Number 2245889556

This receipt has been emailed to the address
below.

Email Address arodriguez@stoneleighcos.com



CITY OF GLENWOOD SPRINGS
101 W. 8th Street
Glenwood Springs, CO 81601
(970) 384-6411

PAYMENT REQUEST

Date: _____
Name: Bob Moore
Address: 909 Lake Carolyn Parkway, Suite 150
Irving, Texas 75039
BMoore@RealtyCapital.com
469-533-4100 – Main
469-533-4142 – Direct

Received By: _____
Company: Realty Capital Management
Permit #: _____
Plan Review #: _____
Contractor #: _____
Planning Item: #58-20

Amount	<u>Engineering</u>
_____	01.1410 Maps
_____	01.1410 Plans/Specs
_____	01.1410 Excavation/Grading
_____	01.1410 ROW Permit
_____	TBD Block Party Permit

	<u>Building</u>
_____	01.1240 Building Permit
_____	01.1240 Plan Review
_____	01.1240 Roofing Permit
_____	01.1240 Plumbing/Gas Permit
_____	01.1240 Mechanical Permit
_____	01.1240 Demolition/Moved Bldg
_____	21.4758 Water Imp. Fee
_____	21.4759 Sewer Imp. Fee
_____	01.1240 PV Solar
_____	01.1240 Window Replacement
_____	21.2160 Water Meter/ Size _____
_____	01.1140 Use Tax
_____	01.0479 TCO Deposit (Refundable)
_____	01.1240 TCO Fee (Non-refundable)
_____	31.2250 Parkland Dedication Fee
_____	01.0404 School Land Dedication
_____	01.1200 Contractor's License Fee
_____	01.1200 Contractor's Testing Fee
_____	70.1400 FIRE IMPACT FEE
_____	01.1240 Change of Use
_____	01.3345 Sidewalk Fee-in-lieu
_____	01.3346 Parking Fee in lieu

Amount	<u>Miscellaneous</u>
_____	01.1240 Reinspection Fee
_____	01.3130 Copies
_____	01.0407 Sales Tax
_____	Other: Explain

Amount	<u>Planning</u>
_____	01.1415 Rezoning
_____	01.1415 Rezoning to PUD
_____	01.1415 PUD Plan Amendment
_____	01.1415 Annexation-Enclave
_____	01.1415 Annexation-Non-Enclave
_____	01.1415 Site/Arch Plan-Administrative
_____	01.1415 Site/Arch Plan-Minor
_____	01.1415 Site/Arch Plan-Major
_____	01.1415 Master Plan
_____	01.1415 Construction Plans
_____	01.1415 Special Use Permit
_____	01.1415 Special Use Permit-Amend
_____	01.1415 ROW Encroachment-Admin
_____	01.1415 ROW Encroachment-Council
_____	01.1415 ROW Encroachment-Vendor
_____	01.1415 Floodplain Permit
_____	01.1415 Minor Subdivision
_____	01.1415 Lot Boundary Adjustment
_____	01.1415 Preliminary Plat
_____	01.1415 Final Plat
_____	01.1415 Condominiumization
_____	01.1240 Vacation of ROW
_____	01.1415 Variance
_____	01.1415 Administrative Adjustment
_____	01.1415 Appeal
_____	01.1415 Parking Fee in lieu
_____	01.1415 Zoning Capability Letter
_____	01.1415 Home Occupation Permit
_____	01.1240 Chicken Permit
_____	01.1240 Vacation Rental Permit
_____	01.1415 Off-Premises Sign Permit
_____	01.1415 Sign Permit
_____	01.1240 Outdoor Dining Permit
_____	01.1260 Temporary Sales
_____	01.1415 Recording Fees
_____	Other: Explain

Total Amount Received

Check - Check #: _____
Cash: Deposit at Finance Dept.
Credit Card # _____

Updated 01/2021

Neighborhood Meeting Narrative

Date Held: 6:00pm on 2/24/2021

Location: Lofts at Red Mountain Leasing Office

All property owners within 300 feet of the project were mailed public notices with return receipt requested mailings via USPS.

A notarized Proof of Public Notice, a copy of the notice, a list of landowners, copies of the mailed envelopes, and copies of the return receipts are attached. Also attached is an informational handout that was prepared for those attending.

Richard Myers attended the meeting on behalf of the Lofts at Red Mountain. A Lofts staff member was present to greet attendees and answer any questions. Richard and the staff remained at the location until 8:00pm but unfortunately, no one showed up for the meeting.

ATTENDANCE ROSTER

LOFTS AT RED MOUNTAIN PHASE IV NEIGHBORHOOD MEETING

FEB 24, 2021 6:00 PM

NO ONE CAME TO THE MEETING.

**PROOF OF PUBLIC NOTICE
PRE-APPLICATION NEIGHBORHOOD MEETING**

I hereby affirm that Public Notice requirements of the Municipal Code of Glenwood Springs have been met for the Pre-Application Neighborhood Meeting held:

at LOFTS AT RED MOUNTAIN LEASING OFFICE
300 WOLFSON ROAD (Location)

on FEBRUARY 24, 2021
(Date)

Attached are:

1. A list of names and addresses of owners of record of all property within 300 feet of the subject property and registered neighborhood groups that have boundaries including the proposed project site.

Date mailed: FEBRUARY 08, 2021;

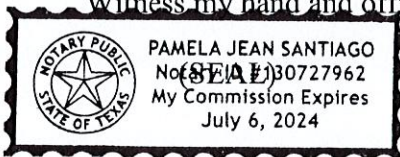
2. A list of the meeting attendees;
3. A summary of the meeting.

Name: *[Signature]*
Applicant

Date: FEB 24, 2021

Subscribed and sworn to before me, a notary public in and for the County of
Dallas, State of Texas, this 24th day of
February 2021, A.D.

Witness my hand and official seal



[Signature]
Notary Public

My commission expires: July 6th 2024

Garfield County Land Explorer

Parcel	Physical Address	Owner	Account Num	Mailing Address
218508138005	150 W MEADOWS DR GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041492	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508138006	Not available GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041493	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508138007	253 WULFSOHN RD GLENWOOD SPRINGS	SC GLENWOOD III LLC	R041494	760 W MAIN STREET SUITE 140 BARRINGTON, IL 60010
218508138008	405 E MEADOWS DR GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041495	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508138009	205 E MEADOWS DR GLENWOOD SPRINGS	WEINGARTEN MILLER GLENWOOD LLC	R041496	6900 EAST BELLEVIEW AVENUE SUITE 300 GREENWOOD VILLAGE, CO 80111
218508139001	125 WULFSOHN RD GLENWOOD SPRINGS	SOPRIS SUITES, LLC	R045782	4949 S NIAGARA STREET, SUITE 300 DENVER, CO 80237
218508139003	Not available GLENWOOD SPRINGS	GLENWOOD MEADOWS, LLC	R045784	710 E DURANT AVENUE, SUITE W6 ASPEN, CO 81611
218508141001	FLAT TOP VIEW DR GLENWOOD SPRINGS	GLENWOOD MEADOWS APARTMENTS I LLC	R083218	6875 EAST EVANS AVENUE DENVER, CO 80224
218508141004	150 WULFSOHN RD GLENWOOD SPRINGS	GLENWOOD MEADOWS, LLC	R083221	710 E DURANT AVENUE, SUITE W6 ASPEN, CO 81611
218508141005	Not available GLENWOOD SPRINGS	GLENWOOD MEADOWS APARTMENTS I LLC	R083222	6795 E TENNESSEE AVENUE 5TH FLOOR DENVER, CO 80224
218508142002	Not available GLENWOOD SPRINGS	SC GLENWOOD II LLC	R084014	760 W MAIN STREET, STE 140 BARRINGTON, IL 60010
218508238018	130 WULFSOHN RD GLENWOOD SPRINGS	GLENWOOD SPRINGS, CITY OF	R041505	101 W 8TH STREET GLENWOOD SPRINGS, CO 81601
ROW	Not available null			
ROW	Not available null			

LOFTS

LOFTS

AT RED MOUNTAIN

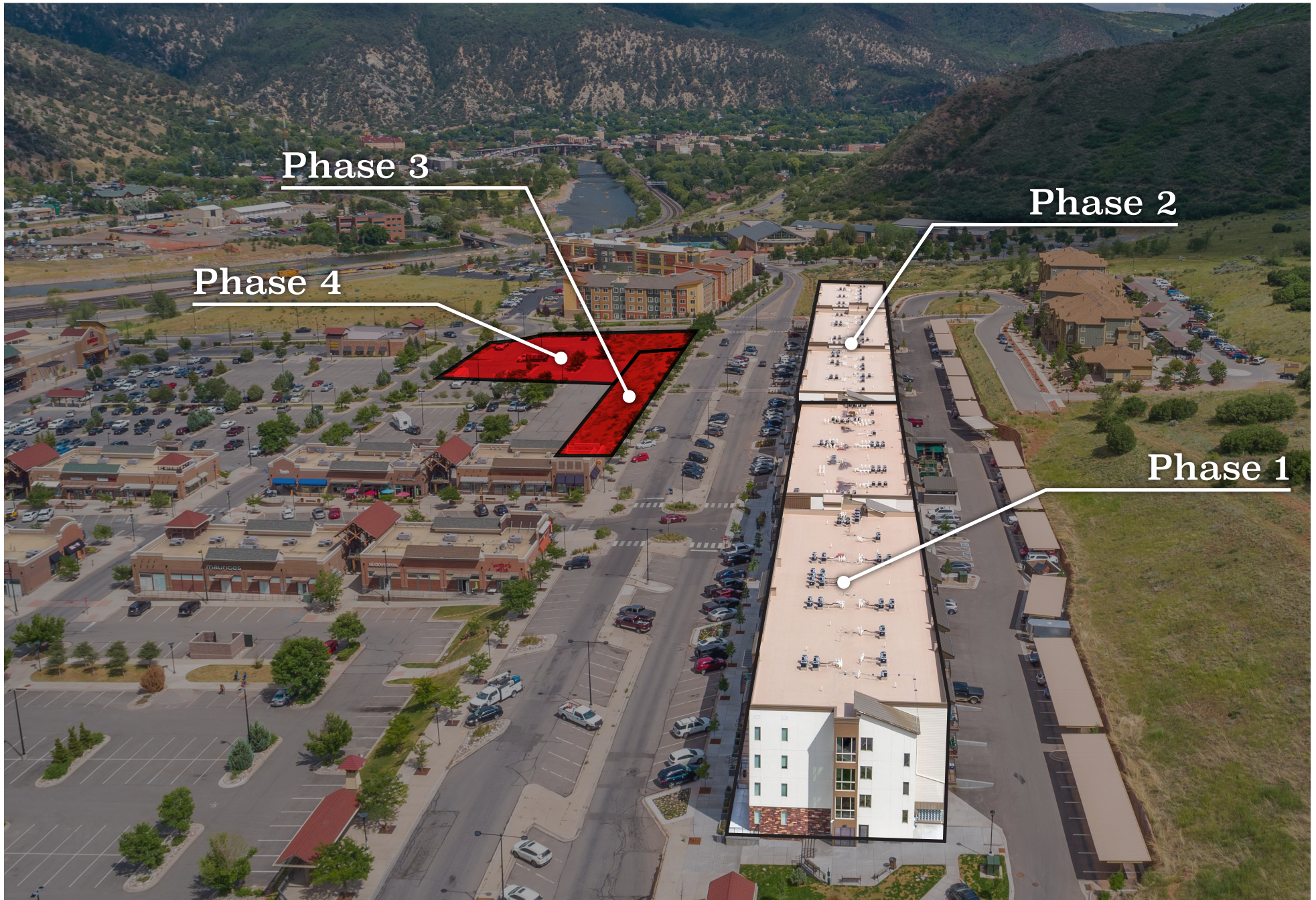
Phase IV
36 Units
Glenwood Springs, CO

Neighborhood
Meeting
Handout

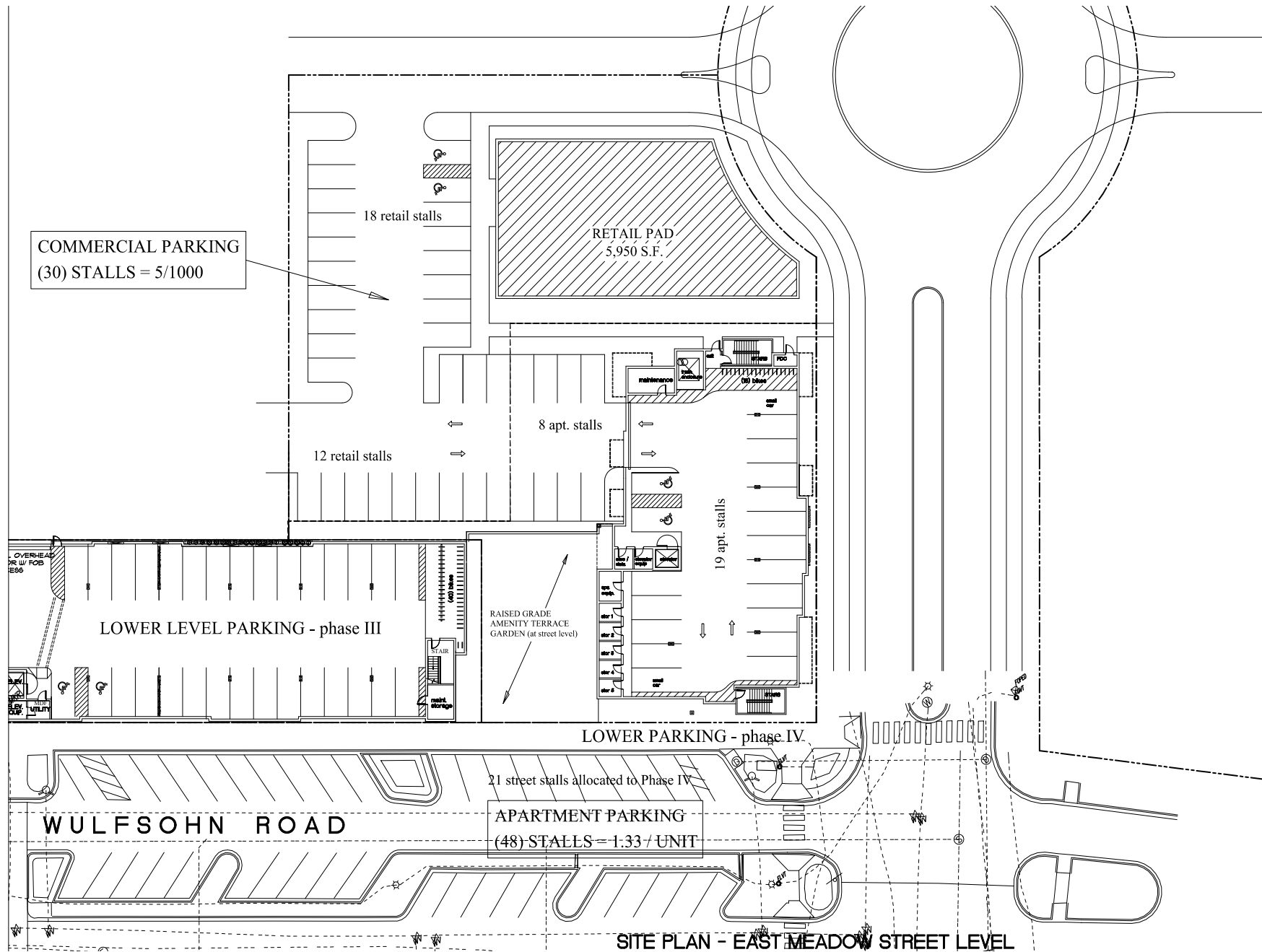


2021

Location



Parking Plan



One lower level parking garage for (19) apartment spaces. Street level parking will also be provided.

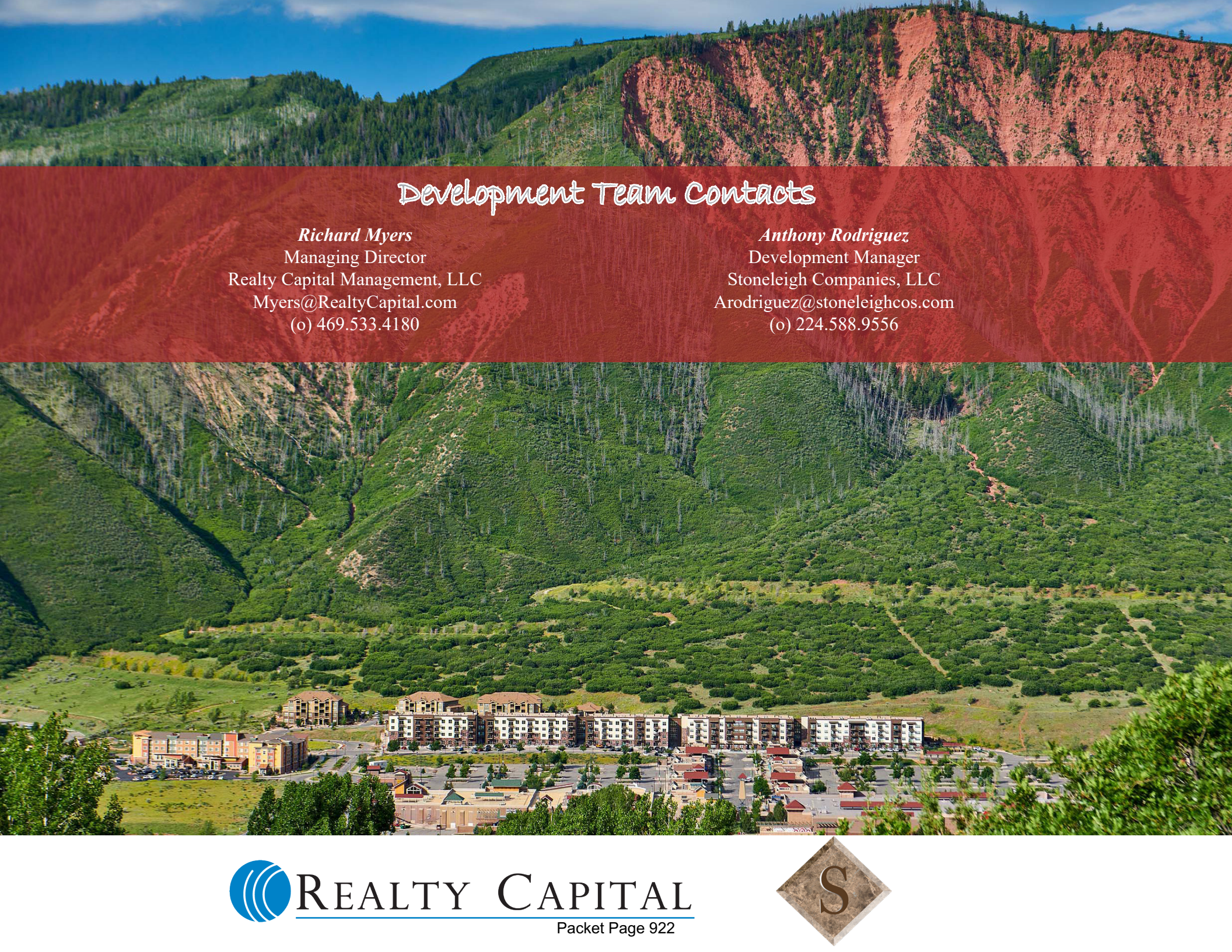
Amenities

COMMUNITY AMENITIES

- Club Room
- Fitness Center
- Amenity Terrace and Spa
- Roof Amenity Deck with Fire Pits
- BBQ Pavilion
- Zen Lounge with Hanging Swings and Daybeds
- Bicycle Storage
- Parcel Pending



- High Speed Internet
- 5-star Management Team
- 24-Hour Emergency Maintenance Service
- Monthly Resident Events
- Salto Keyless Access throughout Community
- ButterflyMX Video Intercom
- Underground parking garage
- Electric Car Charging Station
- Walking Distance to Glenwood Meadows Mall and RFTA Bus Stop



Development Team Contacts

Richard Myers
Managing Director
Realty Capital Management, LLC
Myers@RealtyCapital.com
(o) 469.533.4180

Anthony Rodriguez
Development Manager
Stoneleigh Companies, LLC
Arodriguez@stoneleighcos.com
(o) 224.588.9556



LOFTS AT RED MOUNTAIN PHASE IV

Narrative Description

Stoneleigh Companies is in the process of purchasing Lot 8 in Glenwood Meadows No 2. The plan is to continue with Phase IV of the Lofts at Red Mountain by constructing one 36-unit, 4 story apartment building with 1 level of underground parking. Phase III and IV will be separated by a raised grade amenity deck area. The units will be market rate rental only units. The unit mix of the apartments will be approximately eight (8) 490 sf efficiency units, eight (8) 535 sf efficiency units, sixteen (16) 720 sf one-bedroom units and four (4) 1,294 sf two-bedroom units. Phase IV will include its own club room, fitness area and outdoor terrace which is currently designed to include a swimming pool. We propose to share the existing Phase I and II leasing office with Phase IV. We plan to have an underground parking garage with 19 stalls and 8 surface stalls. 21 street parking spaces are assigned to lot 8 within Wulfsohn road right of way. An additional 14 spaces will be accommodated in the existing parking lot in the northwest corner of the property for a total of 62 residential parking spaces.

The exterior facade will be the same as Phase I, II, and III. Assuming all necessary approvals are in place, we anticipate beginning construction on Phase IV in late spring of 2021.

Phase IV will also include a retail pad up to 6,000 sq. ft.. Stoneleigh is not proposing to construct a commercial building on the pad at this time, the potential commercial use of the pad is currently

Application for Special Use Permit

Project Description

Stoneleigh Companies is submitting an Application for a Special Use Permit for The Lofts at Red Mountain Phase IV. We are proposing to construct one 36-unit multifamily building and create a 6,000 sq. ft. commercial pad just Northwest of Wulfsohn Road and East Market St. that is part of the larger Glenwood Meadows Master Plan. Also included as part of this application, to be reviewed concurrently, are a Major Development Application and applications for variances from the City Code's requirements related to parking and building length.

The Lofts at Red Mountain, is a new multi-family mixed use community to Glenwood Springs, CO. Located along Wulfsohn Road, across from the Glenwood Meadows shopping area. Phases 1 and 2 of The Lofts sit on the South side of Wulfsohn Road at the base of Red Mountain. Phase III, now under construction, will be a single building directly across and on the North side of Wulfsohn Road. Phase IV will be a 36-unit multifamily building with an underground parking structure adjacent to Phase III. The Lofts at Red Mountain is a great pedestrian community within walking distance of Glenwood Springs Community Center, Ride Glenwood Springs bus system, Glenwood Meadows Market Street retail, and downtown.

The purpose of this request for a special review permit is to allow The Lofts at Red Mountain Phase IV to exceed the current building height restriction of 40 ft. in the C/2 Commercial District.

070.020.020 Table 20.3 Maximum height of buildings: forty (40) feet without special review use permit, or up to sixty (60) feet with special review use permit.

Request: Applicant requests a height different from the standard 40 feet in building height in the C/2 Commercial Zone to 60 ft. The highest part of the building from existing Wulfsohn Road and East Market Street grades will be less than 40 ft. However, due to the sharp grade change, the highest part of the West wall facing the Glenwood Meadows parking lot will exceed 40 ft. We request a variance for the West wall up to 60 ft.

The project currently meets the criteria for building height review as follows:

- a.) The proposed structure will have some impact on light and shadow patterns but not in a significant way to adversely impact the surrounding area or preclude solar energy use or create snow and ice buildup on adjacent properties.
- b.) The proposed structure will not alter the opportunity for quality views from public property. Glenwood Green is located to the south of the proposed development and will remain at a greater height than the proposed development. The same is true of the Wulfsohn trail system. Therefore cross valley views will remain unaffected by the proposed building.
- c.) The proposed structure will not affect the existing level of privacy in the neighborhood with the additional height. The original plans for Glenwood Meadows call for residential units in this location with buildings over 2 stories in height at a minimum. The building design for The Lofts at Red Mountain meets the intended use for the site. Furthermore, as stated above, the proposed development would be adjacent to similar residential buildings with similar heights, helping to create visual continuity as contemplated in the Glenwood Meadows Master Plan.
- d.) The scale of the proposed structure is compatible with the overall neighborhood. The Lofts at Red Mountain is surrounded by the Glenwood Meadows retail corridor, Courtyard Marriott,

Residence Inn, Glenwood Springs Community Center, and Glenwood Green Apartments. All of those buildings are similar in height and scale to the proposed building.

- e.) As illustrated in the narrative to the Major Development Application, the proposed structure is in compliance with the GSMC and City plans and policies where applicable.

This special use in height follows the strategies in the Comprehensive Plan for Compact Form: Infill Development (p34). Due to the largely topographic constraints the City likes to focus development inward and upward. Directing the residential development upward allows for the accommodation of the commercial pad and related parking, which, once developed, will bring sales tax revenue, commercial amenities, and jobs to the City. Focusing compact urban form where infrastructure already exists allows efficient service delivery while preserving small town character and cultural and natural resources.

It also follows the intent of the Comprehensive Plan to encourage housing variety and affordability throughout the community. Projects located near transit and job centers offer greater savings to individual households, the community and the City.

Not only does the extension of building height not harm the public good, it directly correlates to the intent of the GSMC and its goals and policies to create more quality affordable housing in Glenwood Springs. The Glenwood Meadows retail corridor will benefit by getting the much needed residential density originally intended for the area. Visually the valley views will not be harmed as Red Mountain will still be seen from all directions.

- f.) Not Applicable. Inclusionary housing requirements are for-sale housing. Furthermore, Glenwood Green has fulfilled/qualified for all housing requirements for the Glenwood Meadows subdivision.

The project currently meets the special review criteria as follows:

- a.) Per the Major Development Application and the initial design of the Glenwood Meadows master planned community, pedestrian walkways and access points are incorporated across the site. The overall design of The Lofts at Red Mountain highlights walkability and new urban design.
- b.) Per the Major Development Application and the initial design of the Glenwood Meadows master planned community, vehicular access, vehicular circulation, and vehicular parking are all designed to code or slight variances to code.
- c.) The overall character of the Glenwood Meadows neighborhood is defined by the retail corridor and walkability of the area. The proposed development has been the intended use of the site since its inception. The extension in height helps the project meet the Glenwood Springs goal of creating more quality housing in the area.
- d.) Per the Major Development Application, the proposal for the development of Phase IV completely mitigates any negative impacts of the extension of building height by creating quality housing in Glenwood Springs and by being consistent with surrounding buildings, including the other Lofts buildings and the hotel structures across the street. The proposed mix of uses add to the character of the surrounding properties and will increase the viability of the area while providing much needed workforce housing for the community at large. All design requirements have been thoughtfully considered to mitigate any negative impacts brought on by the extension of building height.

By limiting height in the C/2 Commercial Zone in the Glenwood Meadows master planned community on a lot bound by natural impediments, it would limit the amount of multifamily units that could be constructed. In practical terms, it would limit the original intentions of the City and the Glenwood Meadows community.

Design Variance #1 – Building Length

Building Length - Glenwood Meadows Zoning & Development Standards

The maximum length on multi-family buildings shall be 125 feet.

The building length exceeds the maximum 125' design standard.

Request: We are requesting the allowance of a building up to 140' in length on east side of the lot.

- 1.) First, the overall layout of the development along Wulfsohn and Market Street encourages pedestrian orientation at street level. Breaking up the buildings into two smaller units would only separate and decrease the walkability of the site. Secondly, if the development was held to the 125' standards it would create a greater number of smaller buildings, thus losing the efficiency gained by shared space. It would also reduce the amount of open space available on the property and encroach into the area being reserved for commercial use. Two smaller buildings would also result in a decrease in the number of underground parking spaces which would be a detriment to the future residents and further complicate code compliance.
- 2.) The soils in this area are unstable and will require deep pile foundations up to 65 feet. Uniformity of the weight of the parking structure and building above these piles needs to be loaded across the site equally, making separated buildings infeasible. The varying elevations of the lot also complicate construction. Applicant did not create this hardship by its own actions. Those conditions are natural and have existed long before Applicant submitted its application.
- 3.) At the adoption of the ADA and Zoning and Development Design Guidelines, it is likely the 125' standard was intended for condo or townhome residential portions of Glenwood Meadows because buildings across Wulfsohn, in the C-2 commercial zone, already exceed 125' in length as does the Phase III building. A variance for that building was approved in 2020, allowing it to be 330 feet in length. Applicant is requesting this variance to allow for the maximum number of much needed housing units to be constructed on this lot. We consider this plan for a single building to be the best and highest use for this lot, and the minimal 15-foot extension of the building length is needed to make that happen.
- 4.) By providing one building on the lot, it allows the site to be provided with greater common open space, an amenity deck, large spa, fire pit etc. and connections with Phase III via an amenity terrace. Two buildings would force the elimination of the amenity terrace and open space since the site would be all buildings. We have chosen this plan to allow the residents of Phase III and IV to share this amenity and open space. Splitting the building may also create narrow passageways at unusable grades between the buildings. These passageways would be shaded resulting in accumulations of snow and ice in the winter, resulting in potential pedestrian hazards. A single building would eliminate these narrow passageways and eliminate a potential safety hazard to the residents and the public.
- 5.) This variance request does not harm the public nor impair the Development Code outlined in Section 070.020.030 in any way. Rather, by granting this limited variance, the "intent of providing a variety of housing and neighborhood types and densities at a range of housing costs," will be enhanced in that this will allow for the maximum number of housing units for this lot.

Furthermore, this will help address the Glenwood Springs housing shortages identified in the January 2019 Roaring Fork Valley Regional Housing Study by infusing an additional 36 rental units into the tight rental market. The requested variance is also consistent with those granted to the other apartment buildings along Wulfsohn Road, creating continuity and consistency in the area. The fact that the short end of the proposed building will present along Wulfsohn will help break up the massing along the road, while maintaining continuity with it.

- 6.) This variance will not violate building or fire code requirements in any way. All codes and requirements will be fully complied with.
- 7.) This variance request is the minimum required to allow for feasible multifamily construction on this lot. Due to parking requirements, a full underground parking facility will be required. Additionally, reducing the length of the building means reducing the number of units constructed and that result is not consistent with the Community need for additional housing. The requested variance of 140 feet in length is the minimum needed to make this residential development meet its full potential and is negligible compared to other variances granted in the immediate vicinity.
- 8.) In summary: Understanding the concern of a long building not having articulation of the façade and massing, the architectural details of this building show cantilevered balconies, and articulation of massing both horizontally and vertically (varying parapet heights, etc.) and in materials and colors. The end result is not the straight monolithic mass that is undesirable, but a well-developed and articulated massing that breaks up the length. Overall, it will appear very similar to what has already been approved across Wulfsohn and on the adjacent lots.

THE LOFTS AT RED MOUNTAIN - PHASE 4
MAJOR SITE/ARCHITECTURAL PLAN

LOT 8, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

PROJECT TEAM

DEVELOPER

Stoneleigh Companies, LLC
760 W. Main St., Suite 140
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Phone: 224.770.4600
Contact: Anthony Rodriguez

DEVELOPER

Realty Capital Management
909 Lake Carolyn Pkwy, Suite 150
Irving, Texas 75039
Phone: 469.533.4100
Contact: Bob Moore

ARCHITECT

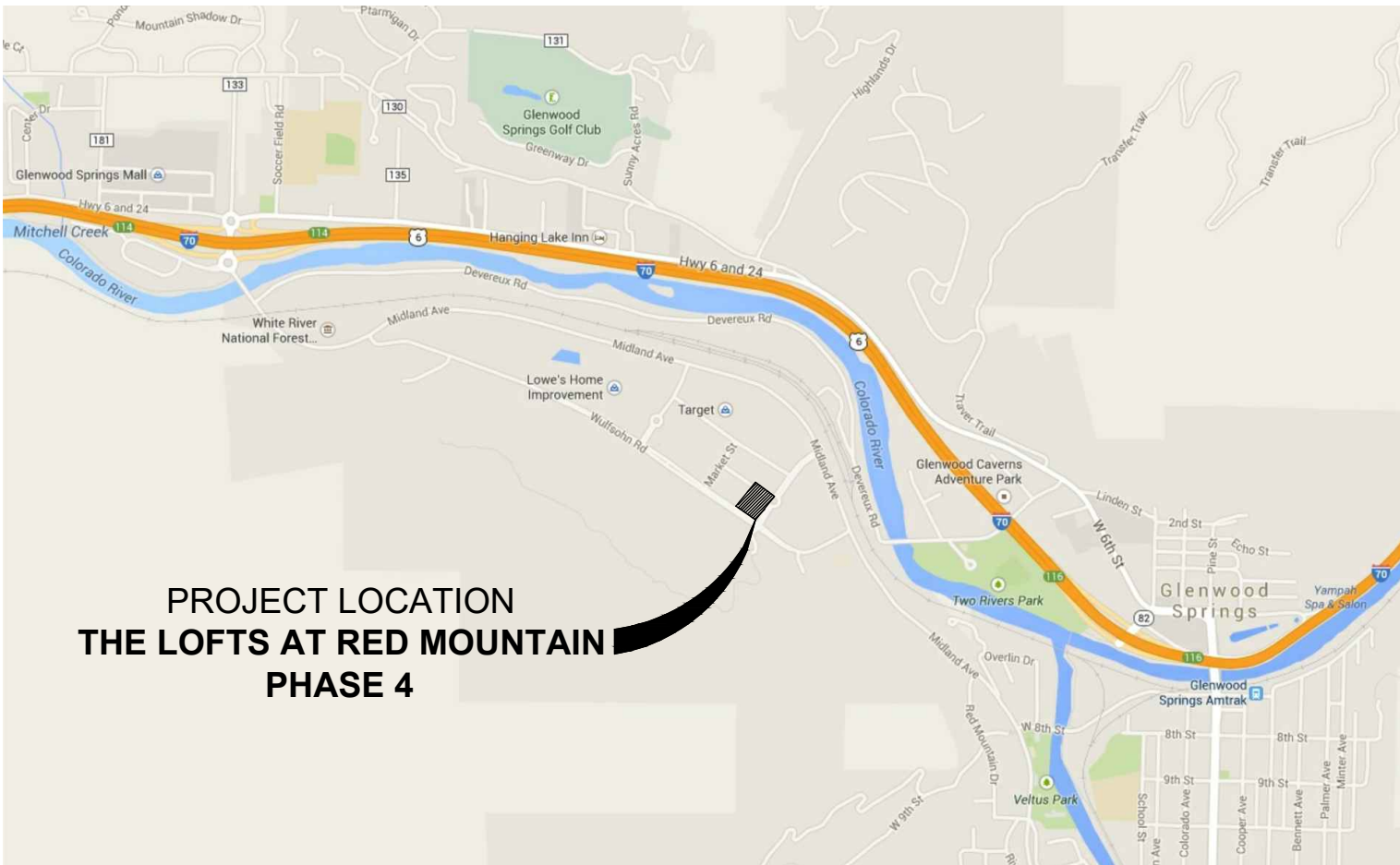
KCB Architecture
2033 Dan Drive
Layton, Utah 84040
Phone: 801.593.9338
Contact: Keith Bennett

CIVIL ENGINEER

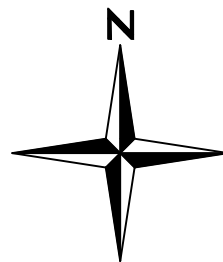
Redland
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Phone: 720.283.6783
Contact: Mark Cevaal, P.E.
Email: mcevaal@redland.com

LANDSCAPE ARCHITECT

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Contact: Brice Bradley, PLA, CLARB
Email: bbradley@redland.com



VICINITY MAP
1" = 2000'



Sheet List Table	
Sheet Number	Sheet Title
CO	COVER SHEET
C1	SITE PLAN
C2	PRELIMINARY GRADING PLAN
L1	PRELIMINARY LANDSCAPE PLAN
A1.0	PARKING SITE
A1.1	SITE WULFSON RD LEVEL
A2.0	PARKING LEVEL
A2.1	MAINFL
A2.2	2NDFL
A2.3	3RDFL
A2.4	4THFL
A3.1	ELEVATIONS
A3.2	ELEVATIONS
A3.3	SITE SECTION
A4.1	UNITS
A4.2	UNITS

PROJECT SUMMARY DESCRIPTION						
LOT SIZE INFORMATION	AREA	SQUARE FT.		LOT COVERAGE	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)
	0.956 AC.	41,655			0 0%	12,683 30.4%
LIMITS OF DISTURBANCE		PROPOSED (SQ. FT. & %)		AVERAGE SLOPE WITHIN LIMITS OF DISTURBANCE	PERCENTAGE %	
		29,745 100%			8.70 %	
PARKING SPACES (PARKING REQUIRED: 36 UNITS AT 1.7 SPACES/UNITS = 62 SPACES WITH 30% REDUCTION = 44 SPACES)	GARAGE			BICYCLE PARKING	EXISTING # SPACES	PROPOSED # SPACES
	2 (ACCESSIBLE)	17 (REGULAR)			0	10 (GARAGE)
	OFF-SITE WULFSOHN RD			NON-RESIDENTIAL USES	TYPE OF USE(S)	
	3 (ACCESSIBLE)	18 (REGULAR)			NONE	
	AT-GRADE PARKING			TOTAL LANDSCAPED AREA	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)
	0	8 (REGULAR)			15,900 38%	11,225 27%
	TOTAL			TOTAL IMPERVIOUS AREA	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)
	5 (ACCESSIBLE)	43 (REGULAR)			3,005 13%	20,085 87%
RESIDENTIAL UNITS	# EXISTING UNITS	# PROPOSED UNITS		OTHER		
	0	36				
OPEN SPACE *	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)				
	0	0				
BUILDING HEIGHT (SEE BUILDING ELEVATIONS)	EXISTING	PROPOSED (MAXIMUM)				
	0	58" - 2"				
SNOW STORAGE	REQUIRED (SQ FT)	PROPOSED (SQ FT)				
	0	265				

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM RTK FAST STATIC GPS OBSERVATIONS AND ARE BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 1992), ALONG THE SOUTHWESTERLY LINE OF LOT 7, GLENWOOD MEADOWS NO. 2, WHICH BEARS NORTH 55° 33' 44" WEST, BETWEEN THE MONUMENTS SHOWN HEREIN.

BENCHMARK

GLENWOOD SPRINGS BENCHMARK #199 BEING A CHISELED SQUARE ON A HEADWALL OF A PEDESTRIAN TUNNEL LOCATED IN THE SOUTH CORNER OF THE INTERSECTION OF WULFSOHN ROAD AND MIDLAND AVENUE.

ELEVATION = 5761.63 (NAVD 88)



GEOLOGICAL HAZARDS DISCLOSURE

THIS PROPERTY IS SUBJECT TO GEOLOGIC HAZARDS PER THE ADOPTED MAPPING BY THE CITY OF GLENWOOD SPRINGS. HAZARDS TO NOTE ARE SEVERE HYDRO COMPACTIVE SOILS AND SEVERE ANCIENT DEBRIS FLOW, MUD FLOW AND LANDSLIDE DEPOSITS. ADDITIONAL INFORMATION REGARDING GEOLOGICAL HAZARDS AT THIS SITE CAN BE FOUND IN THE GEOTECHNICAL ENGINEERING STUDY, PROPOSED LOFTS AT RED MOUNTAIN PHASE 3 BUILDING, PROJECT NO. 19-7-521, DATED OCTOBER 10, 2019, PREPARED BY KUMAR & ASSOCIATES. A FINAL GEOLOGIC HAZARD REPORT WILL BE SUBMITTED UPON APPLICATION OF A BUILDING PERMIT.

FEMA FLOODPLAIN STATEMENT

THE SITE LIES WITHIN FEMA FLOOD ZONE D, ACCORDING TO FEMA MAP NO. 0802051432B, JANUARY 3, 1986. ZONE D IS DESCRIBED AS AREAS OF UNDETERMINED, BUT POSSIBLE, FLOOD HAZARDS.

THE LOFTS AT RED MOUNTAIN
PHASE 4

COVER SHEET

CO

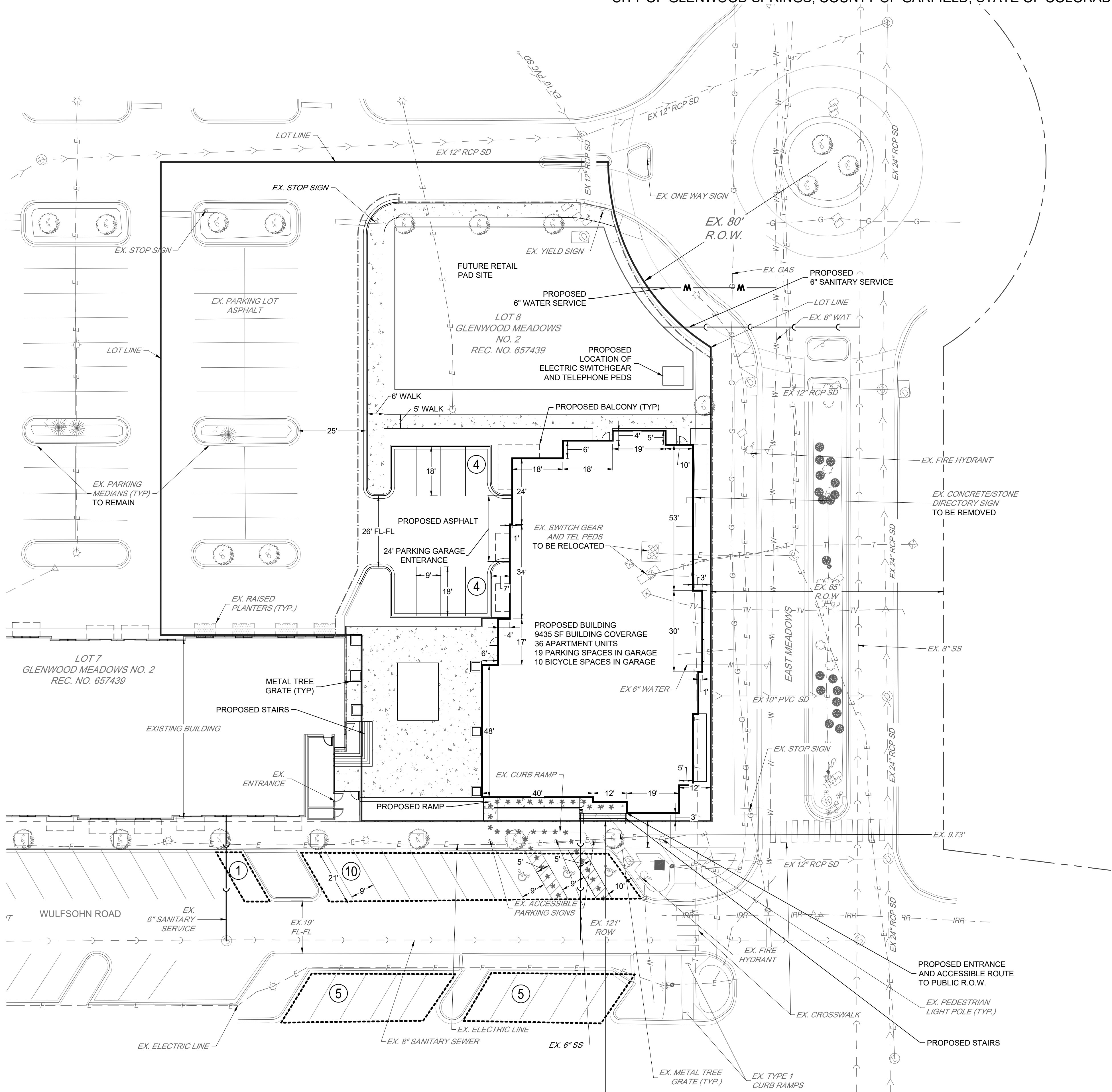


THE LOFTS AT RED MOUNTAIN - PHASE 4

MAJOR SITE/ARCHITECTURAL PLAN

LOT 8, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.



PROPOSED LEGEND

	PROPERTY LINE
	R.O.W.
	LOT LINE
	SETBACK
	EASEMENT
	ROAD CENTERLINE
	CURB AND GUTTER
	SIDEWALK
	LIMITS OF CONSTRUCTION / SAWCUT
	SANITARY SEWER

EXISTING LEGEND

	PROPERTY LINE
	R.O.W.
	LOT LINE
	EASEMENT LINE
	SECTION LINE
	ROAD CENTERLINE
	EDGE OF PAVEMENT
	CURB AND GUTTER
	FENCE
	WATER LINE
	RAW WATER LINE
	IRRIGATION LINE
	SANITARY SEWER
	STORM SEWER
	ELECTRIC LINE
	GAS LINE
	TELEPHONE LINE
	FIBER OPTICS LINE
	OVERHEAD ELECTRIC LINE
	CABLE TELEVISION

BICYCLE PARKING SUMMARY

BICYCLE PARKING SPACES: 10 SPACES IN GARAGE

PARKING SUMMARY PHASE 4

PARKING REQUIRED:
36 UNITS AT 1.7 SPACES/UNIT = 62 SPACES
WITH 30% REDUCTION = 44 SPACES

PARKING PROVIDED:
GARAGE: 17 REGULAR; 2 ACCESSIBLE
OFF-SITE WULFSOHN RD: 18 REGULAR; 3 ACCESSIBLE
PAYMENT IN LIEU: 8 REGULAR

TOTAL: 43 REGULAR; 5 ACCESSIBLE

DESIGNATES OFF-SITE PARKING SPACE ALLOCATED TO THE LOFTS AT RED MOUNTAIN PHASE 4

NOTE:

- TRASH DUMPSTER LOCATION WILL BE IN GARAGE.
- ACCESS AND DRAINAGE EASEMENTS FOR THE BENEFIT OF LOT 8 ARE DESCRIBED IN THE EASEMENT CONDITIONS AND RESTRICTIONS AGREEMENT FOUND AT BOOK 1611 PAGE 606.

DEVELOPER

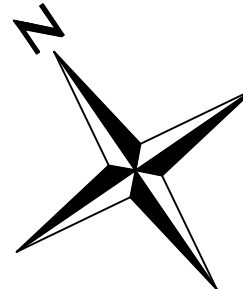
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Phone: 224.770.4600
Contact: Josh Wohlreich

DEVELOPER

Realty Capital Management
909 Lake Carolyn Pkwy, Suite 150
Irving, Texas 75039
Phone: 469.533.4100



Know what's below.
Call before you dig.



0 10 20 40
SCALE: 1" = 20'

THE LOFTS AT RED MOUNTAIN
PHASE 4

SITE PLAN

SHEET

C1

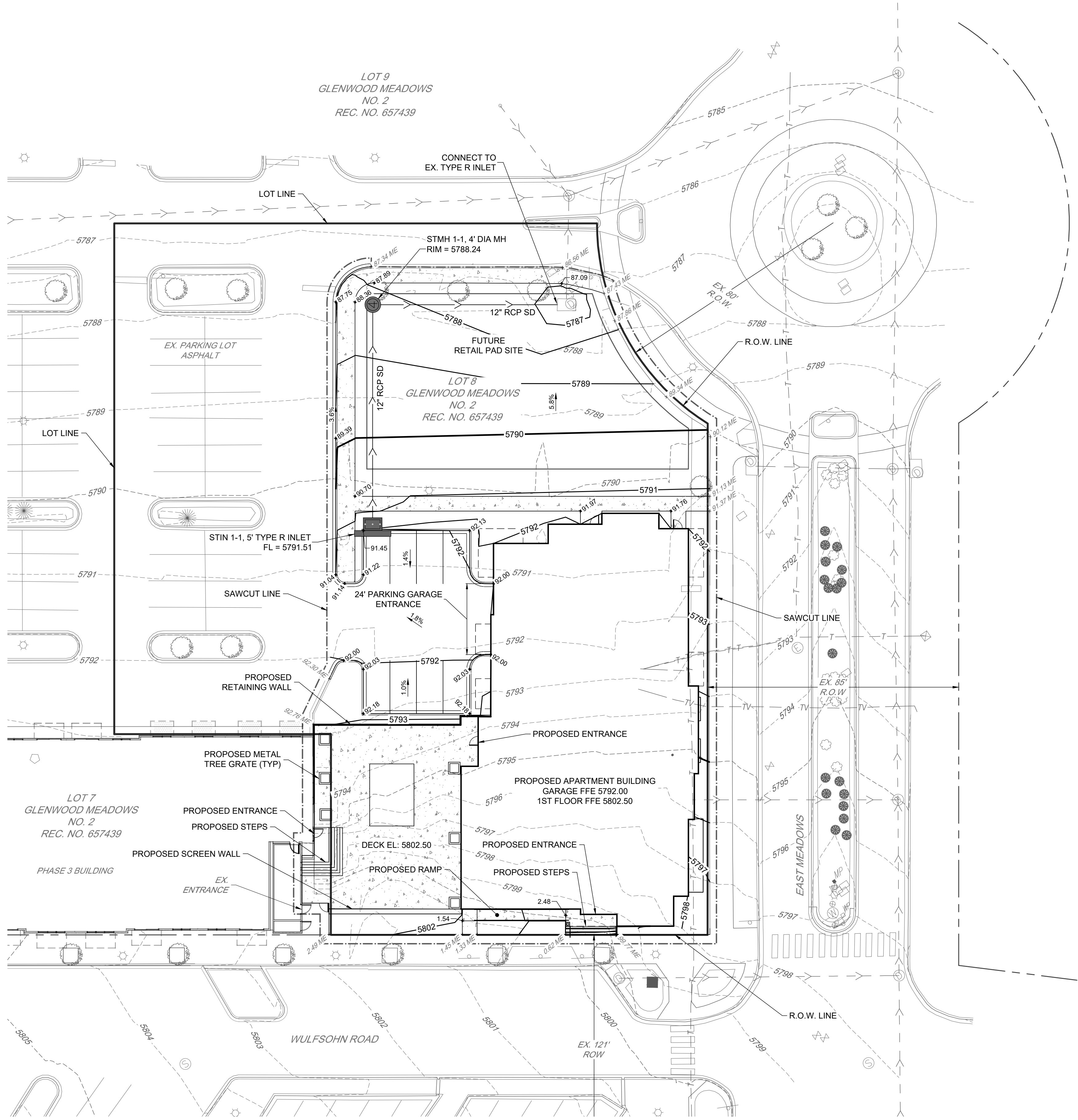
Redland
WHERE GREAT PLACES BEGIN
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720.283.6793 Cell
Littleton, Colorado 80120
REDLAND.COM

THE LOFTS AT RED MOUNTAIN - PHASE 4

MAJOR SITE/ARCHITECTURAL PLAN

LOT 8, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.



PROPOSED LEGEND

- PROPERTY LINE
- R.O.W.
- LOT LINE
- SETBACK
- EASEMENT
- ROAD CENTERLINE
- CURB AND GUTTER
- SIDEWALK
- LIMITS OF CONSTRUCTION / SAWCUT
- CONTOUR MAJOR
- CONTOUR MINOR
- SPOT ELEVATION
- SLOPE ARROW (4:1 MAX UNLESS NOTED OTHERWISE)

EXISTING LEGEND

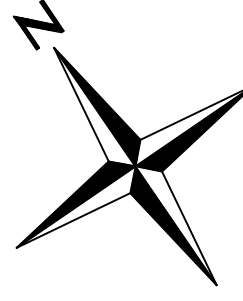
- PROPERTY LINE
- R.O.W.
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- EDGE OF PAVEMENT
- CURB AND GUTTER
- CONCRETE
- IRRIGATION LINE
- CONTOUR MAJOR
- CONTOUR MINOR

DEVELOPER

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Irving, Texas 75039
Phone: 469.533.4100



THE LOFTS AT RED MOUNTAIN PHASE 4 PRELIMINARY GRADING PLAN

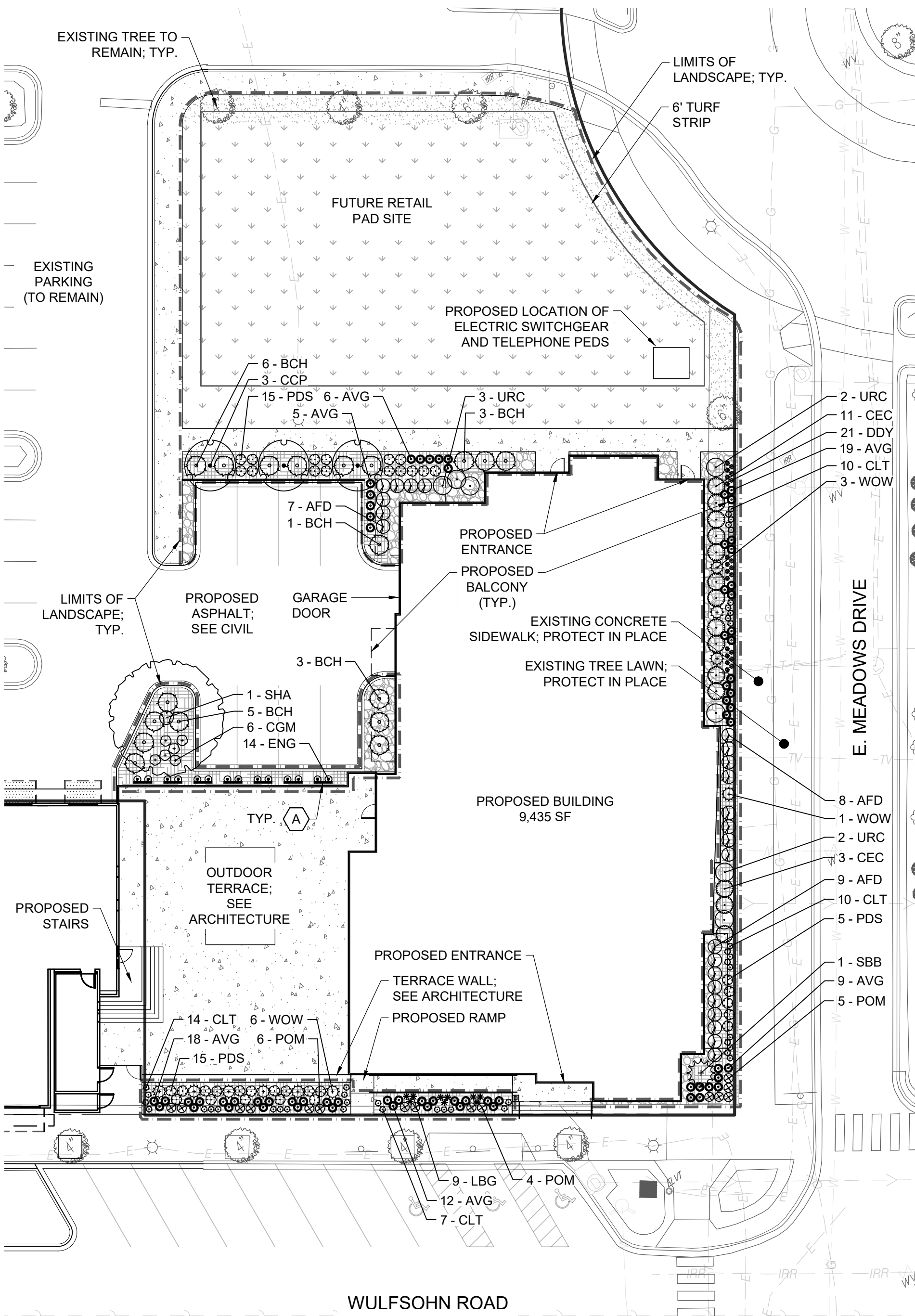
SHEET

C2



TREATMENT OF AREAS

DISTURBED AREAS:	
BUILDING FOOTPRINT	9,433.20 SF (EXCLUDES OUTDOOR PATIO)
OPEN SPACE AREA	0.0%
TOTAL PHASE IV LAND AREA	0.956 AC / 41,855 SF
LANDSCAPE AREA	11,225 SF



PLANT SCHEDULE PHASE 4

DECIDUOUS TREES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
SHA		1	Gleditsia triacanthos inermis 'Shademaster'	Shademaster Locust	2.5" Cal.	B&B	50'	35'
EVERGREEN TREES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
SBB		1	Picea pungens 'Baby Blue Eyes'	Baby Blue Eyes Spruce	6' HL	B&B	18'	8'
WOW		10	Juniperus scopulorum 'Woodward'	Woodward Juniper	6' HL	Pot	20'	3'
ORNAMENTAL TREES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
CCP		3	Pyrus calleryana 'Chanticleer'	Chanticleer Pear	1.5" Cal.	B&B	35'	15'
DECIDUOUS SHRUBS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
AFD		24	Cornus sericea 'Farrow'	Arctic Fire Dogwood	#5	Pot	4'	4'
CEC		14	Viburnum opulus 'Compactum'	Compact European Cranberry Bush	#5	Pot	5'	5'
CGM		6	Ribes alpinum 'Green Mound'	Green Mound Currant	#5	Pot	3'	3'
PDS		35	Potentilla fruticosa 'Fargo'	Dakota Sunspot Potentilla	#5	Pot	3'	3'
URC		7	Aronia arbutifolia 'Erecta'	Upright Red Chokeberry	#5	Pot	8'	4'
EVERGREEN SHRUBS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
BCH		18	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	#5	Pot	0.75'	6'
ORNAMENTAL GRASSES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
AVG		69	Helictotrichon sempervirens	Little Bluestem	#1	Pot	2.5'	2.5'
LBG		9	Schizachyrium scoparium	Little Bluestem	#1	Pot	3'	2'
PERENNIALS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	HEIGHT	SPREAD
CLT		41	Nepeta 'Psfike'	Little Trudy Catmint	#1	Pot	0.75'	1.25'
DDY		21	Hemerocallis 'Stella d'Oro'	Stella d'Oro Daylily	#1	Pot	1.25'	1.25'
ENG		14	Parthenocissus quinquefolia engelmannii	Engelmann Virginia Creeper	#1	Pot	25'	4'
POM		15	Callirhoe involucrata	Purple Poppymallow	#1	Pot	1'	2'

THE LOFTS AT RED MOUNTAIN - PHASE 4
MAJOR SITE/ARCHITECTURAL PLAN

LOT 8, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SUBMITTAL NOTES

- ALL PLANTING BEDS TO RECEIVE A MINIMUM OF 3" DEPTH MULCH OVER WEED BARRIER.
- PRIOR TO PLANTING, ALL SITES FOR PLANTINGS SHALL INCORPORATE ORGANIC SOIL AMENDMENTS AT A RATE OF FOUR (4) CUBIC YARDS FOR EACH 1,000 SQUARE FEET TO A MINIMUM DEPTH OF SIX (6) INCHES.
- EXISTING TOPSOIL SHALL BE SALVAGED AND STOCKPILED FOR USE AS SOIL AMENDMENTS OR TOPSOIL. NO TOPSOIL SHALL BE REMOVED FROM THE SITE UNLESS THE CITY APPROVES THE TRANSFER OF TOPSOIL TO A CITY-OWNED PARK OR OPEN SPACE AREA.
- IRRIGATION:
 - THE EXISTING NON-POTABLE IRRIGATION SYSTEM WITHIN THE RIGHT-OF-WAY (R.O.W.) WILL BE PROTECTED IN PLACE AND USED TO IRRIGATE ALL LANDSCAPING WITHIN THE R.O.W. AND AROUND THE PROPOSED BUILDING. IT IS ASSUMED THE R.O.W. IRRIGATION SYSTEM COMPLIES WITH THE FOLLOWING:
 - A MOISTURE SENSOR WITH AUTOMATIC SHUT-OFF OF THE SYSTEM DURING PERIODS OF HIGH MOISTURE.
 - AN IRRIGATION CLOCK WHICH ALLOWS PROGRAMMING TO MEET THE DIFFERENTIAL NEEDS OF THE SPECIFIED PLANTING PLAN.
 - ALL LANDSCAPED AREAS IN THE BUILT ENVIRONMENT SHALL HAVE 1806 POPUP SPRAY HEADS WITH VARIABLE ARC NOZZLES.
- ALL PLANTS SHALL BE MAINTAINED CONTINUALLY IN A HEALTHY CONDITION IN ACCORDANCE WITH GENERALLY ACCEPTED PROFESSIONAL HORTICULTURAL STANDARDS AND PRACTICES. PLANTS THAT DIE OR ARE UNHEALTHY SHALL BE REPLACED. REGULAR PRUNING AND TRIMMING SHALL APPLY TO MAINTAIN HEALTH AND AN ATTRACTIVE APPEARANCE AND TO PERMIT THE PLANTS TO ACHIEVE THEIR INTENDED FORM AND HEIGHT. LANDSCAPE AREAS SHALL REMAIN FREE OF WEEDS, LITTER, JUNK, RUBBISH AND OTHER NUISANCES AND OBSTRUCTIONS. TO PREVENT WEED GROWTH, EROSION AND BLOWING DUST, AREAS NOT COVERED BY VEGETATION SHALL BE COVERED WITH MULCH, WOOD OR BARK CHIPS, OR DECORATIVE ROCKS OR COBBLE, OR SIMILAR NATURAL MATERIALS PROVIDING A CLEAN, UNIFORM APPEARANCE.
- ALL UTILITY EASEMENTS AND EMERGENCY ACCESSSES SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE AND EMERGENCY EQUIPMENT AND VEHICLES.
- CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED LANDSCAPE AREAS AND REPAIRING ANY DAMAGED IRRIGATION COMPONENTS AND/OR HARDSCAPE PAVING AREAS DUE TO CONSTRUCTION ACTIVITY.

LEGEND

---	EXISTING PROPERTY LINE	*•	ORNAMEANTAL GRASSES	•••••	SHRUBS
---	EXISTING RIGHT OF WAY	•••••	PERENNIALS	•••••	DECIDUOUS TREE
---	EXISTING STORM LINE	•••••	COBBLE MULCH (645 SF)	•••••	EVERGREEN TREE
---	EXISTING SANITARY LINE	•••••	WOOD MULCH (2,015 SF)	•••••	WALL MOUNTED TRELLIS
---	EXISTING ELECTRIC LINE	•••••	TURF SOD (1,000 SF)	•••••	LIMITS OF LANDSCAPE
---	EXISTING WATERLINE	•••••	NATIVE SEED (6,460 SF)	•••••	
---	EXISTING NON-POTABLE WATERLINE (IRRIGATION)	•••••	SIGN / STREET LIGHT	•••••	

LANDSCAPE NOTES

- ORGANIC SOIL AMENDMENTS: CONTRACTOR WILL TILL FOUR (4) CUBIC YARDS OF ORGANIC SOIL AMENDMENT, TO A MINIMUM DEPTH OF SIX (6) INCHES, FOR EACH 1,000 SQUARE FEET OF SOIL PREPARATION IN ALL LANDSCAPE AREAS, INCLUDING ALL TURF, NATIVE SEED, TREE, SHRUB PLANTING BEDS IN THEIR ENTIRETY, ANNUAL, VINE, AND GROUNDCOVER AREAS (IF APPLICABLE), AS WELL AS ALL TREE LAWNS AND RIGHT-OF-WAYS ADJACENT TO THE PROPERTY.
RECOMMENDED PRODUCT: A1 ORGANICS (EATON, CO, 970-454-3492) BIOCOMP CLASS 1 COMPOST OR APPROVED EQUAL.
- ORGANIC FERTILIZER AND SOIL CONDITIONERS: CONTRACTOR WILL UTILIZE GRANULAR ENDO MYCORRHIZAE, MENEFEE GRANULAR HUMATE AND BIOSOL FORTE (7-2-1), OR APPROVED EQUAL, AS PART OF THE PLANTING PROCESS FOR ALL TREES, SHRUBS, AND SEEDED AREAS.
RECOMMENDED SUPPLIER: ROCKY MOUNTAIN BIO PRODUCTS, 10801 E. 54TH AVENUE, DENVER, CO 80239 (303-696-9960)
- TURF SOD: TURF SOD TO BE A BLUEGRASS BLEND WITH RECOGNIZED DROUGHT TOLERANCE AND COLD HARDINESS.
RECOMMENDED SUPPLIER: RIVENDELL SOD FARM, 3961 CR 114, GLENWOOD SPRINGS, CO 81601, 970-945-2568.
- WOOD MULCH: TO BE SMALL BARK MULCH. INSTALL TO A DEPTH OF 3".
- COBBLE MULCH: REMOVE EXISTING RIVER COBBLE, STOCKPILE, AND REUSE IN PARKING LOT ISLANDS ALONG WULFSOHN ROAD WHERE SHOWN IN THE PLANS. SET OVER WEED BARRIER FABRIC.
- WEED BARRIER FABRIC: TO BE A NONWOVEN GEOTEXTILE COMPOSED OF POLYPROPYLENE FIBERS.
- CUT X-SHAPES INTO THE FABRIC TO ALLOW FOR PLANT MATERIAL. EDGES SHOULD BE BURIED AND OVERLAPPED BY A MINIMUM OF 12".
RECOMMENDED SUPPLIER: MIRAFI 140N, TERRATEX N04.5 (HANES GEO COMPANIES), OR SIMILAR NONWOVEN GEOTEXTILE.
- TRASH DUMPSTER WILL BE IN GARAGE.
- IT IS ASSUMED THAT MOST, IF NOT ALL, OF THE EXISTING RIGHT-OF-WAY TREES AND ORNAMENTAL GRASSES ALONG WULFSOHN ROAD WILL REQUIRE REPLACEMENT. THE PLANT SCHEDULE ABOVE INCLUDES THIS PROPOSED NEW PLANT MATERIAL.
- SALVAGE, STORE, AND REUSE EXISTING TREE GRATES IN NEW TREE WELLS ALONG WULFSOHN ROAD. ASSUME NEW FRAMES TO SUPPORT THE TREE GRATES WILL NEED TO BE INSTALLED.

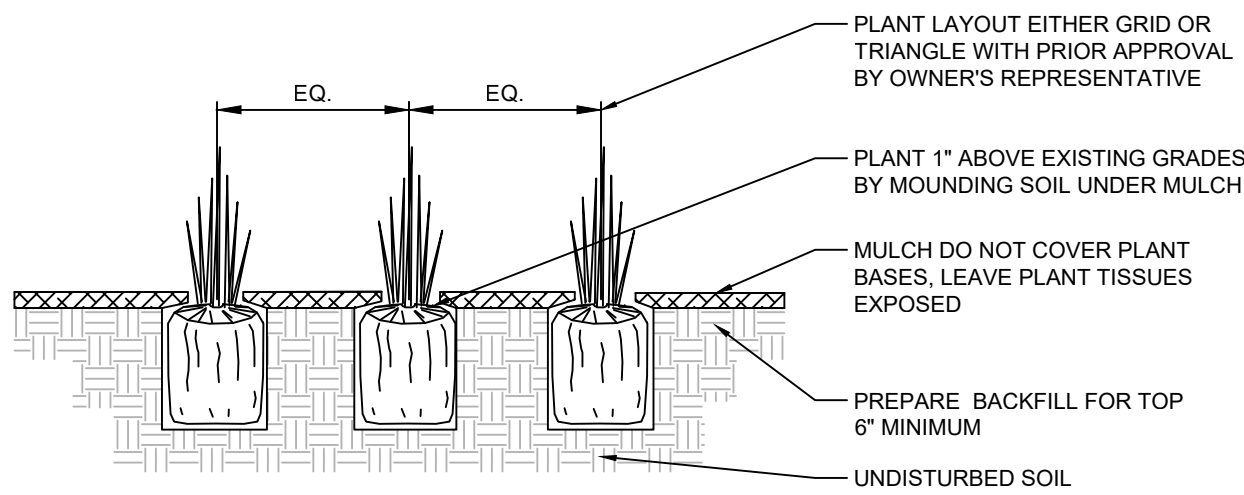
LANDSCAPE ARCHITECT

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Phone: 720.283.6783
Contact: Brice J. Bradley, PLA
Email: bbradley@redland.com



Know what's below.
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SEE SUBMITTAL COVER SHEET FOR
COMPLETE PROJECT TEAM AND
DEVELOPER INFORMATION



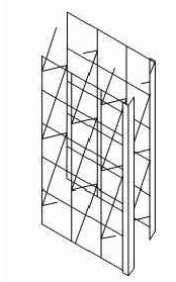
3 TYPICAL PERENNIAL PLANTING DETAIL

SCALE: 1/2"=1'-0"



3" THICK PANEL WITH MOUNTING CLIP

5105
Steel Edge Trim



MANUFACTURER: GREENSCREEN

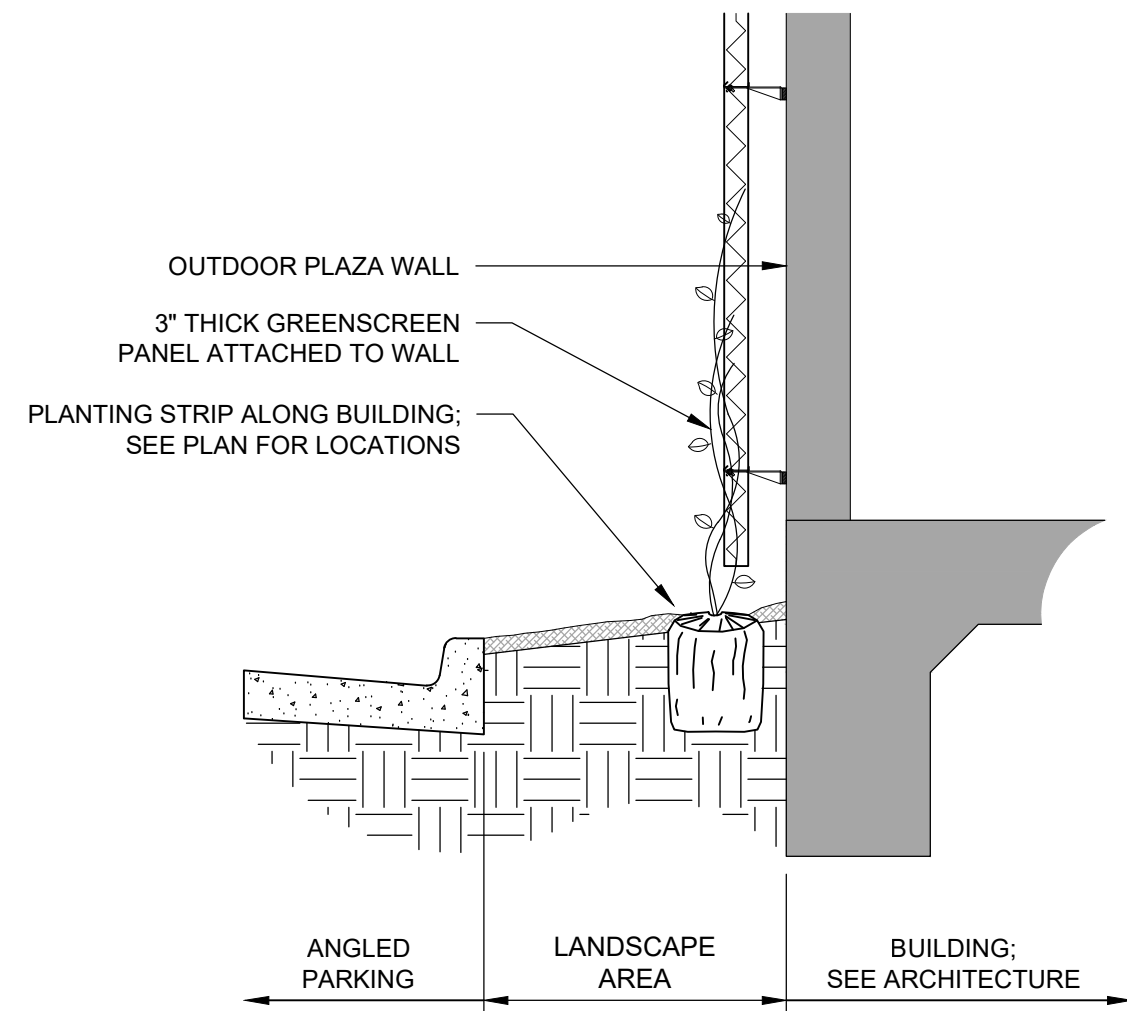


725 SOUTH FIGUEROA STREET
SUITE 1825
LOS ANGELES, CA 90017
(800) 450-3494

SIZES: (A) 4' W x 8' HT
COLOR: SUBMIT SAMPLES OF THE SIX (6) STANDARD AVAILABLE COLORS FOR SELECTION BY CLIENT.
QUANTITY: PER PLAN

2 WALL MOUNTED TRELLIS

SCALE: N.T.S.



1 WALL MOUNTED TRELLIS - DETAIL

SCALE: 1/2"=1'-0"

Redland
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720.283.6783 Office
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Littleton, Colorado 80120
REDLAND.COM

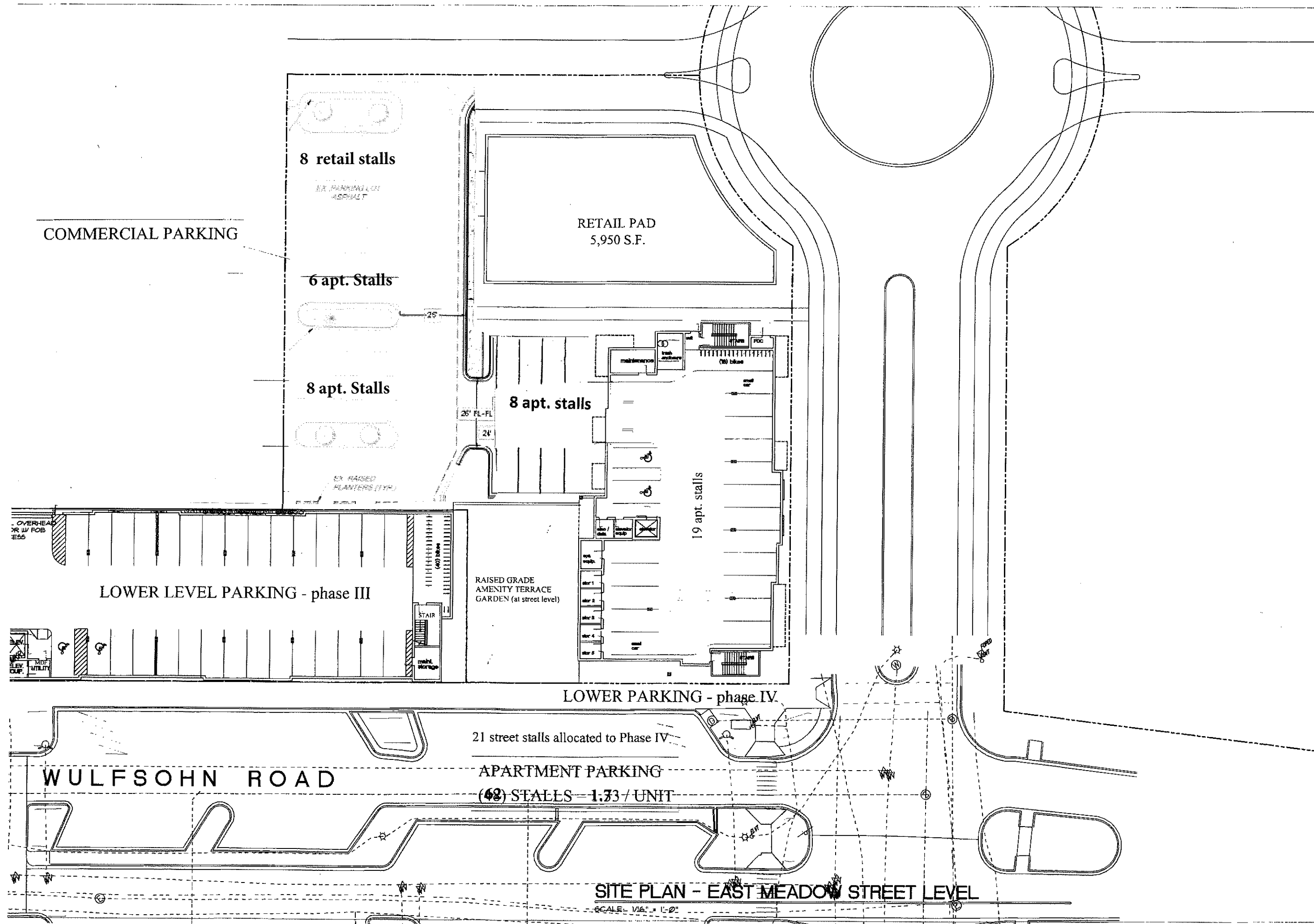
WSBDW	DRAWN	WSBDW	NOTES
MDC	CHECKED	MDC	FOR REVIEW
MDC	APPROVED	MDC	1/5 SUBMITTAL FOR REVIEW
PROJECT NO.	12013.12	PROJECT NO.	12013.12
HORIZ. SCALE		HORIZ. SCALE	
VERT. SCALE		VERT. SCALE	

THE LOFTS AT RED MOUNTAIN
PHASE 4

PRELIMINARY LANDSCAPE PLAN

SHEET

L1



PROJECT NUMBER
20-029

SITE PLAN
STREET LEVEL (WULFSOHN RD)
SCALE: 1/16" = 1'-0"

PROJECT OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

ARCHITECT

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(801) 593-9328 FAX



REVISION DATE

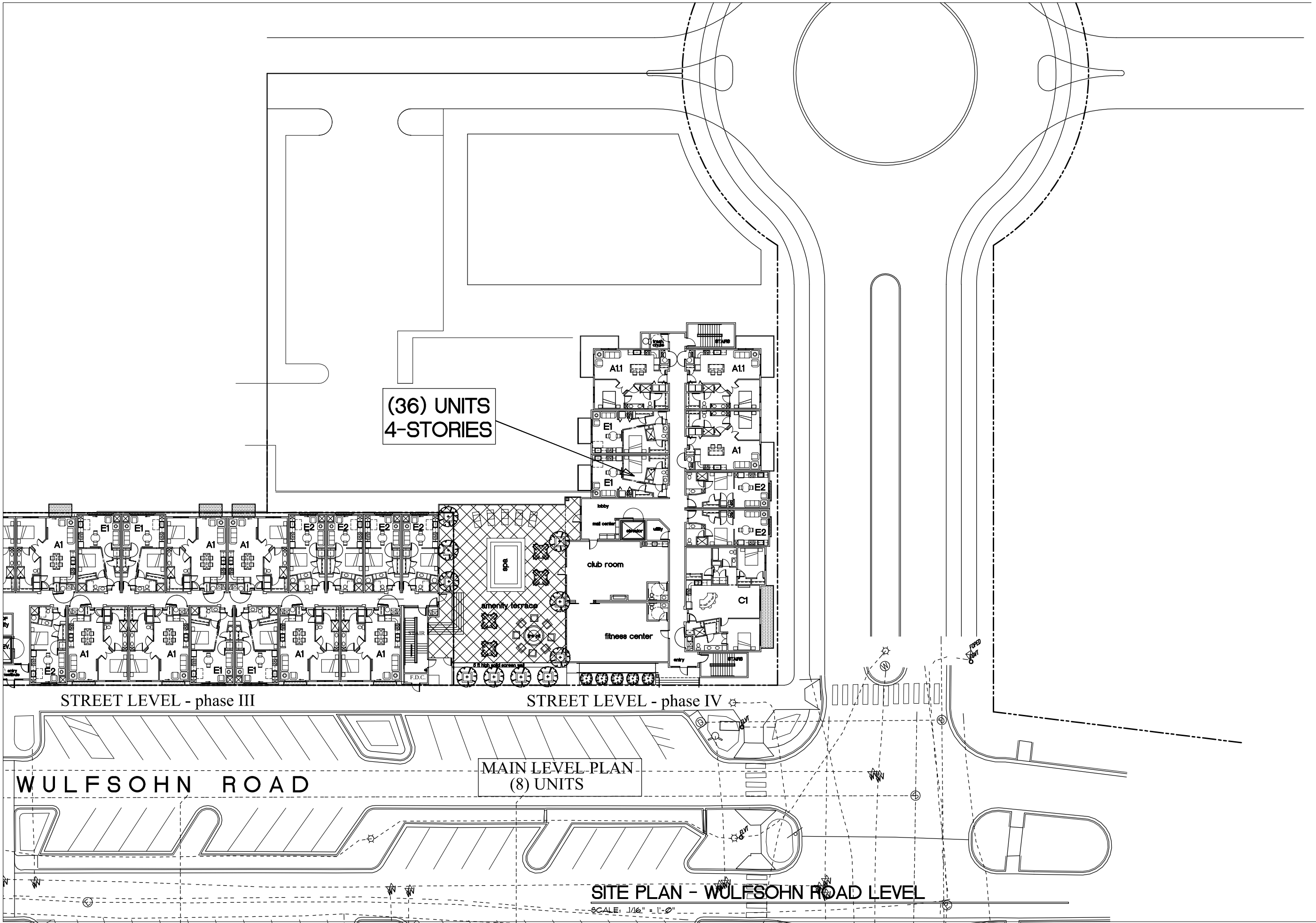
XX

DATE

15 FEB 2021

SHEET NUMBER

A1.0



PROJECT NUMBER

20-029

SHEET TITLE

SITE PLAN
STREET LEVEL (WULFSOHN RD)
SCALE: 1/16" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

ARCHITECT



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REVISION DATE

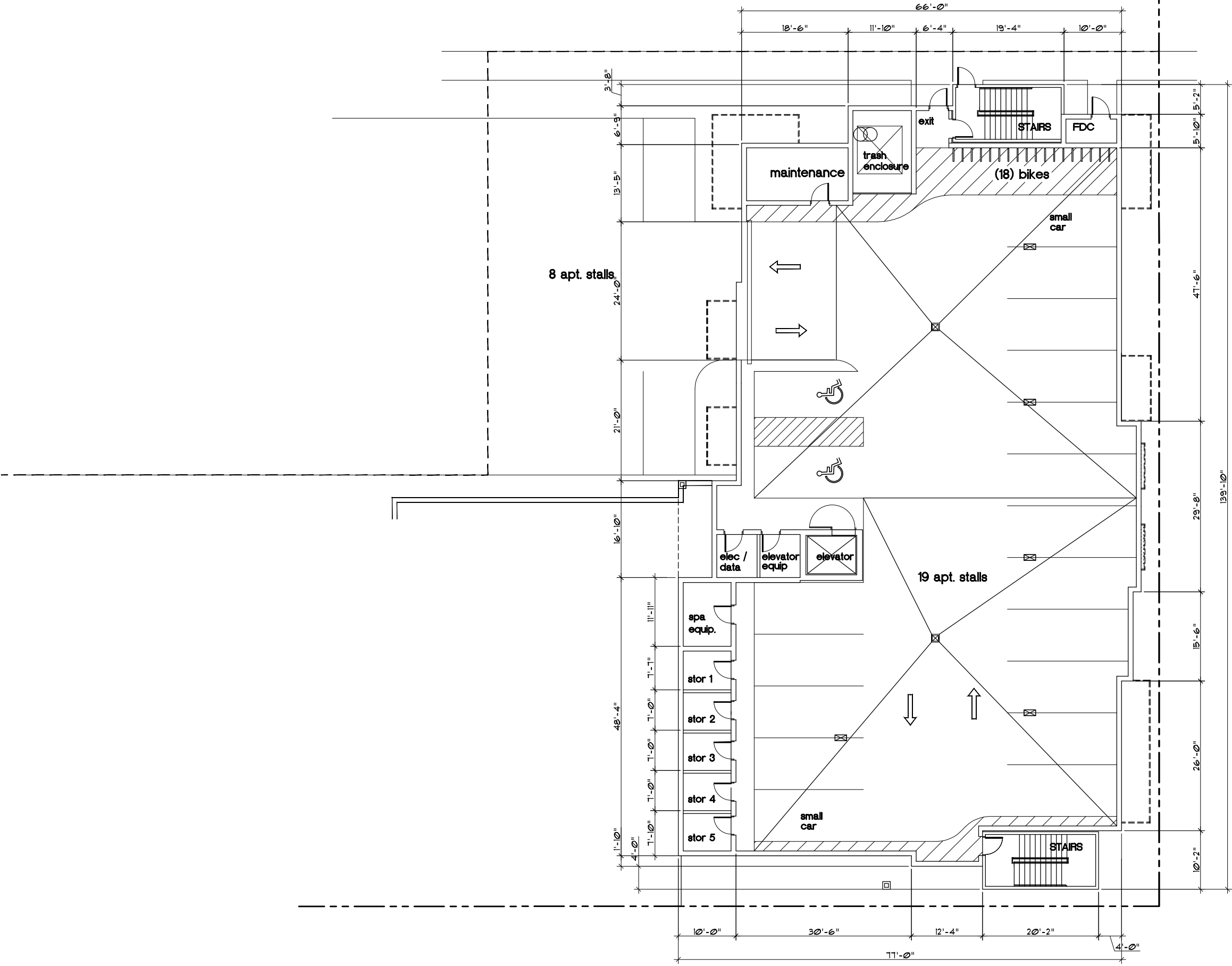
XX

DATE

15 FEB 2021

SHEET NUMBER

A1.1



FLOOR PLAN - PARKING LEVEL

SCALE: 1/8" = 1'-0"

PROJECT NUMBER

20-029

SHEET TITLE

PARKING LEVEL PLAN

SCALE: 1/8" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

ARCHITECT

architecture
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REVISION DATE

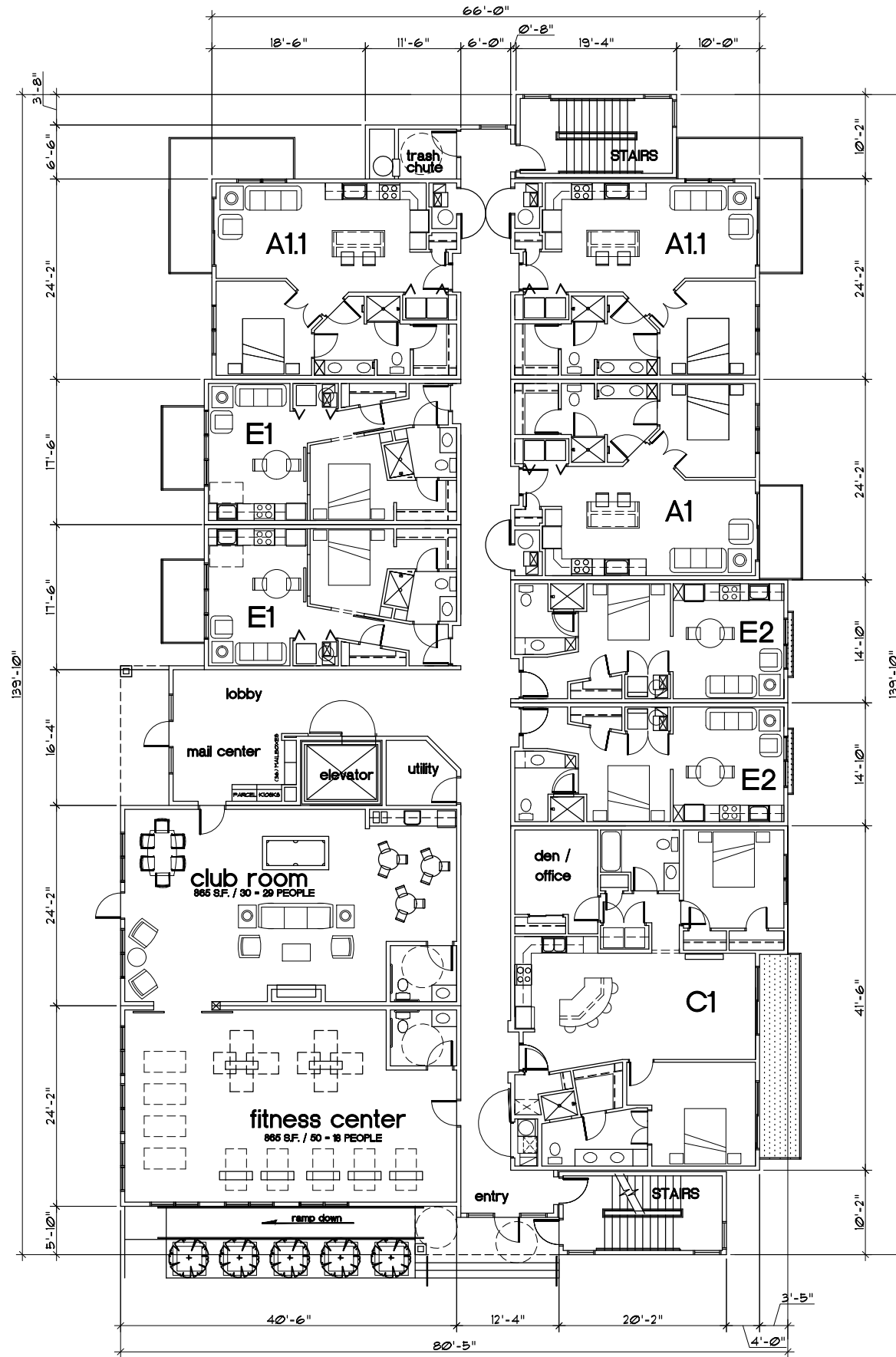
XX

DATE

15 FEB 2021

SHEET NUMBER

A2.0



UNIT MIX THIS FLOOR:	
A1	1 UNIT
A1.1	2 UNITS
E1	2 UNITS
E2	2 UNITS
C1	1 UNIT
TOTAL:	8 UNITS

FLOOR PLAN - MAIN LEVEL (STREET LEVEL)

SCALE: 1/8" = 1'-0"

PROJECT NUMBER

20-029

SHEET TITLE

MAIN FLOOR PLAN

SCALE: 1/8" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WILFBOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

ARCHITECT

architecture
2033 dan drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION DATE

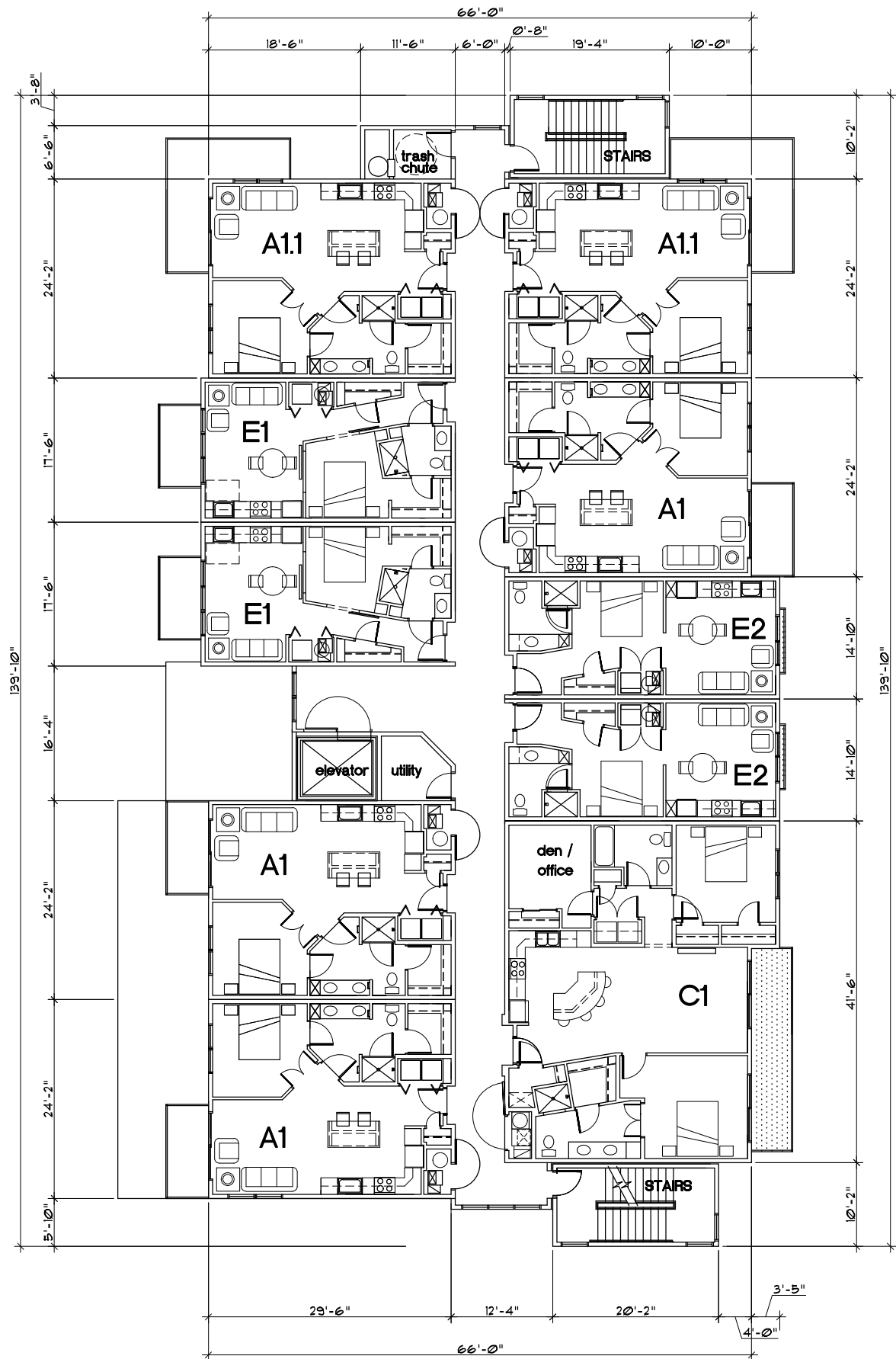
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DATE

15 FEB 2021

SHEET NUMBER

A2.1



UNIT MIX THIS FLOOR:	
A1	3 UNIT
A1.1	2 UNITS
E1	2 UNITS
E2	2 UNITS
C1	1 UNIT
TOTAL:	10 UNITS

FLOOR PLAN - 3RD LEVEL
SCALE: 1/8" = 1'-0"

PROJECT NUMBER

20-029

SHEET TITLE

3RD FLOOR PLAN

SCALE: 1/8" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

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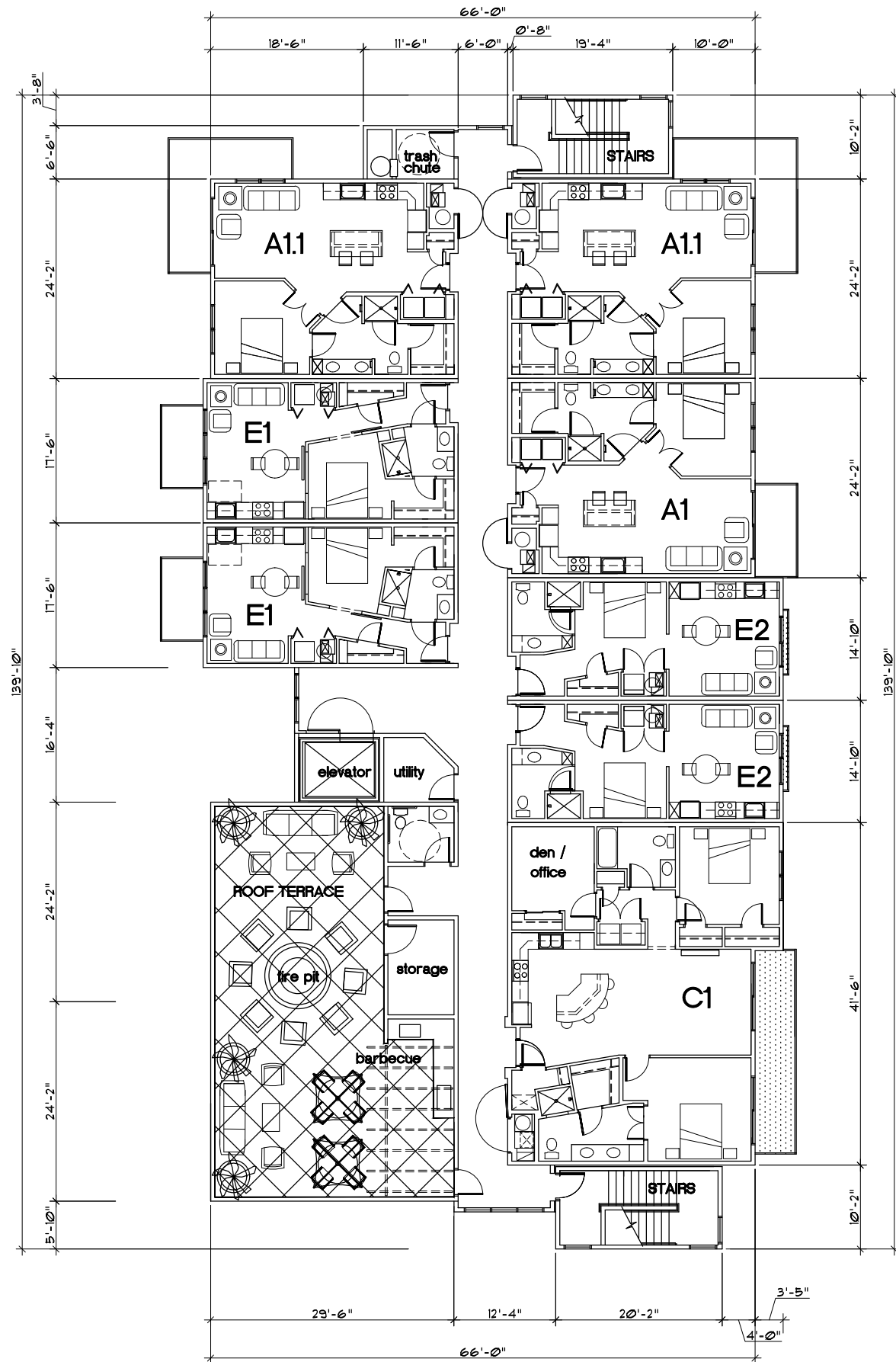
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15 FEB 2021

SHEET NUMBER

A2.3



FLOOR PLAN - 4TH LEVEL

SCALE: 1/8" = 1'-0"

UNIT MIX THIS FLOOR:	
A1	1 UNIT
A1.1	2 UNITS
E1	2 UNITS
E2	2 UNITS
C1	1 UNIT
TOTAL:	8 UNITS

PROJECT NUMBER

20-029

SHEET TITLE

4TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

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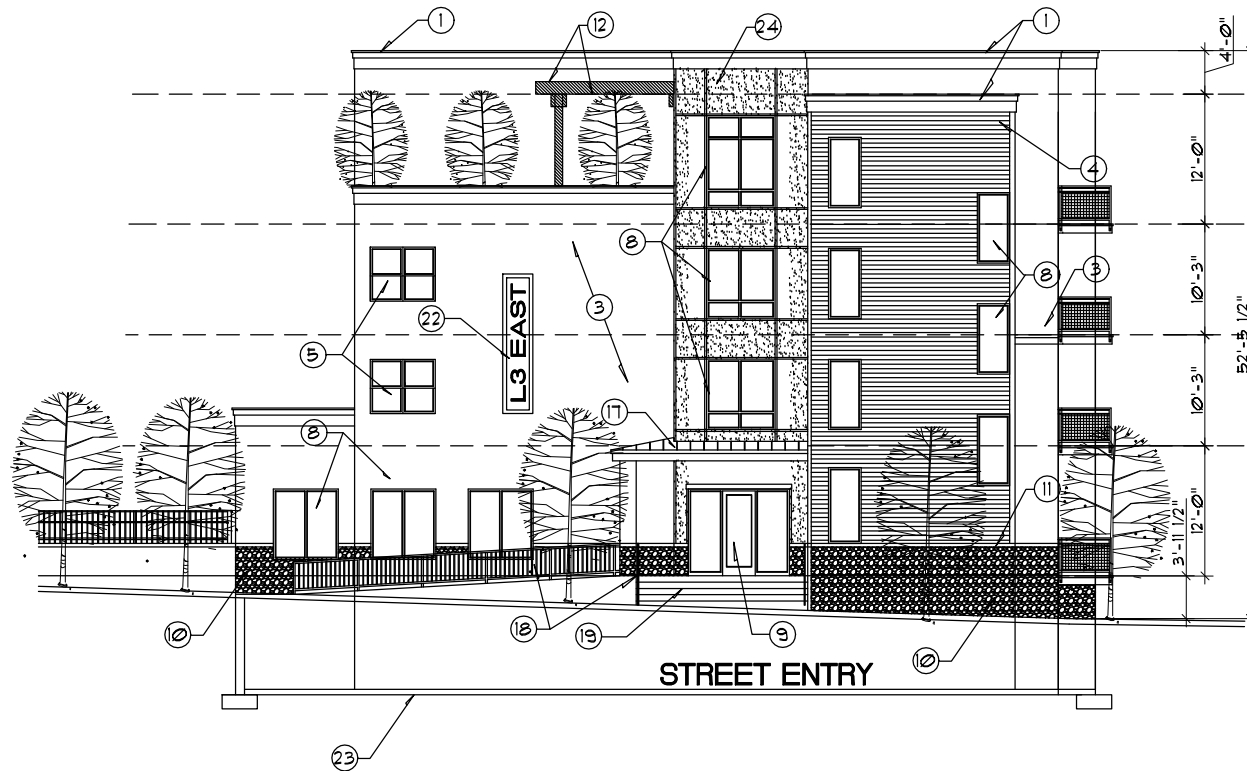
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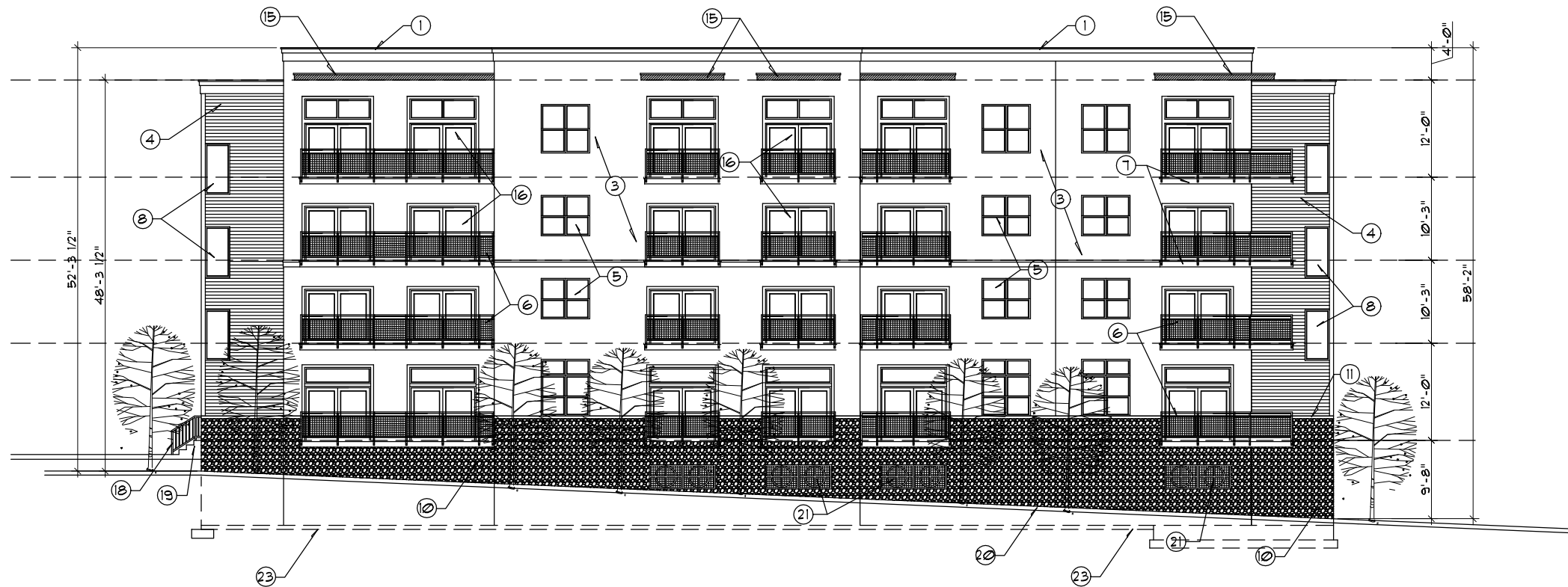
A2.4



SOUTH ELEVATION
WULFSOHN ROAD

EXTERIOR ELEVATION KEYED NOTES:

1. METAL PARAPET CAP FLASHING.
2. STEPPED FASCIA AT TOP OF PARAPET.
3. HARD COAT STUCCO
4. CEMENT BOARD SIDING
5. VINYL WINDOWS
6. ALUMINUM BALCONY RAILING
7. METAL FASCIA AND VENTED ALUM SOFFIT AT BALCONIES
8. ALUMINUM STOREFRONT WINDOWS
9. ALUMINUM STOREFRONT ENTRY DOORS
10. SYNTHETIC STONE VENEER
11. LEDGESTONE CAP AT TOP OF STONE WAINSCOT.
12. STEEL TUBE TRELLIS - PAINTED.
13. CONC. RETAINING WALL AT RAISED TERRACE
14. OVERHEAD RAPID OPEN PARKING ENTRY ACCESS.
15. METAL FASCIA AND SOFFIT EYEBROW ELEMENT ABOVE 4TH FLOOR BALCONY DOORS.
16. VINYL BALCONY DOORS AND SIDELIGHTS.
17. STANDING SEAM METAL ROOF AT LOW SHED ROOF ELEMENTS.
18. WROUGHT IRON RAILING AT STEPS - PAINTED.
19. CONCRETE STEPS AND RAMP AT ENTRY.
20. STREET SIDEWALK
21. STEEL TUBE GRILL AT PARKING STRUCTURE OPENING - PAINTED.
22. FIN SIGN PER SEPARATE SIGN PACKAGE.
23. FTG AND FND AT PARKING STRUCTURE LEVEL.
24. FLAT PANEL CEMENT BOARD W/ BATTENS. - PAINTED.



EAST ELEVATION
EAST MEADOWS

PROJECT NUMBER

20-029

SHEET TITLE

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

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REVISION DATE

XX

DATE

26 FEB 2021

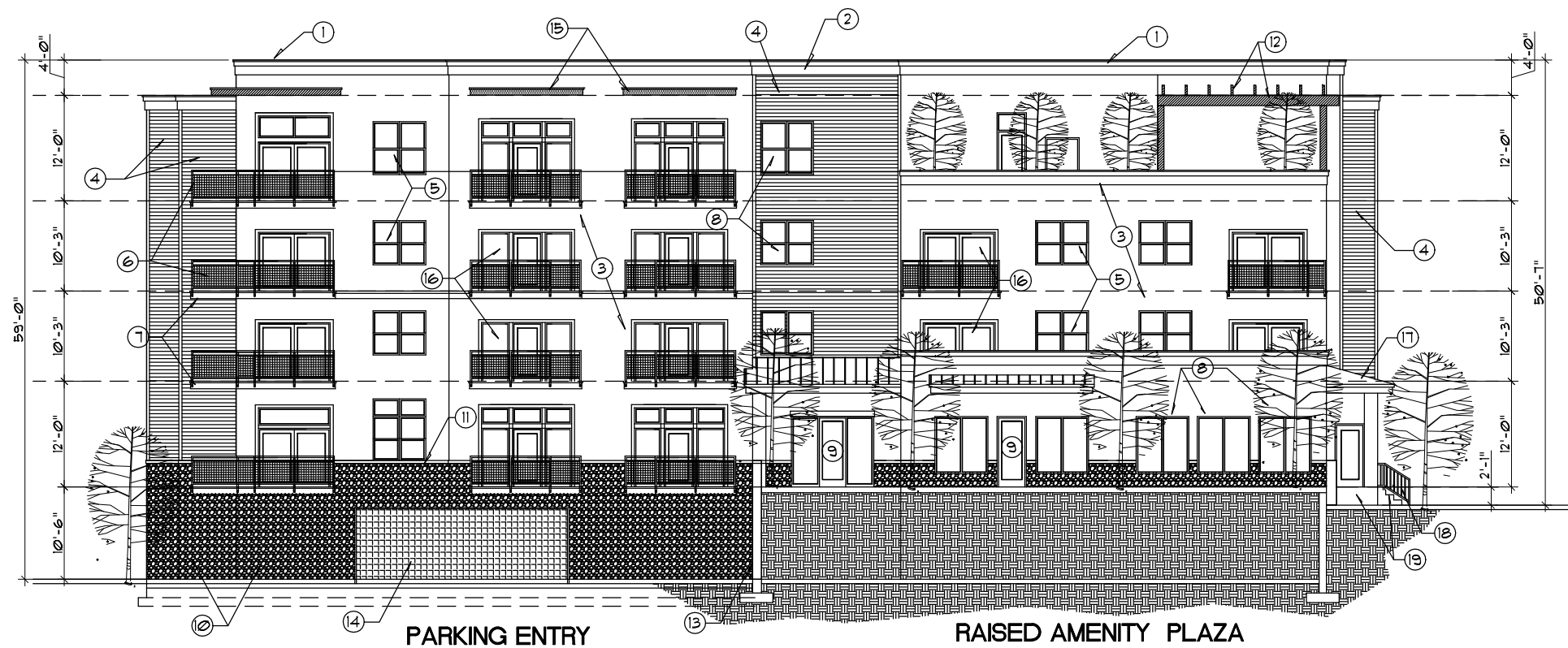
SHEET NUMBER

A3.1



NORTH ELEVATION

- EXTERIOR ELEVATION KEYED NOTES:**
1. METAL PARAPET CAP FLASHING.
 2. STEPPED FASCIA AT TOP OF PARAPET.
 3. HARD COAT STUCCO
 4. CEMENT BOARD SIDING
 5. VINYL WINDOWS
 6. ALUMINUM BALCONY RAILING
 7. METAL FASCIA AND VENTED ALUM SOFFIT AT BALCONIES
 8. ALUMINUM STOREFRONT WINDOWS
 9. ALUMINUM STOREFRONT ENTRY DOORS
 10. SYNTHETIC STONE VENEER
 11. LEDGESTONE CAP AT TOP OF STONE WAINSCOT.
 12. STEEL TUBE TRELLIS - PAINTED.
 13. CONC. RETAINING WALL AT RAISED TERRACE
 14. OVERHEAD RAPID OPEN PARKING ENTRY ACCESS.
 15. METAL FASCIA AND SOFFIT EYEBROW ELEMENT ABOVE 4TH FLOOR BALCONY DOORS.
 16. VINYL BALCONY DOORS AND SIDELIGHTS.
 17. STANDING SEAM METAL ROOF AT LOW SHED ROOF ELEMENTS.
 18. WROUGHT IRON RAILING AT STEPS - PAINTED.
 19. CONCRETE STEPS AND RAMP AT ENTRY.



PARKING ENTRY

RAISED AMENITY PLAZA

WEST ELEVATION

PROJECT NUMBER

20-029

SHEET TITLE

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

PROJECT/OWNER

**LOFTS AT RED MOUNTAIN
PHASE IV**
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

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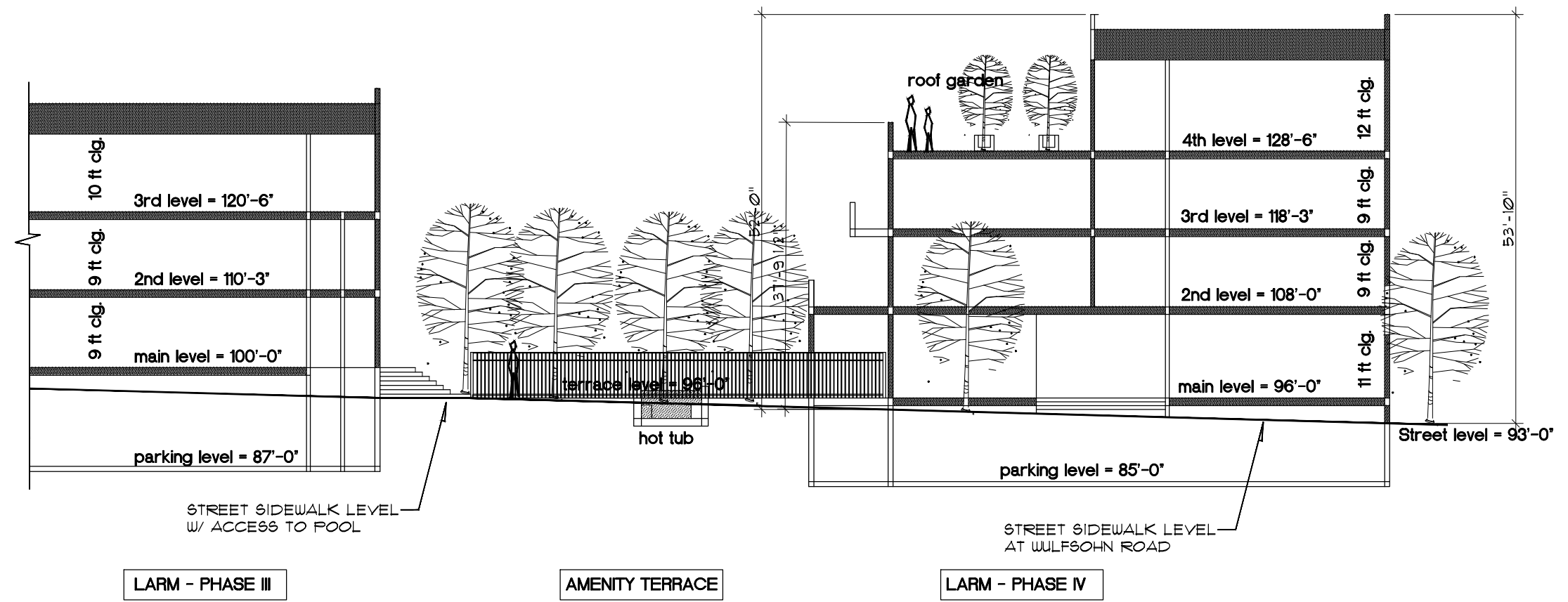
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DATE

26 FEB 2021

SHEET NUMBER

A3.2



SITE SECTION

SCALE: 1/8" = 1'-0"

PROJECT NUMBER

20-029

SHEET TITLE

SITE SECTION
SCALE: 1/8" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
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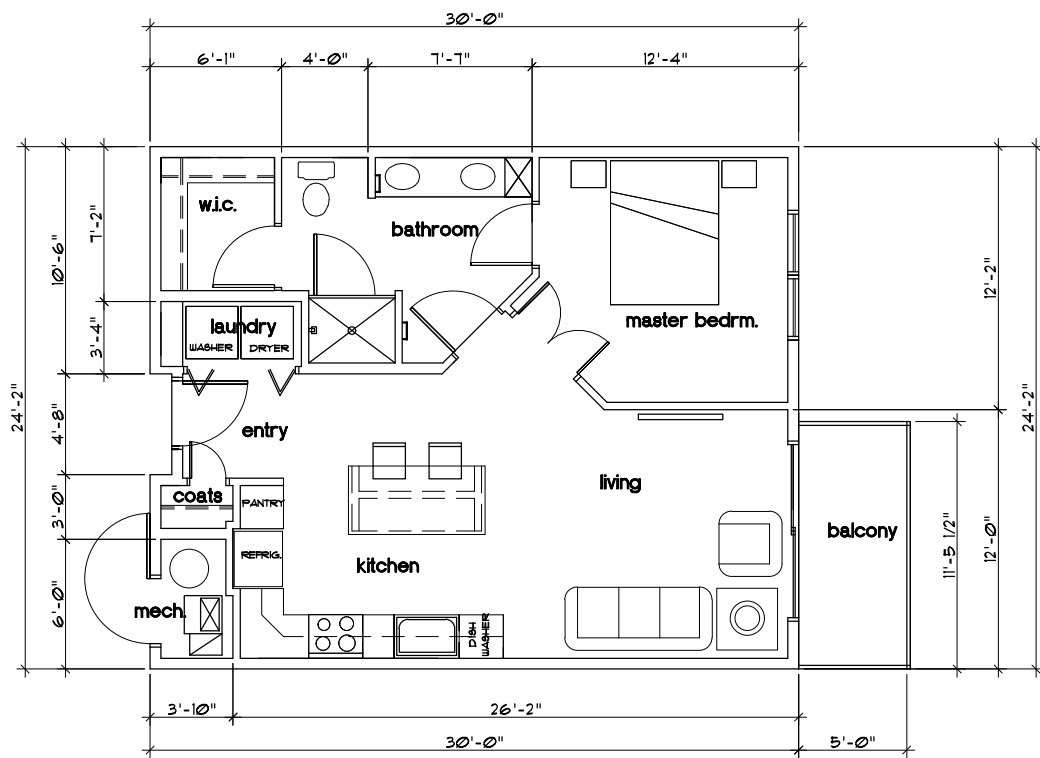
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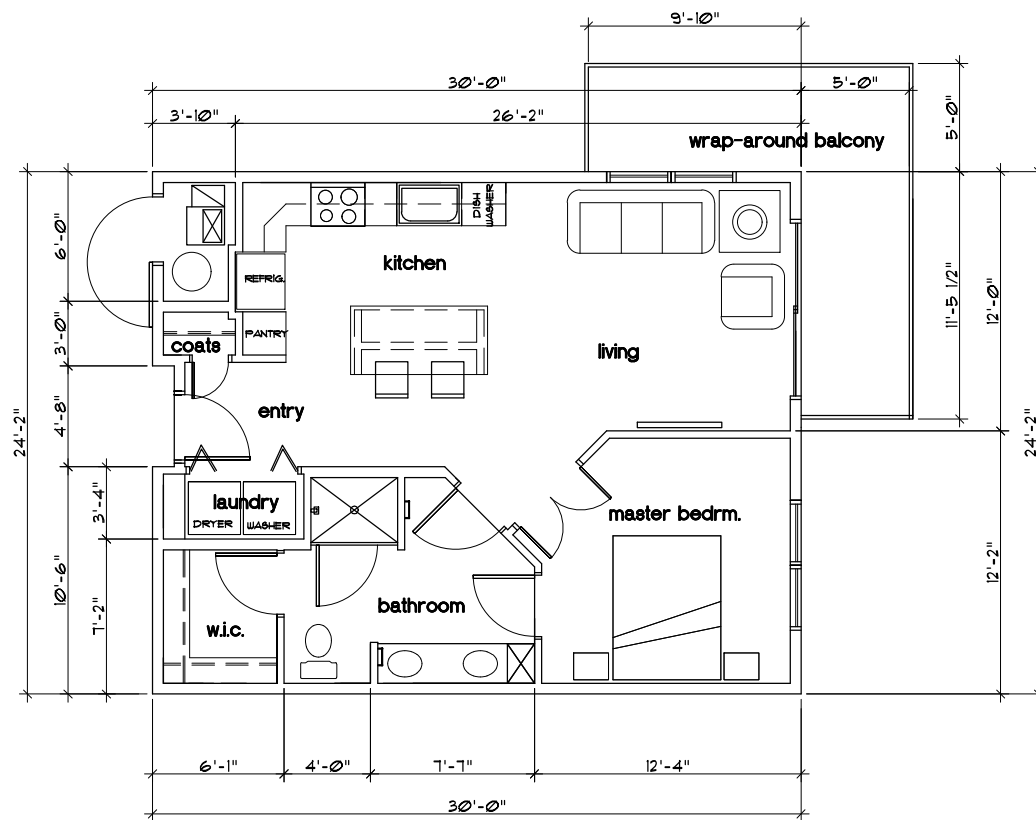
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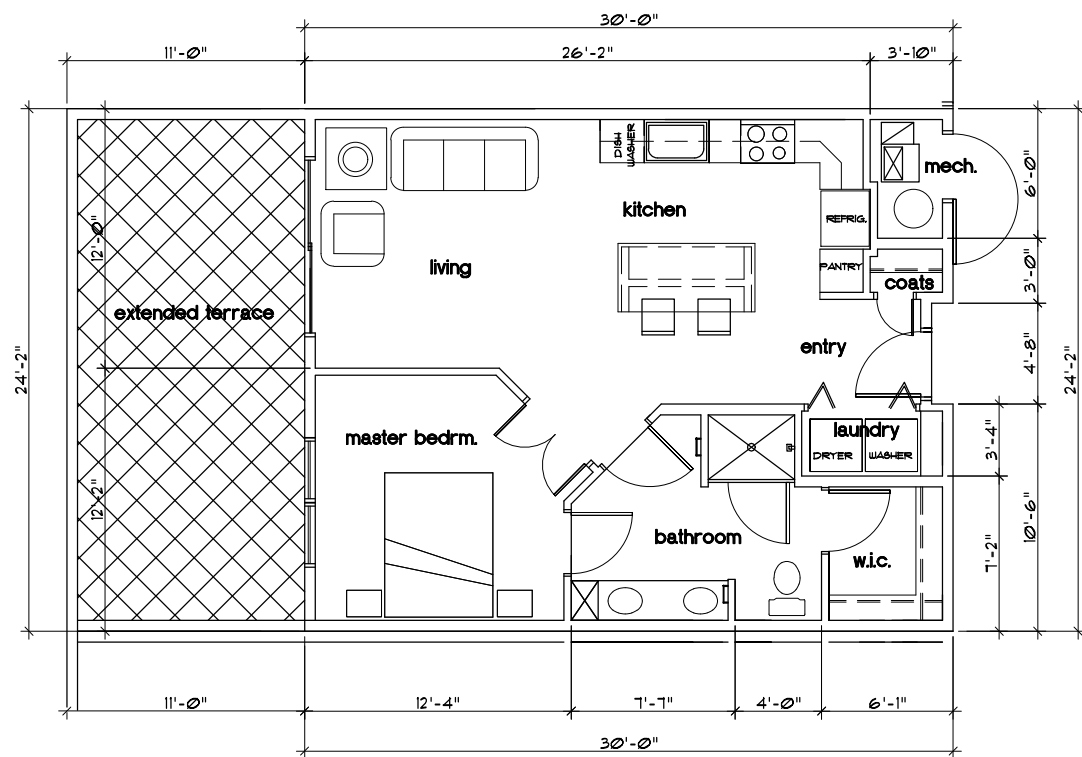
A3.3



UNIT PLAN - A1 720 s.f.
 SCALE: 1/4" = 1'-0" **1-bed**



UNIT PLAN - A1.1 720 s.f.
 SCALE: 1/4" = 1'-0" **1-bed w/ wrap-around balcony**



UNIT PLAN - A2 720 s.f.
 SCALE: 1/4" = 1'-0" **1-bed w/ extended terrace**

PROJECT NUMBER

20-029

SHEET TITLE

UNIT PLANS

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

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
 PHASE IV
 WILFBOHN ROAD / EAST MEADOWS
 LOT 8
 GLENWOOD SPRINGS, CO
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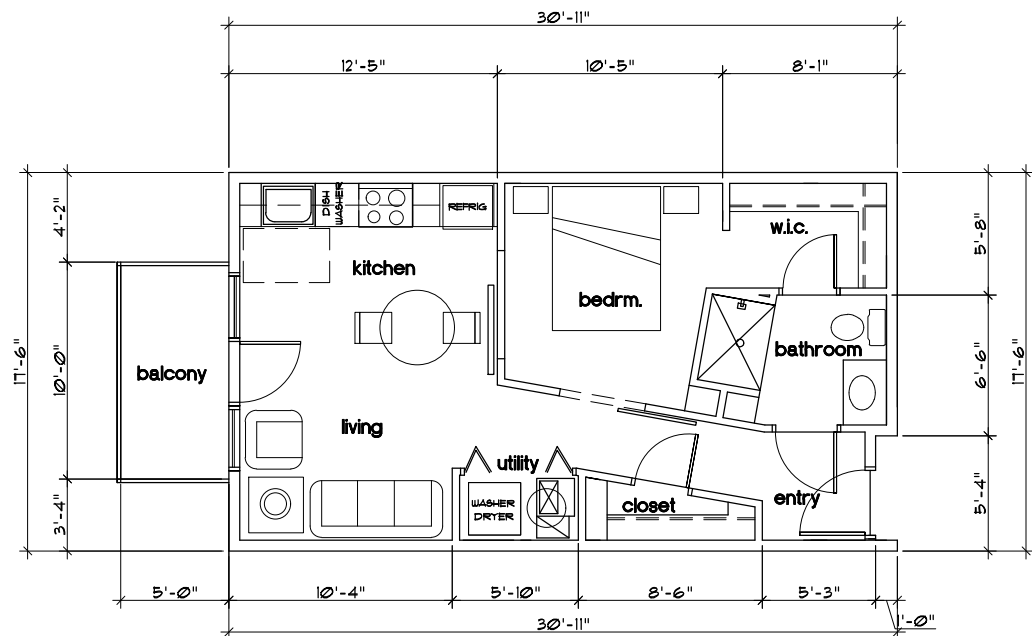
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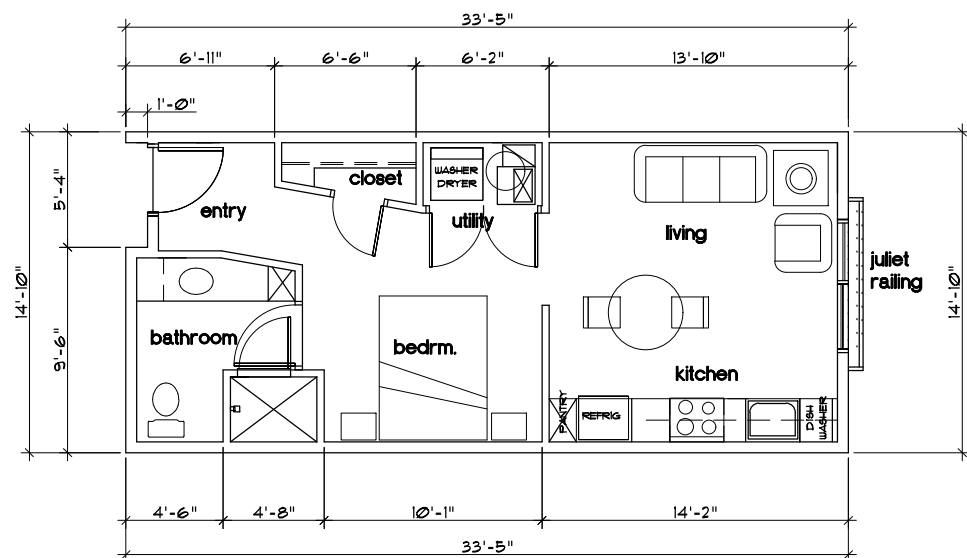
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SHEET NUMBER

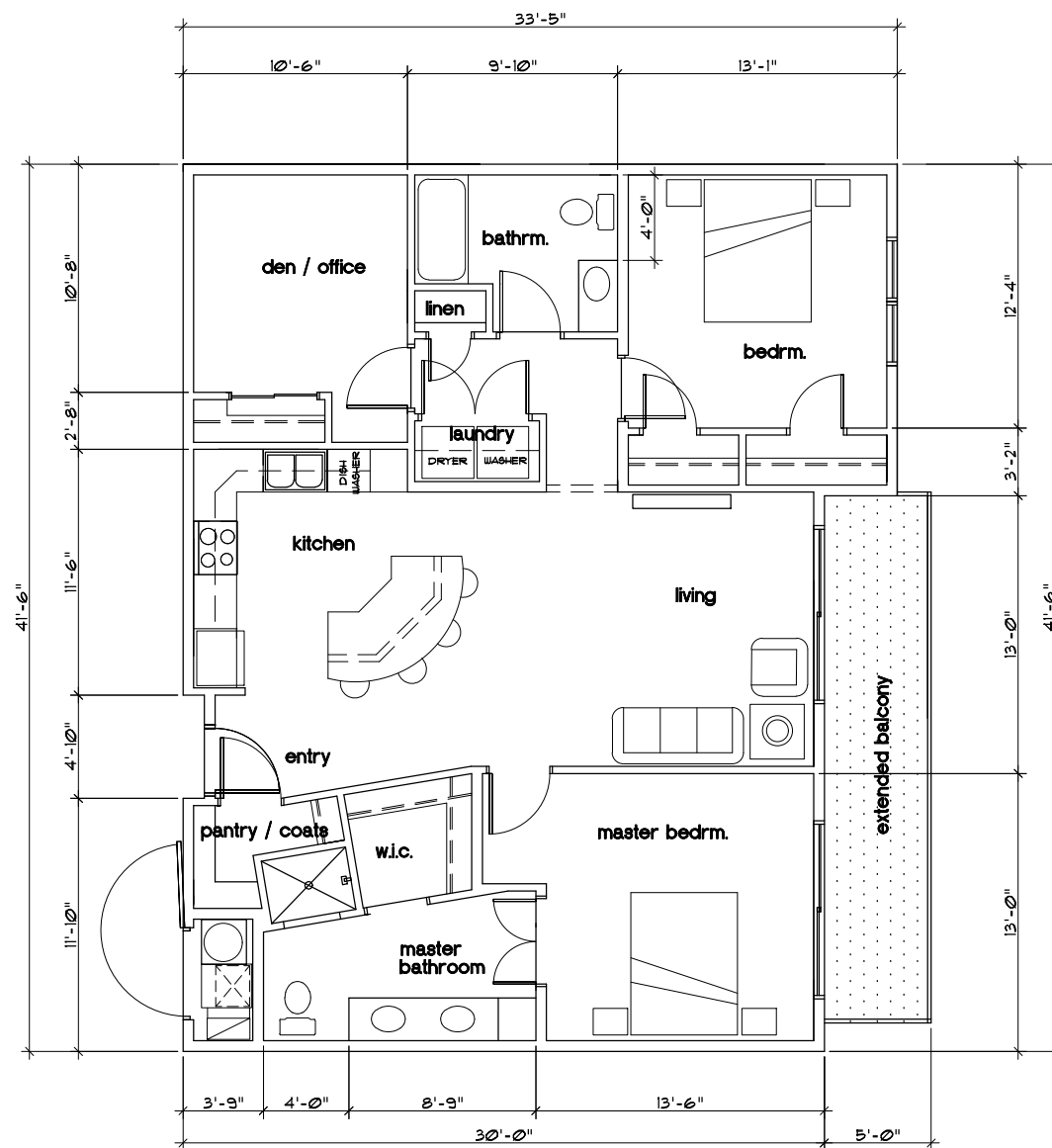
A4.1



UNIT PLAN - E1 535 s.f.
 SCALE: 1/4" = 1'-0" efficiency 1-bed



UNIT PLAN - E2 490 s.f.
 SCALE: 1/4" = 1'-0" studio



UNIT PLAN - C1 1,294 s.f.
 SCALE: 1/4" = 1'-0" 2-bed + den

PROJECT NUMBER

20-029

SHEET TITLE

UNIT PLANS

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

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
 PHASE IV
 WILFSON ROAD / EAST MEADOWS
 LOT 8
 GLENWOOD SPRINGS, CO
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REVISION DATE

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DATE

15 FEB 2021

SHEET NUMBER

A4.2





Traffic Impact Study

Lofts at Red Mountain Phase IV Glenwood Springs, Colorado

Prepared for:
Realty Capital Management

Kimley»Horn

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

Lofts at Red Mountain – Phase IV

Glenwood Springs, Colorado

Prepared for
Realty Capital Management
909 Lake Carolyn Parkway
Suite 150
Irving, TC 75039

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



February 2021

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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1.0 EXECUTIVE SUMMARY

The Lofts at Red Mountain – Phase IV is proposed to be located on the northwest corner of the intersection of Wulfsohn Road and E Meadows Drive within the Glenwood Meadows development in Glenwood Springs, Colorado. The Lofts at Red Mountain – Phase IV development is anticipated to include 36 multifamily dwelling units and a 5,950 square foot retail pad, assumed as a fast-casual restaurant for purposes of this traffic study. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2023 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 standards:

- Midland Avenue and W Meadows
- Wulfsohn Road and E Meadows Drive
- E Meadows Drive Roundabout
- Midland Avenue and E Meadows Drive
- Midland Avenue and Wulfsohn Road

Regional access to the project will be provided by Interstate 70 (I-70) and State Highway 82 (SH-82). Primary access will be provided by Midland Avenue and Wulfsohn Road. Direct access to the site will be provided by diagonal parking along Wulfsohn Road and the northeast leg of the E Meadows Drive Roundabout.

Lofts at Red Mountain – Phase IV is expected to generate approximately 2,072 weekday trips, with 25 of these trips occurring during the morning peak hour and 101 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 the Lofts at Red Mountain – Phase IV will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- At the Midland Avenue and E Meadows Drive intersection, a 150-foot plus 120-foot taper eastbound acceleration lane is recommended along Midland Avenue, so the northbound right turn operates with free turning movements. This will likely require reconstruction of the existing channelized median island in the E Meadows Drive throat of the intersection.
- It is recommended that the existing free northbound right turn movement at the intersection of Midland Avenue and Wulfsohn Road be better designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized striping or a median be provided designating the left edge for the right turning vehicles.
- If future 2040 volumes are realized, Midland Avenue may need to be widened to four-lanes to accommodate the increase in traffic. If this occurs, all of the eastbound right turn acceleration and deceleration lanes could be absorbed at the study intersections with exception of the eastbound right turn acceleration lane from the northbound right turn at the Midland Avenue and Wulfsohn Road intersection which would need to be reconstructed. Existing counts were conducted during the COVID-19 pandemic and a conservatively high 40 percent pandemic factor was applied to traffic in this area to represent normal traffic conditions. Once the pandemic is over, it is recommended that new counts be conducted in the area and that an overall transportation master plan be conducted for this area to confirm the full extent of improvements needed to accommodate traffic by the long term horizon.
- Any on-site or offsite improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

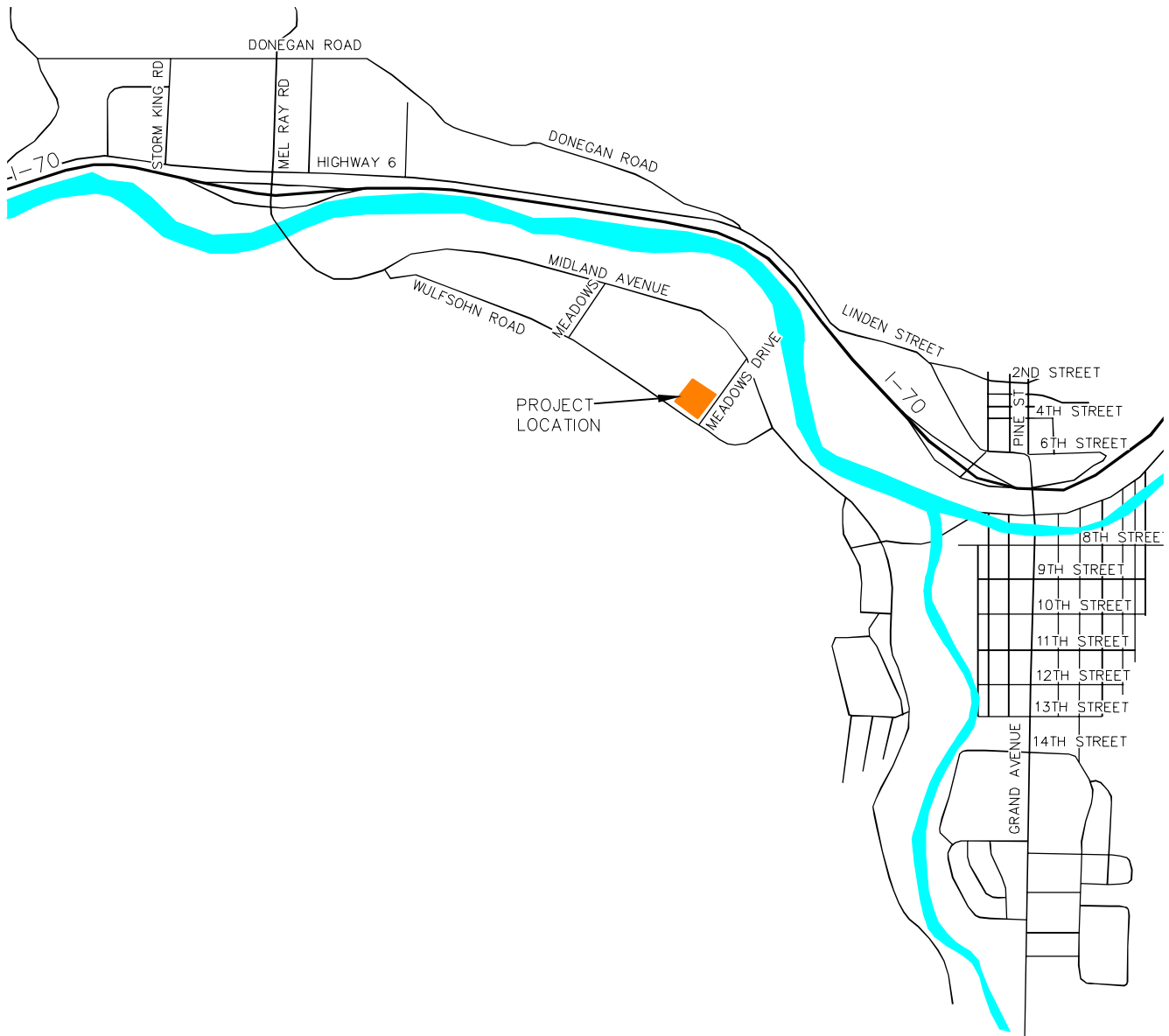
2.0 INTRODUCTION

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 mixed-use project named Lofts at Red Mountain – Phase IV that is proposed to be located on the northwest corner of the intersection of Wulfsohn Road and E Meadows Drive within the Glenwood Meadows development in Glenwood Springs, Colorado. A vicinity map illustrating the project site location is shown in **Figure 1**. The Lofts at Red Mountain – Phase IV development is anticipated to include 36 multifamily dwelling units and a 5,950 square foot retail pad, assumed as a fast-casual restaurant for purposes of this traffic study. Conceptual site plans are shown in **Appendix F**. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2023 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 standards:

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Regional access to the project will be provided by Interstate 70 (I-70) and State Highway 82 (SH-82). Primary access will be provided by Midland Avenue and Wulfsohn Road. Direct access to the site will be provided by diagonal parking along Wulfsohn Road and the northeast leg of the E Meadows Drive Roundabout.



LOFTS AT RED MOUNTAIN – PHASE IV
 GLENWOOD SPRINGS, COLORADO
 VICINITY MAP

FIGURE 1

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is vacant land. To the west of the site is Phase III of the Lofts at Red Mountain development. Phase III is currently under construction and Phase I and Phase II to the south is already built and occupied. To the northwest of the site are mixed uses of retail and restaurant buildings. The area to the south of Glenwood Meadows is vacant land. 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

Midland Avenue is a two-lane roadway with one through lane in each direction that runs east-west. The roadway has a posted speed limit of 35 miles per hour in the vicinity of the site. Wulfsohn Road connects to Midland Avenue to the east and west on the south end of the Glenwood Meadows property with a posted speed limit of 25 miles per hour. Between W Meadows and E Meadows Drive, Wulfsohn Road provides on-street diagonal parking. W Meadows connects Wulfsohn Road and Midland Avenue on the northwest end of the Glenwood Meadows property and E Meadows Drive connects Wulfsohn Road and Midland Avenue on the southeast end of the Glenwood Meadows property.

The intersection of Midland Avenue and W Meadows is a signalized three-leg T-intersection with the westbound left turn operating under protected-permissive phasing. The eastbound approach consists of a right turn lane and a through lane while the westbound approach consists of a left turn lane and a through lane. The northbound approach consists of separate left and right turn lanes.

The unsignalized intersection of Wulfsohn Road and E Meadows Drive operates with stop control on the north-south approaches of E Meadows Drive. The northbound approach consists of a left turn lane and a share through/right turn lane. The eastbound, westbound, and southbound approaches consist of one lane for shared movements.

The E Meadows Drive roundabout operates under yield conditions for the northbound, southbound, eastbound, and westbound approaches. The intersection consists of single lanes for all movements at each approach.



LOFTS AT RED MOUNTAIN — PHASE IV
GLENWOOD SPRINGS, COLORADO
SITE AREA

FIGURE 2

The unsignalized T-intersection of E Meadows Drive and Midland Avenue operates with stop control on the northbound approach of E Meadows Drive. The westbound approach consists of a left turn lane and a through lane while the eastbound approach consists of a right turn lane and a through lane. The northbound approach consists of a right-turn lane only, as this intersection is restricted to three-quarter movements with left turns prohibited from the minor street approach.

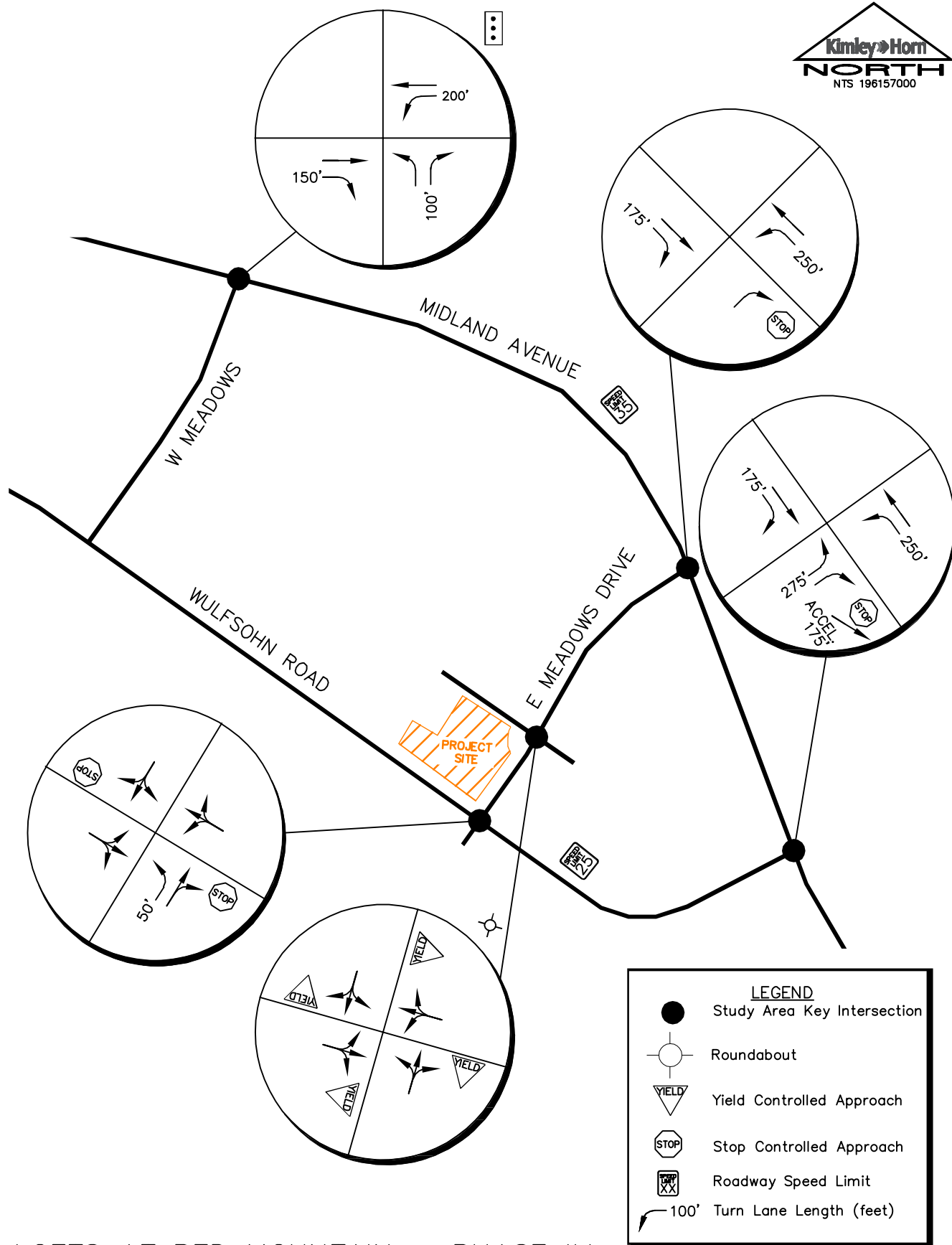
The unsignalized T-intersection of Wulfsohn Road and Midland Avenue operates with stop control on the northbound approach of Wulfsohn Road. The westbound approach consists of a left turn lane and a through lane while the eastbound approach consists of a right turn lane and a through lane. The northbound approach consists of separate right and left turn lanes. In addition, an acceleration lane has been provided for the northbound right turn movement.

The intersection lane configuration and control for the study area intersections are shown in **Figure 3**.

3.3 Existing Traffic Volumes

The existing morning peak hour turning movement counts were conducted at the intersections on Thursday, February 18, 2021 while the existing afternoon peak hour turning movement counts were conducted at the intersections on Wednesday, February 17, 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 existing intersection traffic volumes are shown in **Figure 4** with count sheets provided in **Appendix A**.

To account for the traffic volumes being collected during the COVID-19 Pandemic an adjustment factor was applied to represent normal traffic conditions. Historical count data in the immediate area could not be obtained to adjust existing traffic volumes due to the COVID-19 pandemic; therefore, existing traffic volumes were increased by 40 percent during the morning and afternoon peak hours to be consistent with CDOT data along US-6. Existing traffic volumes on SH-6 west of SH-82 were compared to historical counts from CDOT to calculate a COVID-19 adjustment factor. These adjusted turning movement counts are shown in **Figure 5**.



LOFTS AT RED MOUNTAIN – PHASE IV
 GLENWOOD SPRINGS, COLORADO
 EXISTING LANE CONFIGURATION

FIGURE 3

February 17-18, 2021
8:00-9:00AM (4:30-5:30PM)

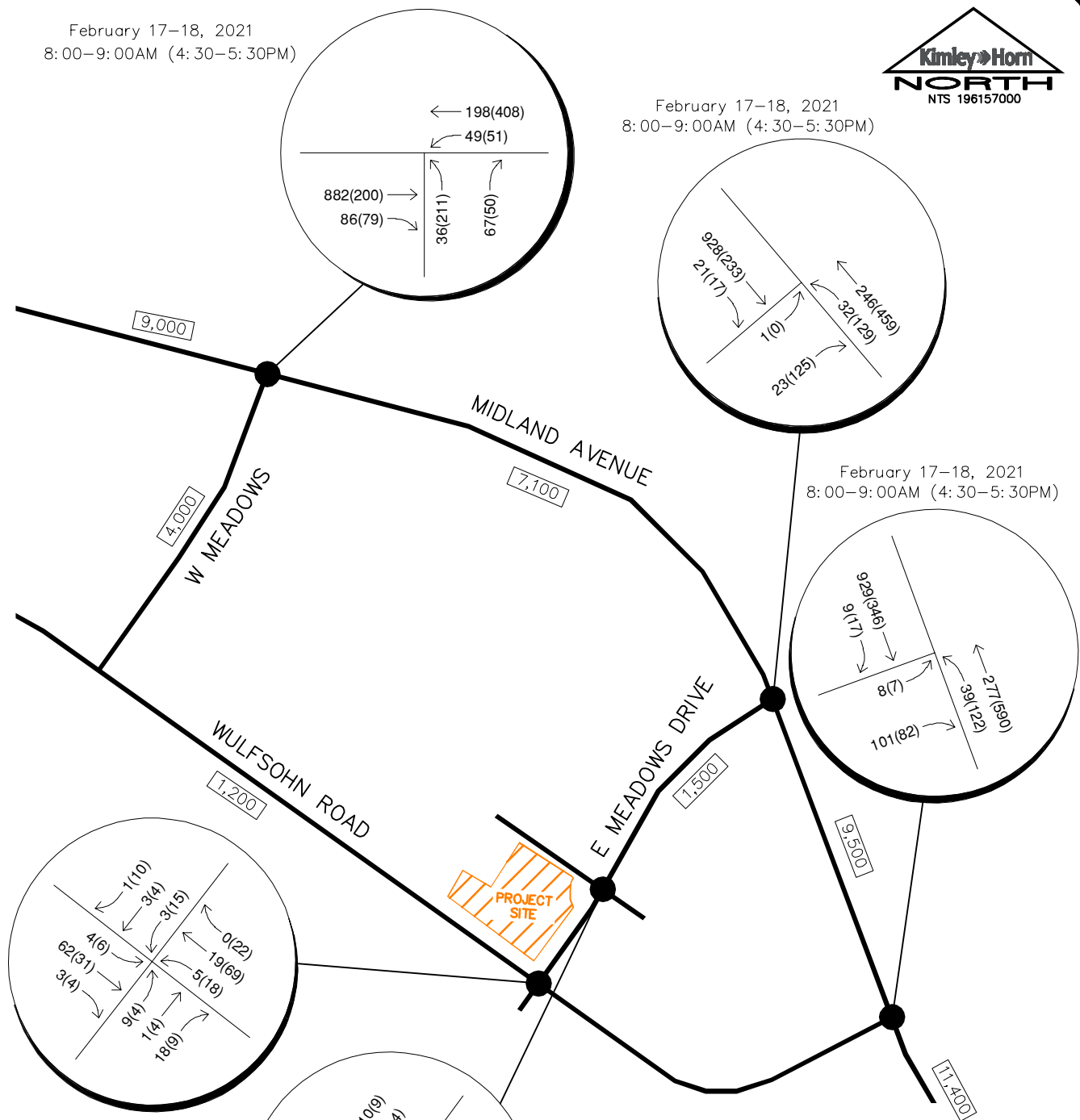


February 17-18, 2021
8:00-9:00AM (4:30-5:30PM)

February 17-18, 2021
8:00-9:00AM (4:30-5:30PM)

February 17-18, 2021
8:00-9:00AM (4:00-5:00PM)

February 17-18, 2021
8:00-9:00AM (4:00-5:00PM)



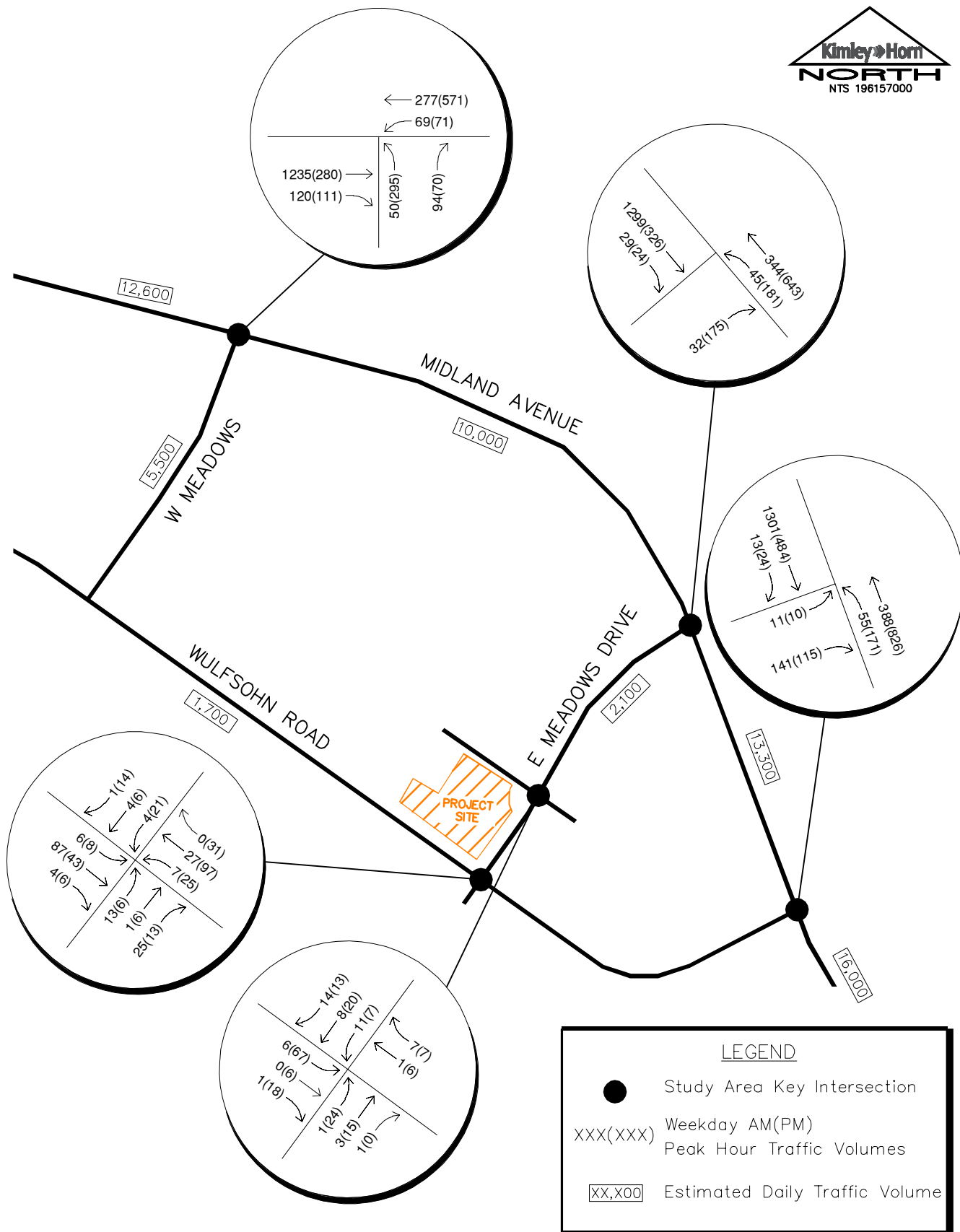
LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

LOFTS AT RED MOUNTAIN – PHASE IV
GLENWOOD SPRINGS, COLORADO
2021 EXISTING TRAFFIC VOLUMES

FIGURE 4





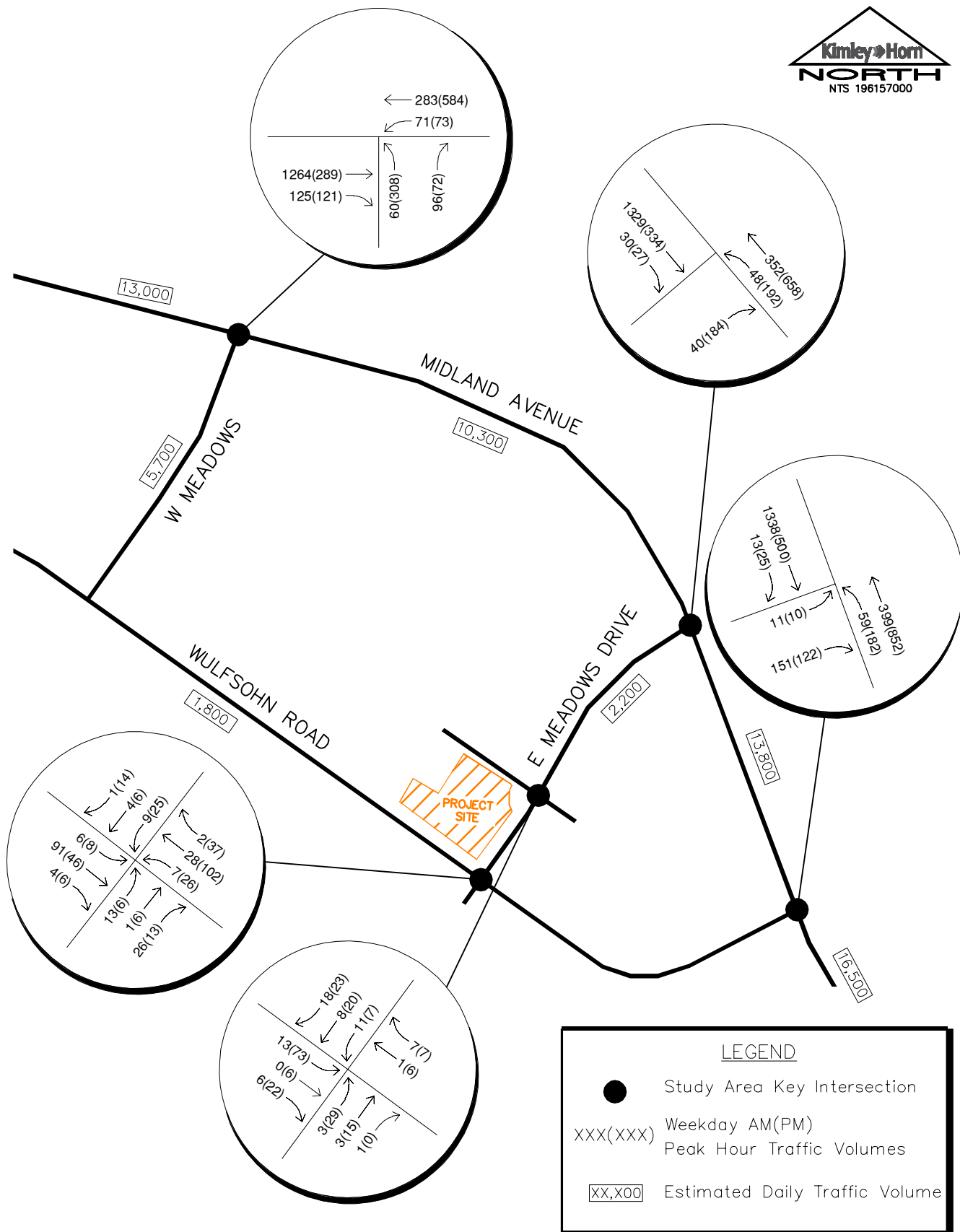
LOFTS AT RED MOUNTAIN – PHASE IV
GLENWOOD SPRINGS, COLORADO
2021 ADJUSTED TRAFFIC VOLUMES

FIGURE 5

3.4 Unspecified Development Traffic Growth

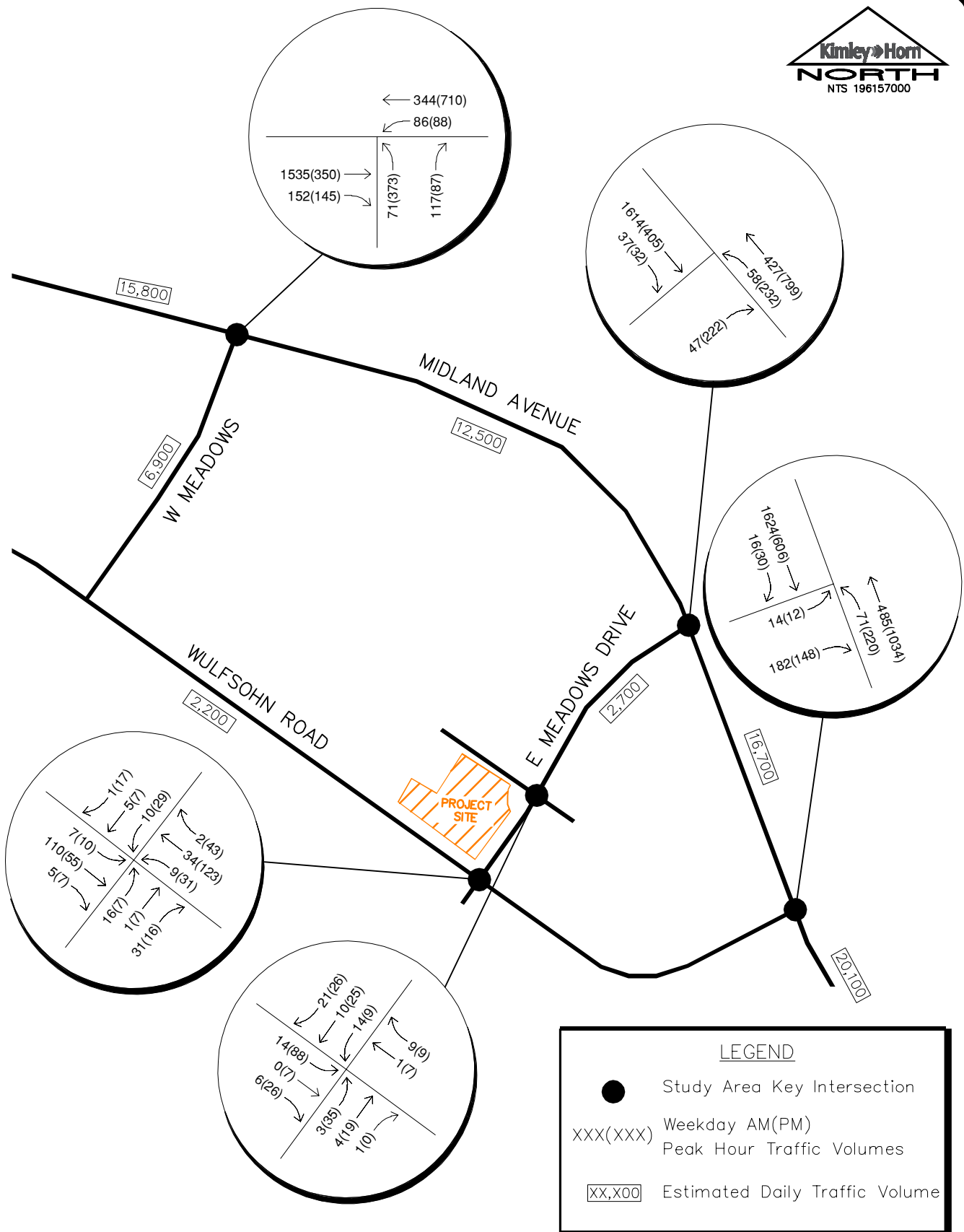
According to traffic projections provided by CDOT OTIS, I-70 is expected to have a 20-year growth factor between 1.24 and 1.27. This equates to an average annual growth rate of approximately 1.14 percent. Therefore, an annual growth rate of 1.15 percent was used to calculate short term 2023 and long term 2040 background traffic projections for the key intersections and roadways in the study area.

Phase III of the Lofts at Red Mountain multifamily units to the west of the proposed site are currently under construction and will be built by the project's buildout year. Therefore, trip estimates for the 89 units currently under construction are included as background traffic in 2023 and 2040. CDOT OTIS traffic information is included in **Appendix B**. Background traffic volumes for 2023 and 2040 are shown in **Figure 6** and **Figure 7**, respectively.



LOFTS AT RED MOUNTAIN – PHASE IV
 GLENWOOD SPRINGS, COLORADO
 2023 BACKGROUND TRAFFIC VOLUMES

FIGURE 6



LOFTS AT RED MOUNTAIN – PHASE IV
GLENWOOD SPRINGS, COLORADO
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 7

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 fitted curve equation that applies to Mid-Rise Multifamily Housing (ITE Land Use Code 221) and average rates that applied to Fast Casual Restaurant (ITE Land Use Code 930) for traffic associated with the development.

Lofts at Red Mountain – Phase IV is expected to generate approximately 2,072 weekday trips, with 25 of these trips occurring during the morning peak hour and 101 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 worksheet is included in **Appendix C**.

Table 1 – Lofts at Red Mountain – Phase IV Traffic Generation

Land Use	Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) (221) – 36 Dwelling Units	196	3	10	13	10	7	17
Fast Casual Restaurant (930) – 5,950 Square Feet	1,876	8	4	12	46	38	84
Total Project Trips	2,072	11	14	25	56	45	101

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

4.2 Trip Distribution

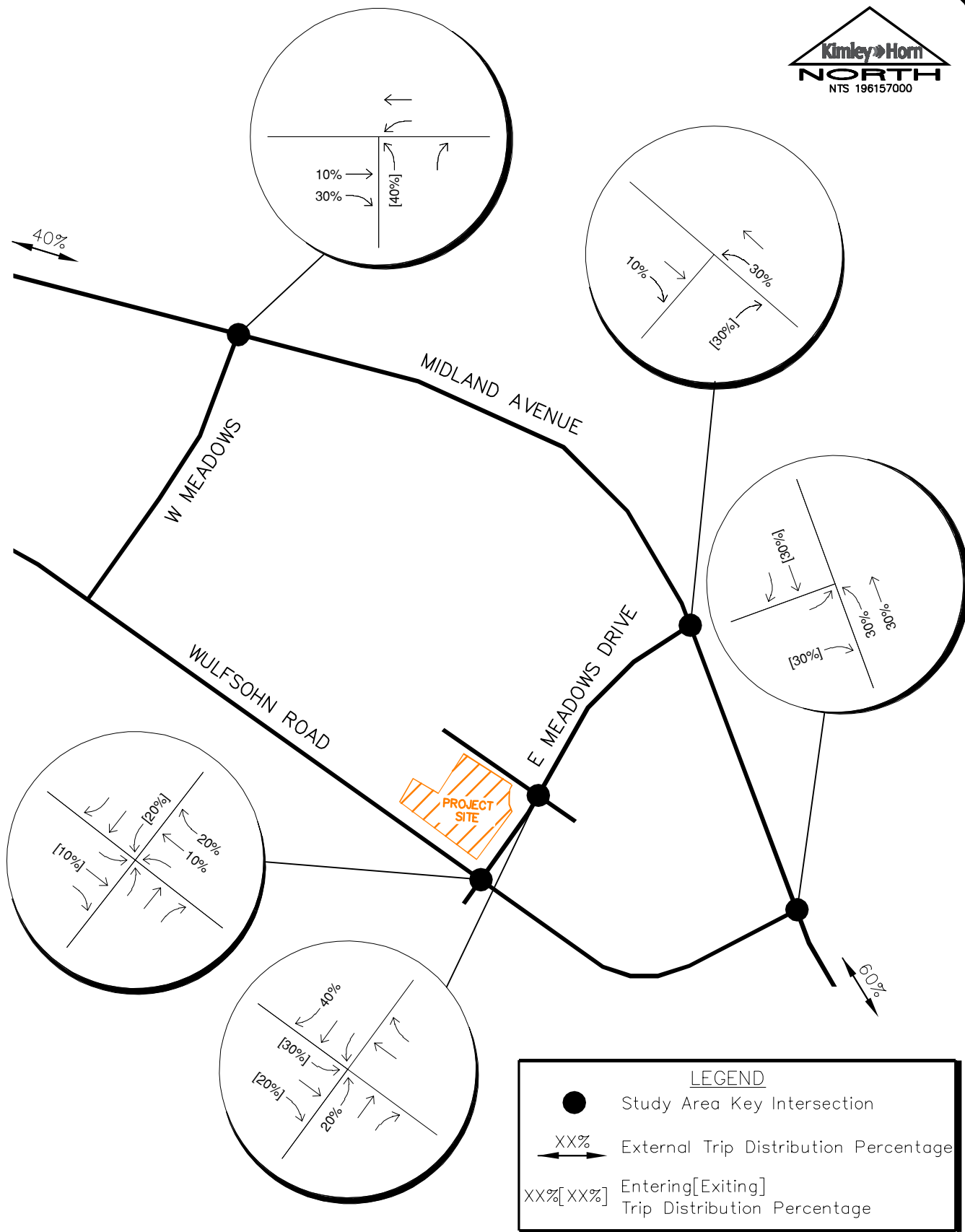
Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, existing demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic 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 8**.

4.3 Traffic Assignment

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 9**.

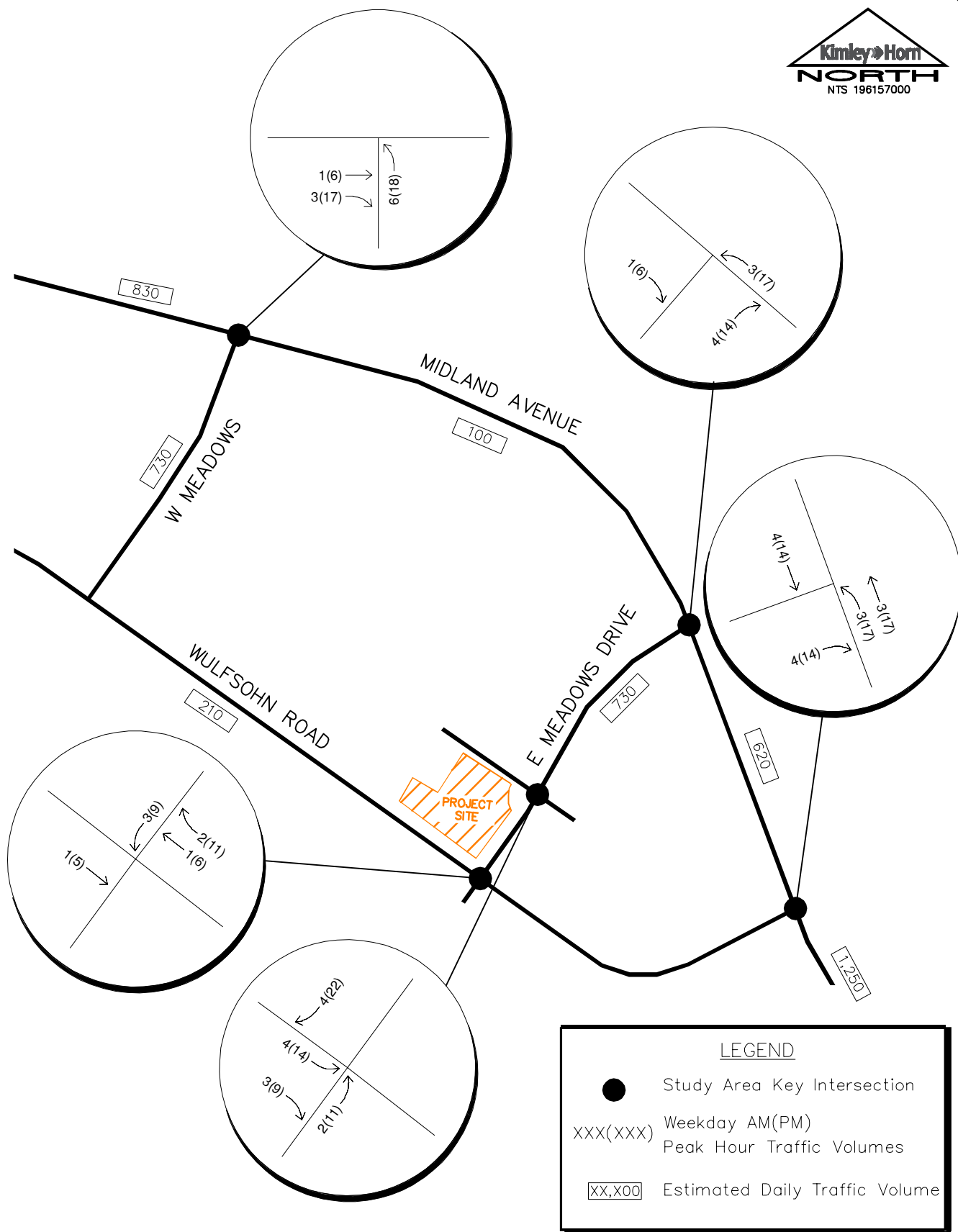
4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short term 2023 horizon and long term 2040 horizon. These total traffic volumes for the project study area are illustrated for the 2023 and 2040 horizon years in **Figures 10** and **11**, respectively.



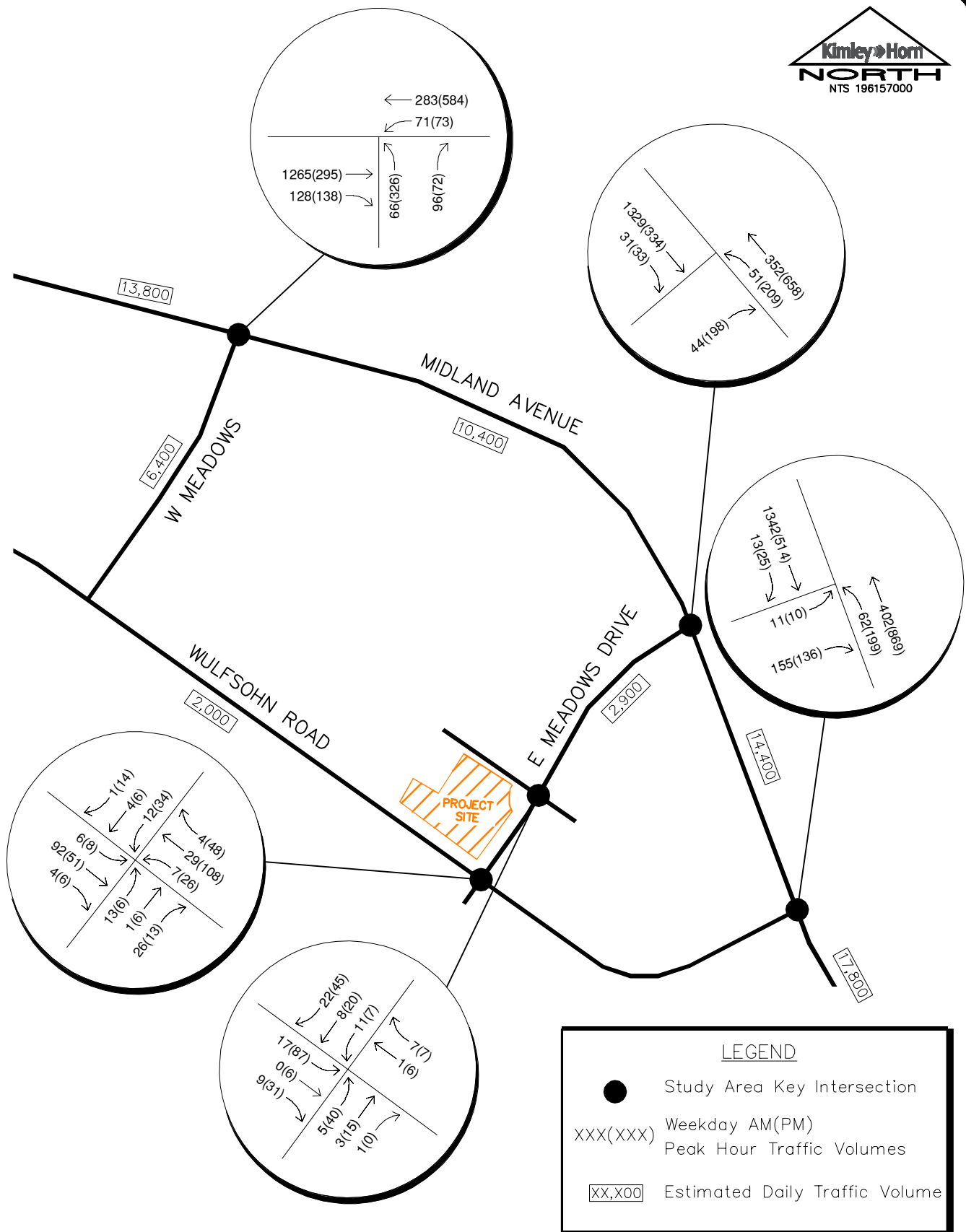
LOFTS AT RED MOUNTAIN – PHASE IV
 GLENWOOD SPRINGS, COLORADO
 PROJECT TRIP DISTRIBUTION

FIGURE 8



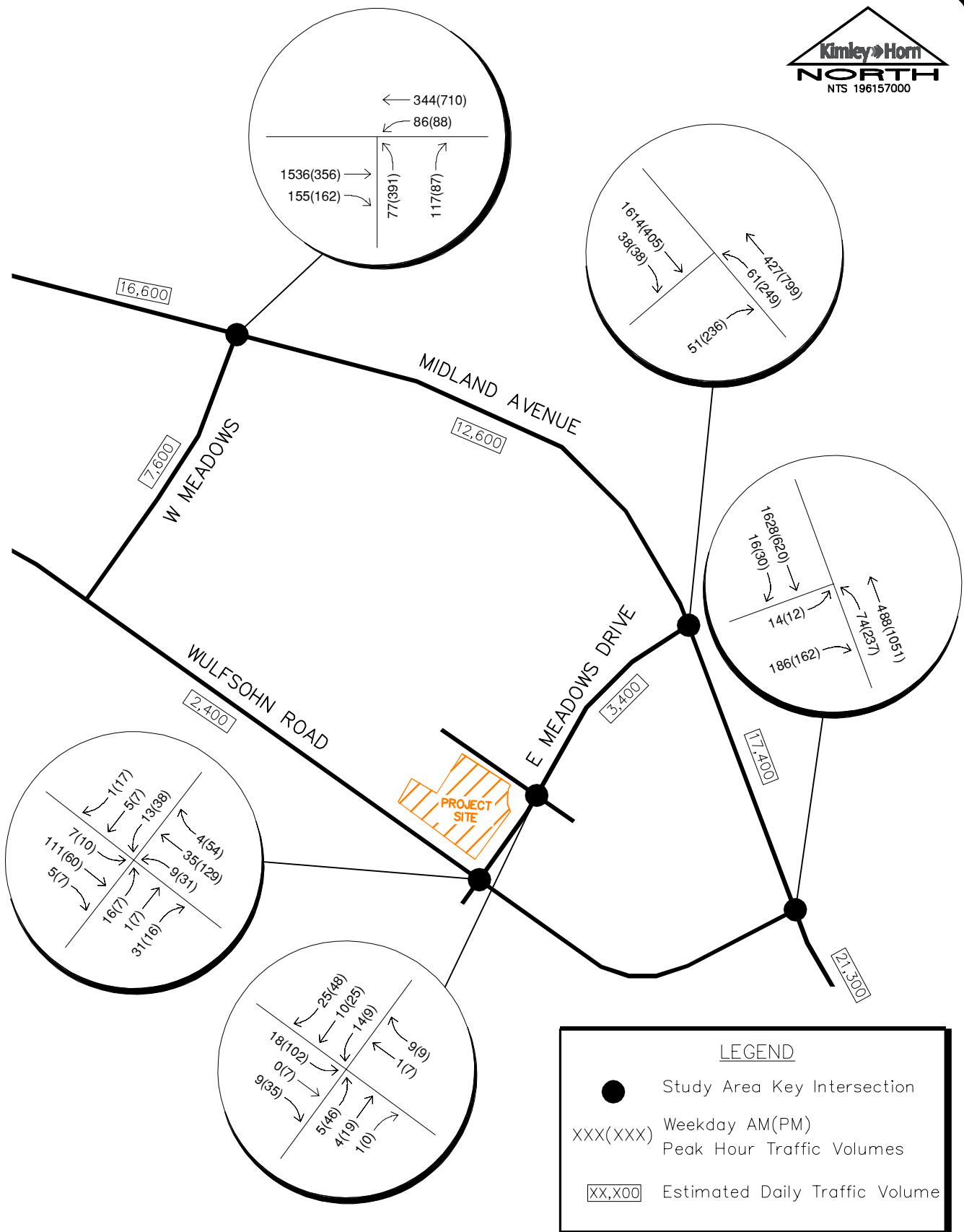
LOFTS AT RED MOUNTAIN – PHASE IV
 GLENWOOD SPRINGS, COLORADO
 PROJECT TRAFFIC ASSIGNMENT

FIGURE 9



LOFTS AT RED MOUNTAIN – PHASE IV
 GLENWOOD SPRINGS, COLORADO
 2023 TOTAL TRAFFIC VOLUMES

FIGURE 10



LOFTS AT RED MOUNTAIN – PHASE IV
GLENWOOD SPRINGS, COLORADO
2040 TOTAL TRAFFIC VOLUMES

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 2023 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

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

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 signalized, all-way stop controlled, and roundabout intersections is defined for each approach and for the overall 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 existing and short-term horizon (2023) analysis while the recommended HCM peak hour factor of 0.92 was used for the 2040 horizon analysis. Synchro traffic analysis software was used to analyze the signalized, roundabout, and unsignalized key intersections for level of service.

Midland Avenue and W Meadows

The intersection of Midland Avenue and W Meadows is a signalized three-leg T-intersection with the westbound left turn operating under protected-permissive phasing. This intersection currently operates acceptably with LOS D during the morning peak hour and LOS C during the afternoon peak hour. With the existing lane configuration and control, this intersection is anticipated to continue to operate acceptably with LOS D during the morning peak hour and LOS C during the afternoon peak hour with the addition of project traffic.

If future 2040 traffic volumes are realized, Midland Avenue may need to be widened to four-lanes to accommodate the increase in traffic. If this occurs, the eastbound right turn deceleration lane could be absorbed into the outside through lane. However, existing counts were conducted during the COVID-19 pandemic and a conservatively high 40 percent growth factor was applied to traffic in this area. Once the pandemic is over, it is recommended that new counts be conducted in the area and that an overall transportation master plan be conducted for this area to confirm the full extent of improvements needed to accommodate traffic by the long term horizon. **Table 3** shows the level of service results at this intersection.

Table 3 – Midland Avenue and W Meadows LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing	36.4	D	22.1	C
2023 Background	40.8	D	22.9	C
2023 Background Plus Project	41.0	D	23.6	C
2040 Background	96.8	F	24.7	C
2040 Background #	17.8	B	27.7	C
2040 Background Plus Project #	17.9	B	28.1	C

= Midland Ave widened to 4-lanes

Wulfsohn Road and E Meadows Drive

The unsignalized intersection of Wulfsohn Road and E Meadows Drive operates with stop control on the north-south approaches of E Meadows Drive. All movements at this intersection currently operate acceptably with LOS B or better during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue operating acceptably throughout 2040 buildout with LOS B or better during both peak hours. **Table 4** shows the level of service results at this intersection.

Table 4 – Wulfsohn Road and E Meadows Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Northbound Left	10.6	B	10.7	B
Northbound Through/Right	9.4	A	9.5	A
Eastbound Approach	7.3	A	7.5	A
Westbound Approach	7.6	A	7.4	A
Southbound Approach	10.6	B	10.5	B
2023 Background				
Northbound Left	10.7	B	10.9	B
Northbound Through/Right	9.5	A	9.6	A
Eastbound Approach	7.3	A	7.5	A
Westbound Approach	7.6	A	7.4	A
Southbound Approach	10.9	B	10.7	B
2023 Background Plus Project				
Northbound Left	10.7	B	11.0	B
Northbound Through/Right	9.5	A	9.7	A
Eastbound Approach	7.3	A	7.6	A
Westbound Approach	7.6	A	7.4	A
Southbound Approach	11.1	B	11.1	B
2040 Background				
Northbound Left	9.9	A	11.1	B
Northbound Through/Right	9.1	A	9.6	A
Eastbound Approach	7.3	A	7.6	A
Westbound Approach	7.5	A	7.4	A
Southbound Approach	10.1	B	10.9	B
2040 Background Plus Project				
Northbound Left	10.0	B	11.3	B
Northbound Through/Right	9.1	A	9.6	A
Eastbound Approach	7.3	A	7.6	A
Westbound Approach	7.5	A	7.4	A
Southbound Approach	10.2	B	11.3	B

E Meadows Drive Roundabout

The E Meadows Drive single lane roundabout operates under yield conditions for all approaches. The intersection consists of single approach lanes. All approaches at this intersection currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, the approaches at this intersection are anticipated to operate acceptably throughout 2040 buildout with LOS A or better during both peak hours. **Table 5** shows the level of service results at this intersection.

Table 5 –E Meadows Drive Roundabout LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing	2.8	A	3.3	A
Eastbound Approach	2.7	A	3.5	A
Westbound Approach	2.8	A	3.2	A
Northbound Approach	2.8	A	3.3	A
Southbound Approach	2.9	A	3.1	A
2023 Background	2.9	A	3.4	A
Eastbound Approach	2.9	A	3.6	A
Westbound Approach	2.8	A	3.3	A
Northbound Approach	2.8	A	3.4	A
Southbound Approach	2.9	A	3.2	A
2023 Background Plus Project	3.0	A	3.6	A
Eastbound Approach	3.0	A	3.8	A
Westbound Approach	2.8	A	3.4	A
Northbound Approach	2.8	A	3.5	A
Southbound Approach	3.0	A	3.4	A
2040 Background	2.8	A	3.4	A
Eastbound Approach	2.8	A	3.6	A
Westbound Approach	2.7	A	3.2	A
Northbound Approach	2.8	A	3.4	A
Southbound Approach	2.9	A	3.2	A
2040 Background Plus Project	2.9	A	3.6	A
Eastbound Approach	2.9	A	3.7	A
Westbound Approach	2.8	A	3.3	A
Northbound Approach	2.8	A	3.5	A
Southbound Approach	3.0	A	3.4	A

E Meadows Drive and Midland Avenue

The unsignalized three-quarter T-intersection of E Meadows Drive and Midland Avenue operates with stop control on the northbound approach of E Meadows Drive. All movements at this intersection currently operate acceptably with LOS D or better during the morning and afternoon peak hours. With construction of this project, the northbound right movement may operate at LOS E with 35.4 seconds of delay for 44 vehicles. Therefore, the City of Glenwood Springs may require construction of an acceleration lane along eastbound Midland Avenue. This acceleration lane will need to provide a length of 150 feet plus 120-foot taper. This will likely require reconstruction of the existing channelized median island in the E Meadows Drive throat of the intersection. If 2040 volumes are realized, Midland Avenue may need to be improved to provide two through lanes in each direction. If this occurs, the separate eastbound right turn deceleration lane and possible eastbound acceleration lane could be absorbed into the outside through lane. It is recommended that this configuration be further studied in the future by the City of Glenwood Springs. **Table 6** shows the level of service results at this intersection.

Table 6 –E Meadows Drive and Midland Avenue LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Northbound Right	30.6	D	12.6	B
Westbound Left	13.2	B	8.8	A
2023 Background				
Northbound Right	34.1	D	12.9	B
Westbound Left	13.5	B	8.9	A
2023 Background Plus Project				
Northbound Right	35.4	E	13.2	B
Westbound Left	13.6	B	9.1	A
2023 Background Plus Project #				
Northbound Right	0.0	A	0.0	B
Westbound Left	13.6	B	9.1	A
2040 Background				
Northbound Right	57.7	F	14.5	B
Westbound Left	16.8	C	9.3	A
2040 Background ##				
Northbound Right	19.5	C	11.9	B
Westbound Left	16.9	C	9.3	A
2040 Background Plus Project ##				
Northbound Right	19.8	C	12.1	B
Westbound Left	17.1	C	9.5	A

= Northbound to Eastbound Free Right Turn with Acceleration Lane

= Midland Ave widened to 4-lanes

Wulfsohn Road and Midland Avenue

The unsignalized T-intersection of Wulfsohn Road and Midland Avenue operates with stop control on the eastbound approach of Wulfsohn Road. Of note, it is recommended that the existing free northbound right turn movement at the intersection of Midland Avenue and Wulfsohn Road be better designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized striping or a median be provided designating the left edge for the right turning vehicles. All movements at this intersection currently operate acceptably with LOS D or better during the morning and afternoon peak hours. By 2023, the northbound left turn may operate at LOS E with 38.6 seconds of delay for 10 projected left turning vehicles. If drivers choose to re-route, the signalized intersection of Midland Avenue and W Meadows has additional capacity for these volumes. Again, if future 2040 traffic volumes are realized, Midland Avenue may need to be a four-lane roadway to provide acceptable traffic operations. If this occurs, the separate eastbound right turn deceleration lane could be absorbed into the outside through lane. However, the eastbound acceleration lane along Midland Avenue from the northbound right turn would need to be replaced. It is recommended that this configuration be further studied in the future by the City of Glenwood Springs. **Table 7** shows the level of service results at this intersection.

Table 7 – Wulfsohn Road and Midland Avenue LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Northbound Left	26.9	D	34.4	D
Westbound Left	12.9	B	9.5	A
2023 Background				
Northbound Left	28.0	D	37.6	E
Westbound Left	13.3	B	9.7	A
2023 Background Plus Project				
Northbound Left	28.3	D	41.1	E
Westbound Left	13.4	B	9.9	A
2040 Background				
Northbound Left	39.0	E	43.7	E
Westbound Left	16.8	C	10.4	B
2040 Background #				
Northbound Left	42.9	E	29.5	D
Westbound Left	16.9	C	10.4	B
2040 Background Plus Project #				
Northbound Left	43.3	E	31.7	D
Westbound Left	17.1	C	10.7	B

= Midland Ave widened to 4-lanes

5.3 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 8** with calculations provided within the level of service operational sheets of **Appendix D** for unsignalized intersections and **Appendix E** for signalized intersections.

Table 8 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2023 Calculated Queue (feet)	2023 Recommended Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Length (feet)
W Meadows & Midland Ave					
Eastbound Right	150'	34'	150'	#	#
Westbound Left	200'	69'	200'	79'	200'
Northbound Right	100'	32'	100'	54'	100'
Wulfsohn Rd & E Meadows					
Northbound Left	50'	25'	50'	25'	50'
Midland Ave & E Meadows					
Westbound Left	250'	25'	250'	25'	250'
Midland Ave & Wulfsohn Rd					
Northbound Left	275'	25'	275'	25'	275'
Westbound Left	250'	25'	250'	50'	250'

Separate Eastbound Right Turn Deceleration Lane Removed when Midland Avenue widened to two-through lanes in each direction

As shown in the table representing the queuing results, none of the queues are projected to extend past the provided storage bays available during the short-term or long-term study horizons. Therefore, no modifications to turn lane lengths are anticipated to be needed.

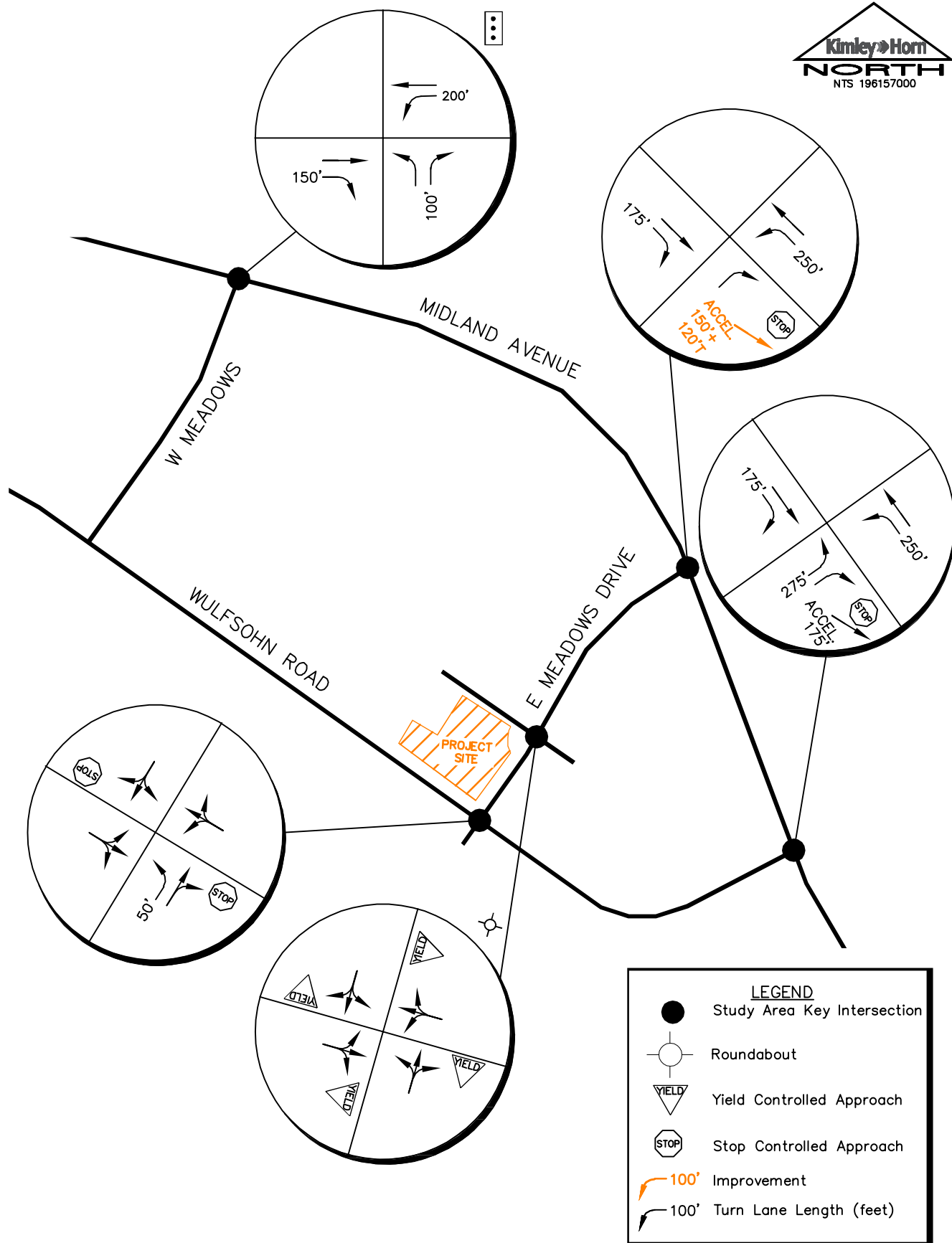
5.4 Bicycle and Pedestrian Access

Bicycle and pedestrian access evaluations were conducted for the area surrounding the proposed project site. There are no designated bicycle lanes on either side of Midland Avenue or Wulfsohn Road. There is a 12-foot sidewalk that is a multi-use trail along the south side of Midland Avenue from the east and west connections to Wulfsohn Road. There is a sidewalk on the north side of Wulfsohn Road from the east and west connections to Midland Avenue. There are sidewalks on the east and west sides of W Meadow and E Meadows Drive, in addition, there are crosswalks provided at the roundabout along E Meadows Drive. At the intersection of Midland Avenue and W Meadows, Midland Avenue and E Meadows Drive, and Midland Avenue

and Wulfsohn Road, there are at-grade crosswalks and below-grade crossings/trails. In the future, the Glenwood Spring's Long Rang Transportation Master Plan identifies Midland Avenue as providing on-street bike facilities. No additional offsite pedestrian or bicycle improvements are anticipated to be needed with the addition of the Lofts at Red Mountain – Phase IV project.

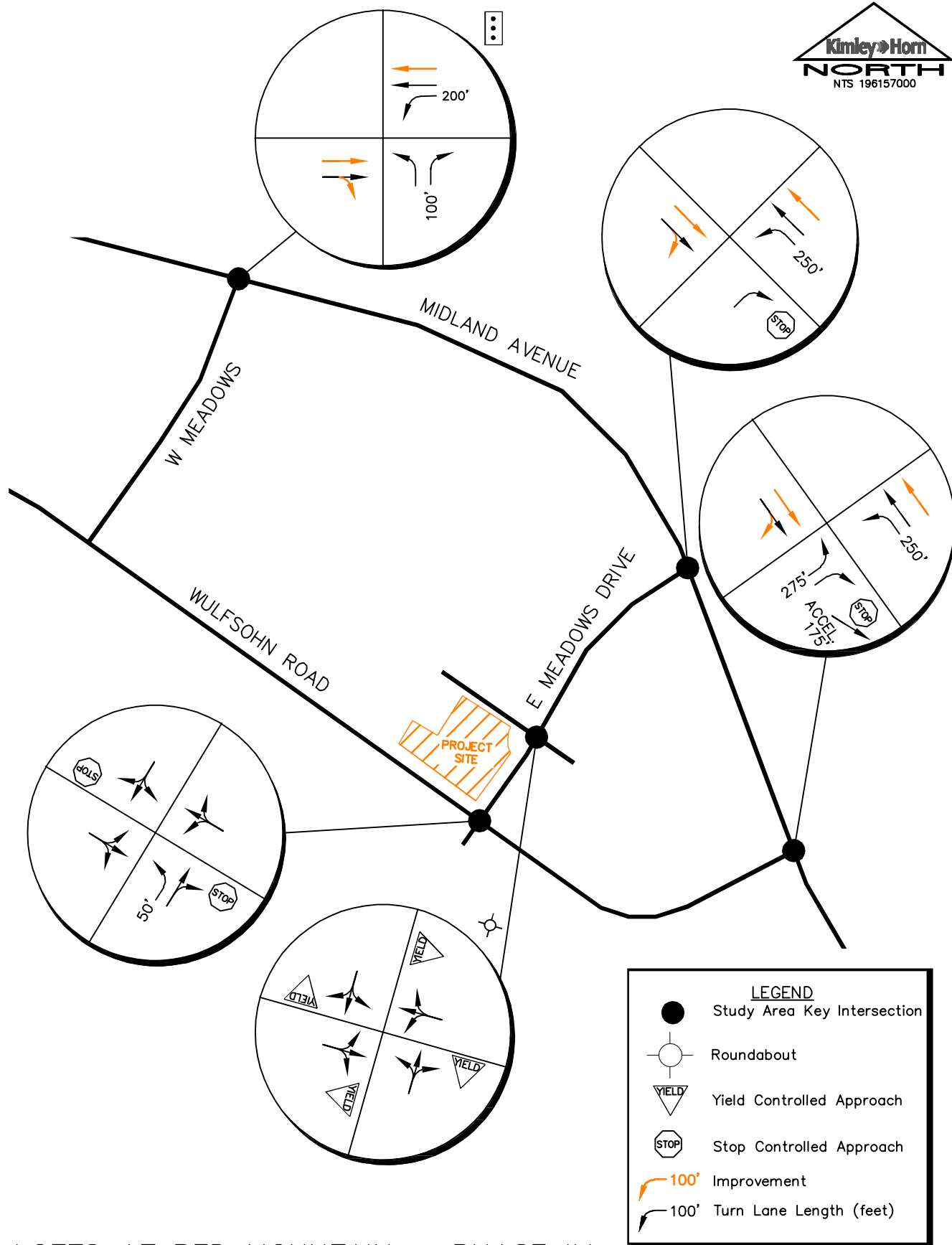
5.5 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control for the 2023 build out and 2040 long-term horizon years are shown in **Figures 12** and **13**, respectively.



LOFTS AT RED MOUNTAIN – PHASE IV
GLENWOOD SPRINGS, COLORADO
2023 RECOMMENDATIONS

FIGURE 12



LOFTS AT RED MOUNTAIN – PHASE IV
GLENWOOD SPRINGS, COLORADO
2040 RECOMMENDATIONS

FIGURE 13

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the Lofts at Red Mountain – Phase IV will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- At the Midland Avenue and E Meadows Drive intersection, a 150-foot plus 120-foot taper eastbound acceleration lane is recommended along Midland Avenue, so the northbound right turn operates with free turning movements. This will likely require reconstruction of the existing channelized median island in the E Meadows Drive throat of the intersection.
- It is recommended that the existing free northbound right turn movement at the intersection of Midland Avenue and Wulfsohn Road be better designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized striping or a median be provided designating the left edge for the right turning vehicles.
- If future 2040 volumes are realized, Midland Avenue may need to be widened to four-lanes to accommodate the increase in traffic. If this occurs, all of the eastbound right turn acceleration and deceleration lanes could be absorbed at the study intersections with exception of the eastbound right turn acceleration lane from the northbound right turn at the Midland Avenue and Wulfsohn Road intersection which would need to be reconstructed. Existing counts were conducted during the COVID-19 pandemic and a conservatively high 40 percent pandemic factor was applied to traffic in this area to represent normal traffic conditions. Once the pandemic is over, it is recommended that new counts be conducted in the area and that an overall transportation master plan be conducted for this area to confirm the full extent of improvements needed to accommodate traffic by the long term horizon.
- Any on-site or offsite improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

APPENDICES

APPENDIX A

Intersection Count Sheets



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
E Meadows Dr & Wolfsohn Rd

File Name : E Meadows and Wulfsohn AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

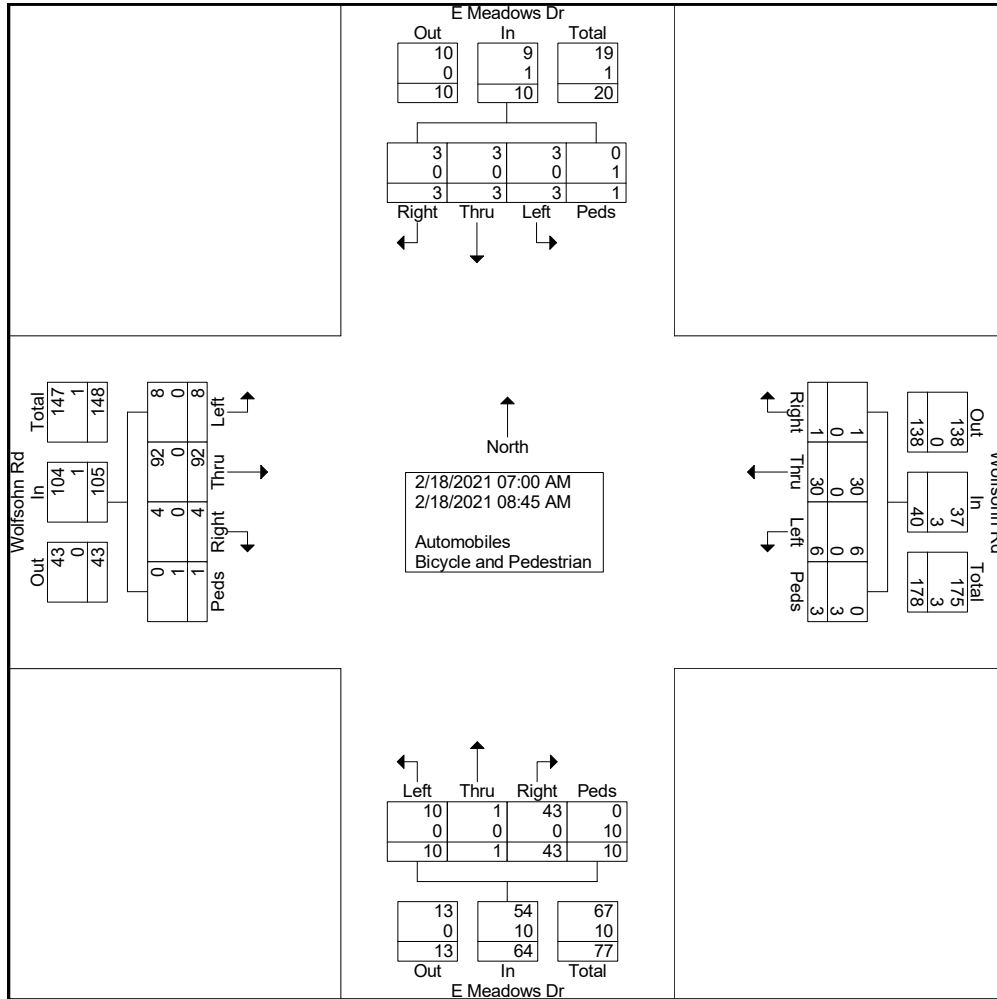
	Wolfsohn Rd Eastbound					Wolfsohn Rd Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	5	0	0	6	1	1	1	0	3	1	0	4	2	7	0	0	0	0	0	16
07:15 AM	1	9	0	0	10	0	1	0	0	1	0	0	4	2	6	0	0	0	0	0	17
07:30 AM	1	10	1	1	13	0	2	0	0	2	0	0	17	1	18	0	0	2	1	3	36
07:45 AM	1	6	0	0	7	0	7	0	0	7	0	0	0	2	2	0	0	0	0	0	16
Total	4	30	1	1	36	1	11	1	0	13	1	0	25	7	33	0	0	2	1	3	85
08:00 AM	0	8	0	0	8	2	5	0	0	7	3	1	3	0	7	2	1	0	0	3	25
08:15 AM	0	6	0	0	6	0	8	0	3	11	4	0	6	3	13	1	1	0	0	2	32
08:30 AM	3	29	2	0	34	1	3	0	0	4	1	0	4	0	5	0	1	0	0	1	44
08:45 AM	1	19	1	0	21	2	3	0	0	5	1	0	5	0	6	0	0	1	0	1	33
Total	4	62	3	0	69	5	19	0	3	27	9	1	18	3	31	3	3	1	0	7	134
Grand Total	8	92	4	1	105	6	30	1	3	40	10	1	43	10	64	3	3	3	1	10	219
Apprch %	7.6	87.6	3.8	1		15	75	2.5	7.5		15.6	1.6	67.2	15.6		30	30	30	10		
Total %	3.7	42	1.8	0.5	47.9	2.7	13.7	0.5	1.4	18.3	4.6	0.5	19.6	4.6	29.2	1.4	1.4	1.4	0.5	4.6	
Automobiles	8	92	4	0	104	6	30	1	0	37	10	1	43	0	54	3	3	3	0	9	204
% Automobiles	100	100	100	0	99	100	100	100	0	92.5	100	100	100	0	84.4	100	100	100	0	90	93.2
Bicycle and Pedestrian	0	0	0	1	1	0	0	0	3	3	0	0	0	10	10	0	0	0	1	1	15
% Bicycle and Pedestrian	0	0	0	100	1	0	0	0	100	7.5	0	0	0	100	15.6	0	0	0	100	10	6.8



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
E Meadows Dr & Wolfsohn Rd

File Name : E Meadows and Wulfsohn AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 2



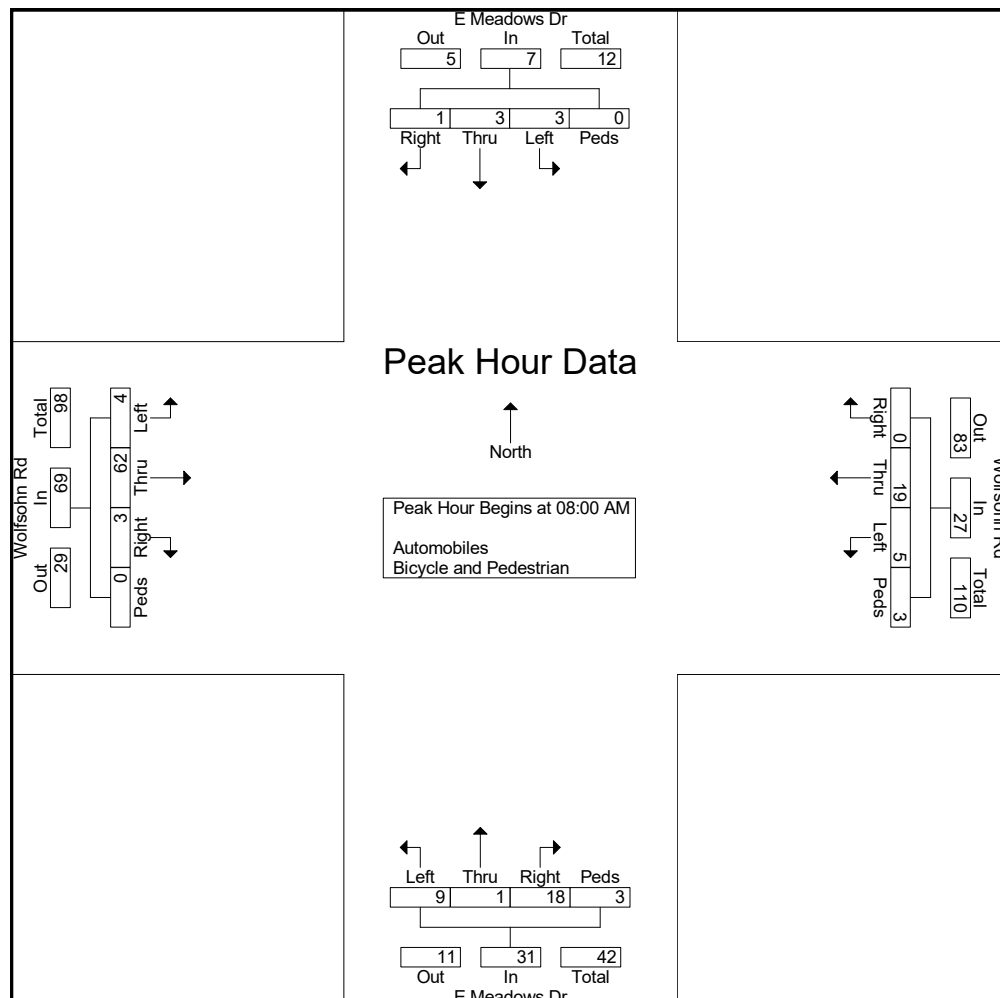


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
E Meadows Dr & Wolfsohn Rd

File Name : E Meadows and Wulfsohn AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 3

	Wolfsohn Rd Eastbound					Wolfsohn Rd Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	8	0	0	8	2	5	0	0	7	3	1	3	0	7	2	1	0	0	3	25
08:15 AM	0	6	0	0	6	0	8	0	3	11	4	0	6	3	13	1	1	0	0	2	32
08:30 AM	3	29	2	0	34	1	3	0	0	4	1	0	4	0	5	0	1	0	0	1	44
08:45 AM	1	19	1	0	21	2	3	0	0	5	1	0	5	0	6	0	0	1	0	1	33
Total Volume	4	62	3	0	69	5	19	0	3	27	9	1	18	3	31	3	3	1	0	7	134
% App. Total	5.8	89.9	4.3	0		18.5	70.4	0	11.1		29	3.2	58.1	9.7		42.9	42.9	14.3	0		
PHF	.333	.534	.375	.000	.507	.625	.594	.000	.250	.614	.563	.250	.750	.250	.596	.375	.750	.250	.000	.583	.761





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
E Meadows Dr & Wolfsohn Rd

File Name : E Meadows and Wulfsohn PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

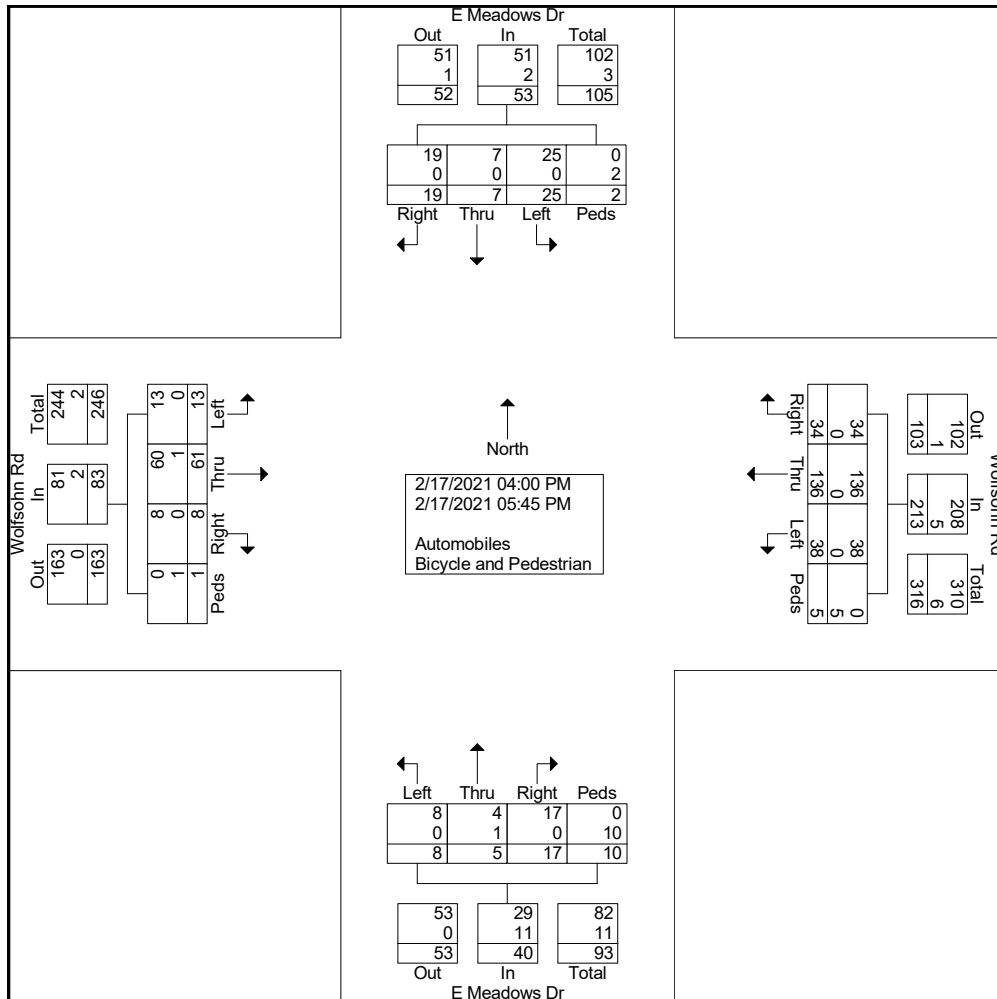
	Wolfsohn Rd Eastbound					Wolfsohn Rd Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	1	6	0	0	7	4	21	5	0	30	1	1	1	1	4	4	2	3	0	9	50
04:15 PM	1	12	1	1	15	4	14	6	0	24	0	1	1	2	4	5	1	0	1	7	50
04:30 PM	3	8	1	0	12	5	16	6	2	29	2	1	4	2	9	2	0	2	0	4	54
04:45 PM	1	5	2	0	8	5	18	5	0	28	1	1	3	0	5	4	1	5	0	10	51
Total	6	31	4	1	42	18	69	22	2	111	4	4	9	5	22	15	4	10	1	30	205
05:00 PM	1	8	3	0	12	3	14	1	0	18	0	1	2	1	4	1	2	2	0	5	39
05:15 PM	3	8	0	0	11	7	20	4	2	33	0	0	1	1	2	4	1	1	0	6	52
05:30 PM	2	5	0	0	7	2	20	2	1	25	3	0	3	1	7	2	0	3	0	5	44
05:45 PM	1	9	1	0	11	8	13	5	0	26	1	0	2	2	5	3	0	3	1	7	49
Total	7	30	4	0	41	20	67	12	3	102	4	1	8	5	18	10	3	9	1	23	184
Grand Total	13	61	8	1	83	38	136	34	5	213	8	5	17	10	40	25	7	19	2	53	389
Apprch %	15.7	73.5	9.6	1.2		17.8	63.8	16	2.3		20	12.5	42.5	25		47.2	13.2	35.8	3.8		
Total %	3.3	15.7	2.1	0.3	21.3	9.8	35	8.7	1.3	54.8	2.1	1.3	4.4	2.6	10.3	6.4	1.8	4.9	0.5	13.6	
Automobiles	13	60	8	0	81	38	136	34	0	208	8	4	17	0	29	25	7	19	0	51	369
% Automobiles	100	98.4	100	0	97.6	100	100	100	0	97.7	100	80	100	0	72.5	100	100	100	0	96.2	94.9
Bicycle and Pedestrian	0	1	0	1	2	0	0	0	5	5	0	1	0	10	11	0	0	0	2	2	20
% Bicycle and Pedestrian	0	1.6	0	100	2.4	0	0	0	100	2.3	0	20	0	100	27.5	0	0	0	100	3.8	5.1



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
E Meadows Dr & Wolfsohn Rd

File Name : E Meadows and Wulfsohn PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 2



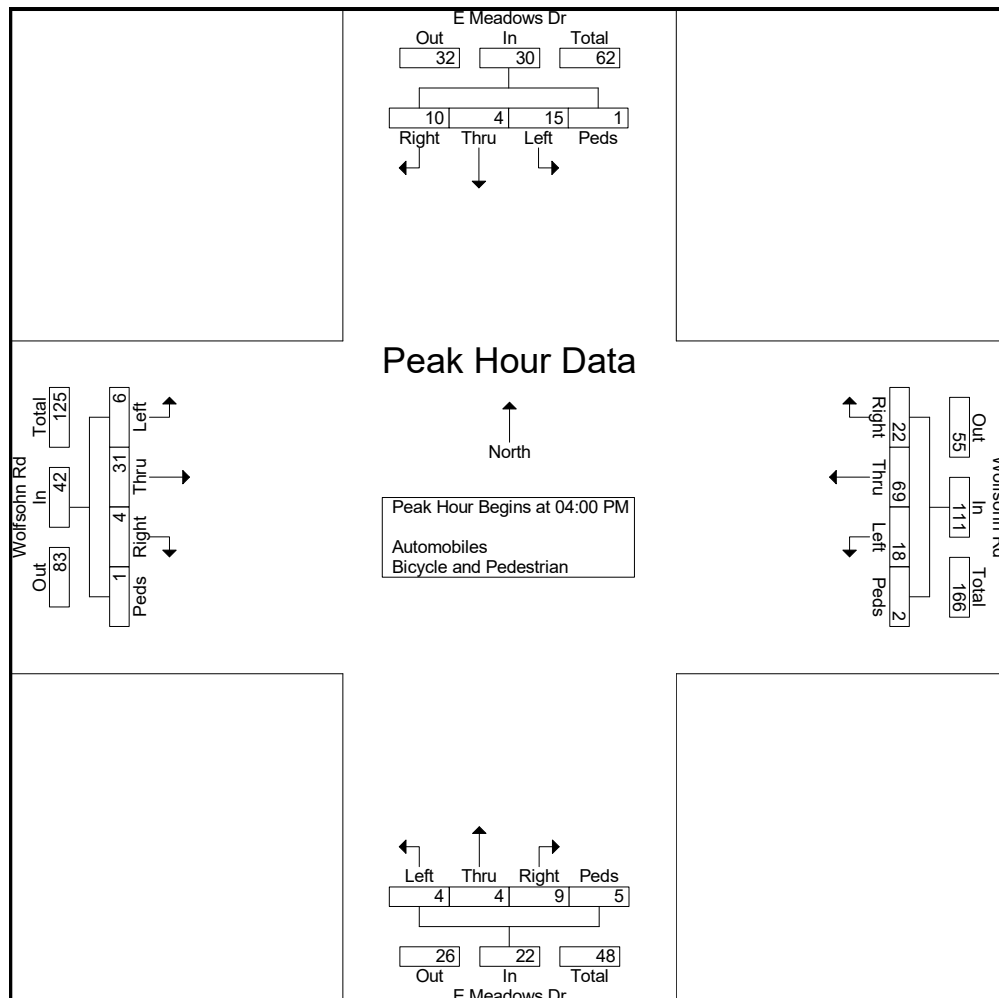


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
E Meadows Dr & Wolfsohn Rd

File Name : E Meadows and Wulfsohn PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 3

	Wolfsohn Rd Eastbound					Wolfsohn Rd Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	6	0	0	7	4	21	5	0	30	1	1	1	1	4	4	2	3	0	9	50
04:15 PM	1	12	1	1	15	4	14	6	0	24	0	1	1	2	4	5	1	0	1	7	50
04:30 PM	3	8	1	0	12	5	16	6	2	29	2	1	4	2	9	2	0	2	0	4	54
04:45 PM	1	5	2	0	8	5	18	5	0	28	1	1	3	0	5	4	1	5	0	10	51
Total Volume	6	31	4	1	42	18	69	22	2	111	4	4	9	5	22	15	4	10	1	30	205
% App. Total	14.3	73.8	9.5	2.4		16.2	62.2	19.8	1.8		18.2	18.2	40.9	22.7		50	13.3	33.3	3.3		
PHF	.500	.646	.500	.250	.700	.900	.821	.917	.250	.925	.500	1.0 0	.563	.625	.611	.750	.500	.500	.250	.750	.949





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
E Meadows Dr Roundabout

File Name : E Meadows Roundabout AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

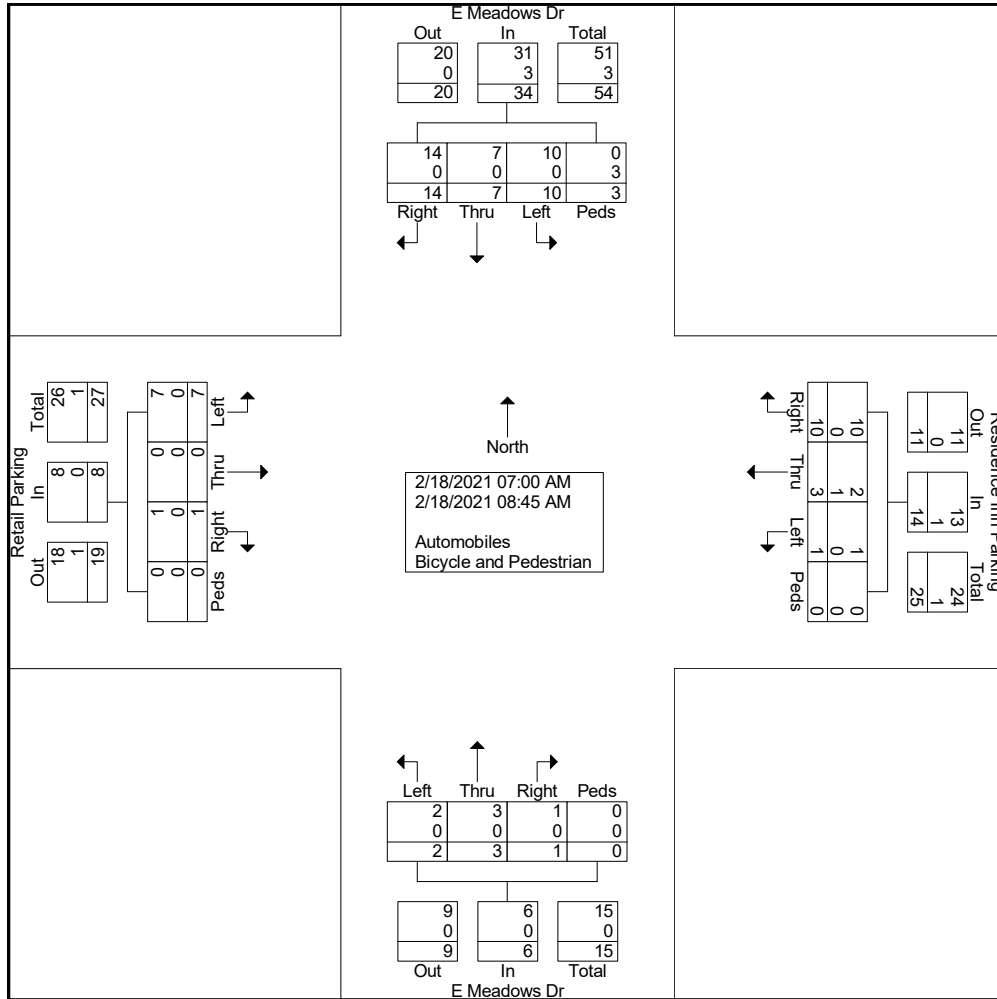
	Retail Parking Eastbound					Residence Inn Parking Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
07:15 AM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	1	1	0	0	2	6
07:45 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	1	0	3	0	4	7
Total	3	0	0	0	3	1	2	5	0	8	1	1	0	0	2	2	1	4	0	7	20
08:00 AM	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	4	2	1	2	9	13
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	7	7
08:30 AM	2	0	0	0	2	0	0	2	0	2	0	1	1	0	2	2	1	2	1	6	12
08:45 AM	1	0	0	0	1	0	1	2	0	3	1	0	0	0	1	0	1	4	0	5	10
Total	4	0	1	0	5	0	1	5	0	6	1	2	1	0	4	8	6	10	3	27	42
Grand Total	7	0	1	0	8	1	3	10	0	14	2	3	1	0	6	10	7	14	3	34	62
Apprch %	87.5	0	12.5	0		7.1	21.4	71.4	0		33.3	50	16.7	0		29.4	20.6	41.2	8.8		
Total %	11.3	0	1.6	0	12.9	1.6	4.8	16.1	0	22.6	3.2	4.8	1.6	0	9.7	16.1	11.3	22.6	4.8	54.8	
Automobiles	7	0	1	0	8	1	2	10	0	13	2	3	1	0	6	10	7	14	0	31	58
% Automobiles	100	0	100	0	100	100	66.7	100	0	92.9	100	100	100	0	100	100	100	100	0	91.2	93.5
Bicycle and Pedestrian	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3	4
% Bicycle and Pedestrian	0	0	0	0	0	0	33.3	0	0	7.1	0	0	0	0	0	0	0	0	100	8.8	6.5



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
E Meadows Dr Roundabout

File Name : E Meadows Roundabout AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 2



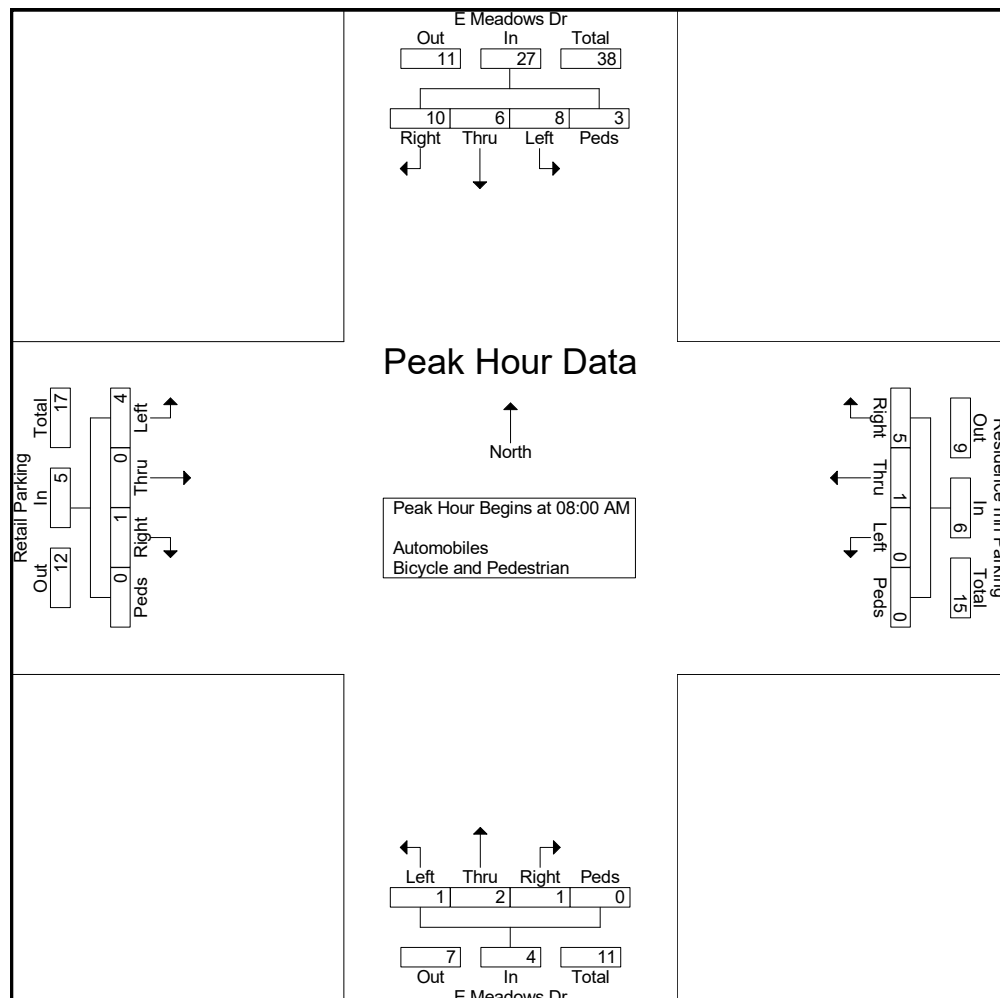


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
E Meadows Dr Roundabout

File Name : E Meadows Roundabout AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 3

	Retail Parking Eastbound					Residence Inn Parking Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	4	2	1	2	9	13
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	7	7
08:30 AM	2	0	0	0	2	0	0	2	0	2	0	1	1	0	2	2	1	2	1	6	12
08:45 AM	1	0	0	0	1	0	1	2	0	3	1	0	0	0	1	0	1	4	0	5	10
Total Volume	4	0	1	0	5	0	1	5	0	6	1	2	1	0	4	8	6	10	3	27	42
% App. Total	80	0	20	0		0	16.7	83.3	0		25	50	25	0		29.6	22.2	37	11.1		
PHF	.500	.000	.250	.000	.625	.000	.250	.625	.000	.500	.250	.500	.250	.000	.500	.500	.750	.625	.375	.750	.808





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
E Meadows Dr Roundabout

File Name : E Meadows Roundabout PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

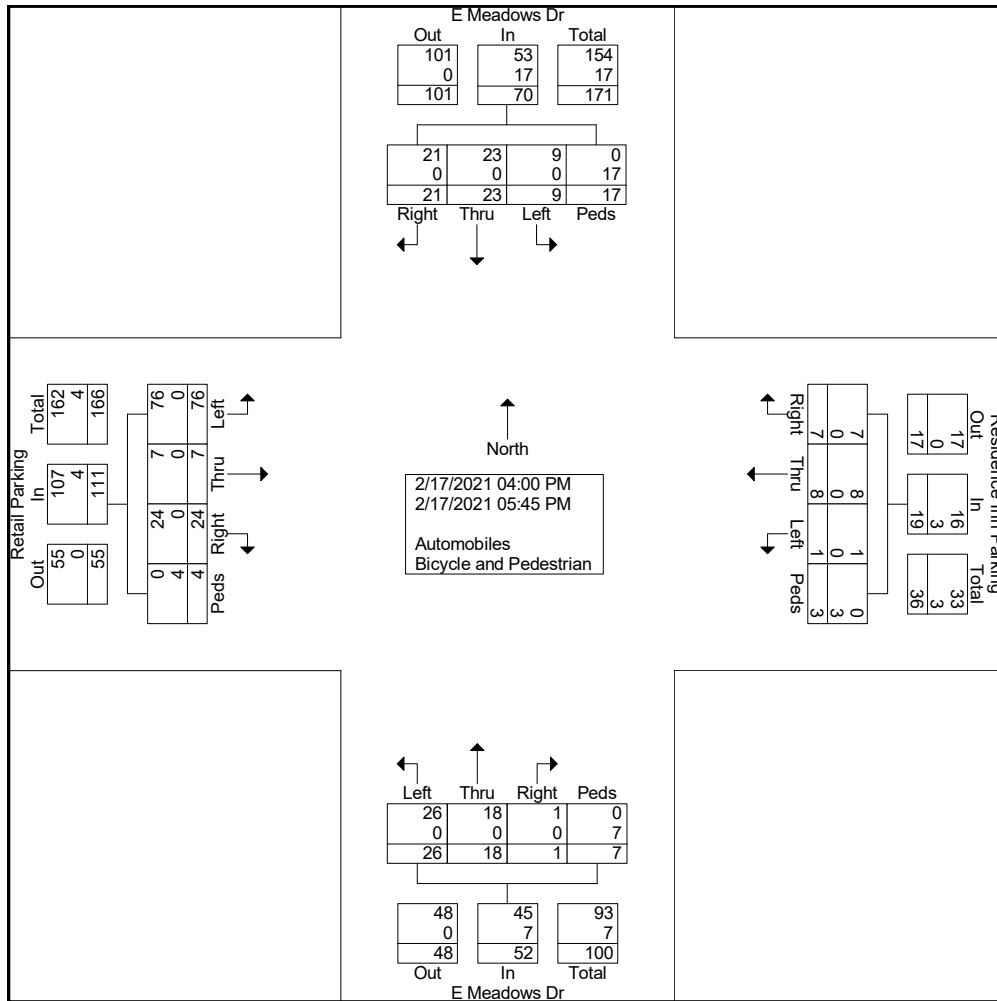
	Retail Parking Eastbound					Residence Inn Parking Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	11	1	2	0	14	0	2	3	1	6	4	3	0	0	7	1	5	4	3	13	40
04:15 PM	12	0	3	0	15	0	0	1	1	2	3	3	0	0	6	0	3	3	4	10	33
04:30 PM	13	2	1	0	16	0	0	0	0	0	4	4	0	0	8	1	4	1	3	9	33
04:45 PM	12	1	7	2	22	0	2	1	0	3	6	1	0	2	9	3	2	1	2	8	42
Total	48	4	13	2	67	0	4	5	2	11	17	11	0	2	30	5	14	9	12	40	148
05:00 PM	9	2	4	0	15	0	1	0	0	1	1	1	0	0	2	1	1	3	0	5	23
05:15 PM	5	0	3	0	8	0	1	1	1	3	2	4	0	0	6	1	3	5	5	14	31
05:30 PM	8	0	2	0	10	1	1	1	0	3	2	2	0	4	8	1	1	1	0	3	24
05:45 PM	6	1	2	2	11	0	1	0	0	1	4	0	1	1	6	1	4	3	0	8	26
Total	28	3	11	2	44	1	4	2	1	8	9	7	1	5	22	4	9	12	5	30	104
Grand Total	76	7	24	4	111	1	8	7	3	19	26	18	1	7	52	9	23	21	17	70	252
Apprch %	68.5	6.3	21.6	3.6		5.3	42.1	36.8	15.8		50	34.6	1.9	13.5		12.9	32.9	30	24.3		
Total %	30.2	2.8	9.5	1.6	44	0.4	3.2	2.8	1.2	7.5	10.3	7.1	0.4	2.8	20.6	3.6	9.1	8.3	6.7	27.8	
Automobiles	76	7	24	0	107	1	8	7	0	16	26	18	1	0	45	9	23	21	0	53	221
% Automobiles	100	100	100	0	96.4	100	100	100	0	84.2	100	100	100	0	86.5	100	100	100	0	75.7	87.7
Bicycle and Pedestrian	0	0	0	4	4	0	0	0	3	3	0	0	0	7	7	0	0	0	17	17	31
% Bicycle and Pedestrian	0	0	0	100	3.6	0	0	0	100	15.8	0	0	0	100	13.5	0	0	0	100	24.3	12.3



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
E Meadows Dr Roundabout

File Name : E Meadows Roundabout PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 2



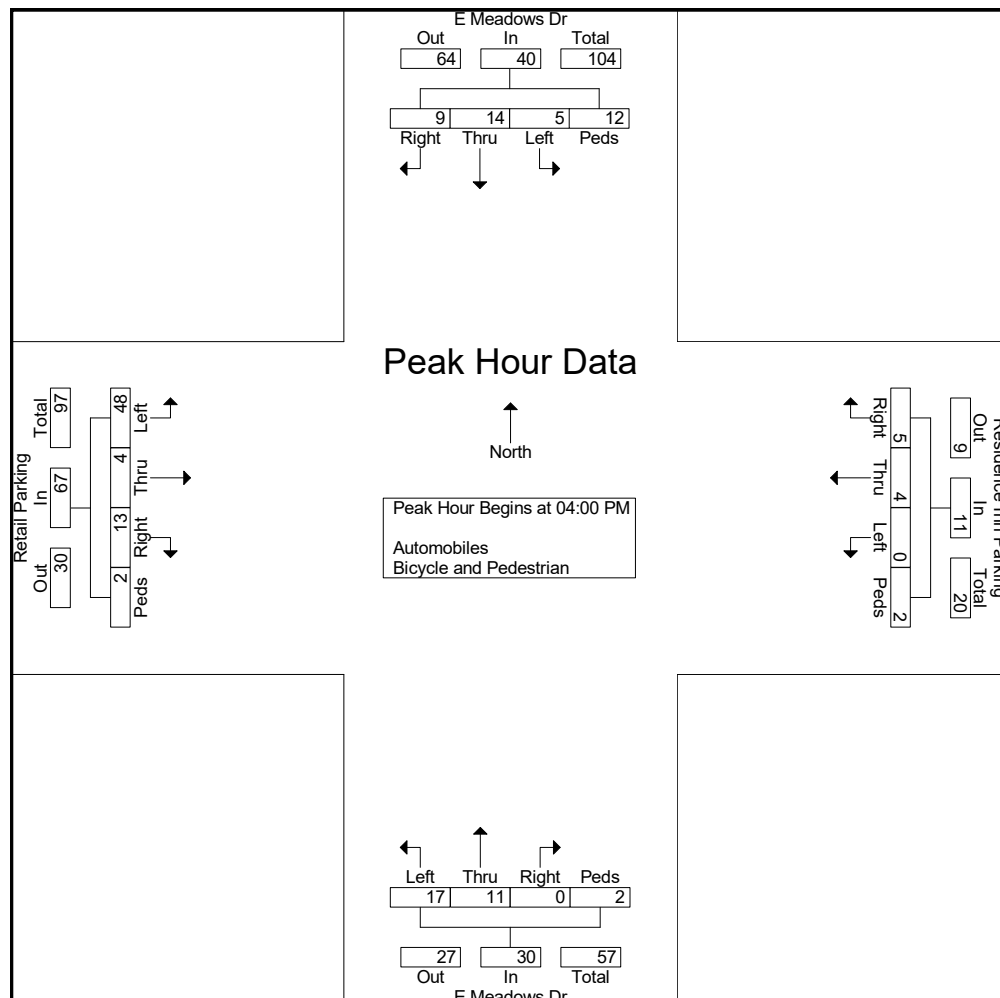


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
E Meadows Dr Roundabout

File Name : E Meadows Roundabout PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 3

	Retail Parking Eastbound					Residence Inn Parking Westbound					E Meadows Dr Northbound					E Meadows Dr Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	11	1	2	0	14	0	2	3	1	6	4	3	0	0	7	1	5	4	3	13	40
04:15 PM	12	0	3	0	15	0	0	1	1	2	3	3	0	0	6	0	3	3	4	10	33
04:30 PM	13	2	1	0	16	0	0	0	0	0	4	4	0	0	8	1	4	1	3	9	33
04:45 PM	12	1	7	2	22	0	2	1	0	3	6	1	0	2	9	3	2	1	2	8	42
Total Volume	48	4	13	2	67	0	4	5	2	11	17	11	0	2	30	5	14	9	12	40	148
% App. Total	71.6	6	19.4	3		0	36.4	45.5	18.2		56.7	36.7	0	6.7		12.5	35	22.5	30		
PHF	.923	.500	.464	.250	.761	.000	.500	.417	.500	.458	.708	.688	.000	.250	.833	.417	.700	.563	.750	.769	.881





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & E Meadows Dr

File Name : Midland and E Meadows AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

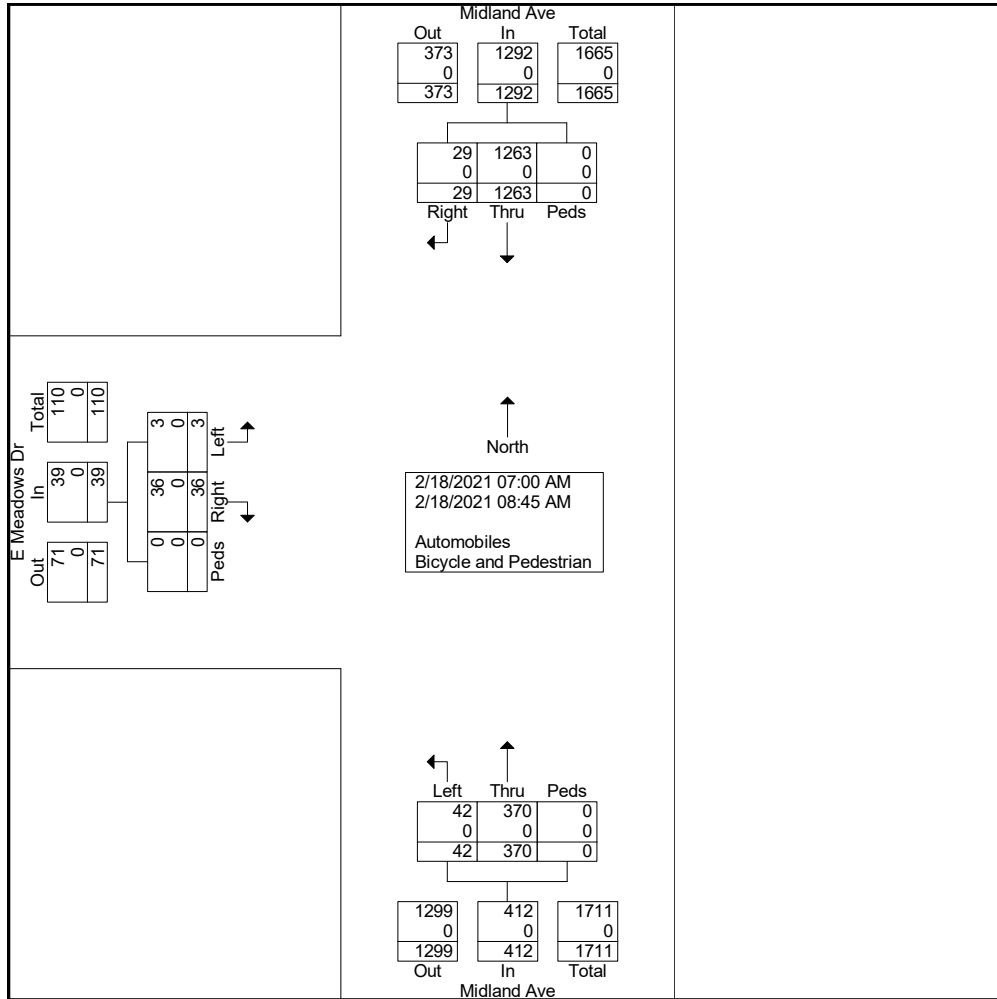
Start Time	E Meadows Dr Eastbound				Midland Ave Northbound				Midland Ave Southbound				Int. Total
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	
07:00 AM	1	2	0	3	0	18	0	18	37	3	0	40	61
07:15 AM	0	5	0	5	3	32	0	35	43	0	0	43	83
07:30 AM	1	1	0	2	4	38	0	42	97	1	0	98	142
07:45 AM	0	5	0	5	3	36	0	39	158	4	0	162	206
Total	2	13	0	15	10	124	0	134	335	8	0	343	492
08:00 AM	0	4	0	4	6	54	0	60	239	7	0	246	310
08:15 AM	0	5	0	5	5	60	0	65	234	8	0	242	312
08:30 AM	1	7	0	8	5	64	0	69	227	3	0	230	307
08:45 AM	0	7	0	7	16	68	0	84	228	3	0	231	322
Total	1	23	0	24	32	246	0	278	928	21	0	949	1251
Grand Total	3	36	0	39	42	370	0	412	1263	29	0	1292	1743
Apprch %	7.7	92.3	0		10.2	89.8	0		97.8	2.2	0		
Total %	0.2	2.1	0	2.2	2.4	21.2	0	23.6	72.5	1.7	0	74.1	
Automobiles	3	36	0	39	42	370	0	412	1263	29	0	1292	1743
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & E Meadows Dr

File Name : Midland and E Meadows AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 2



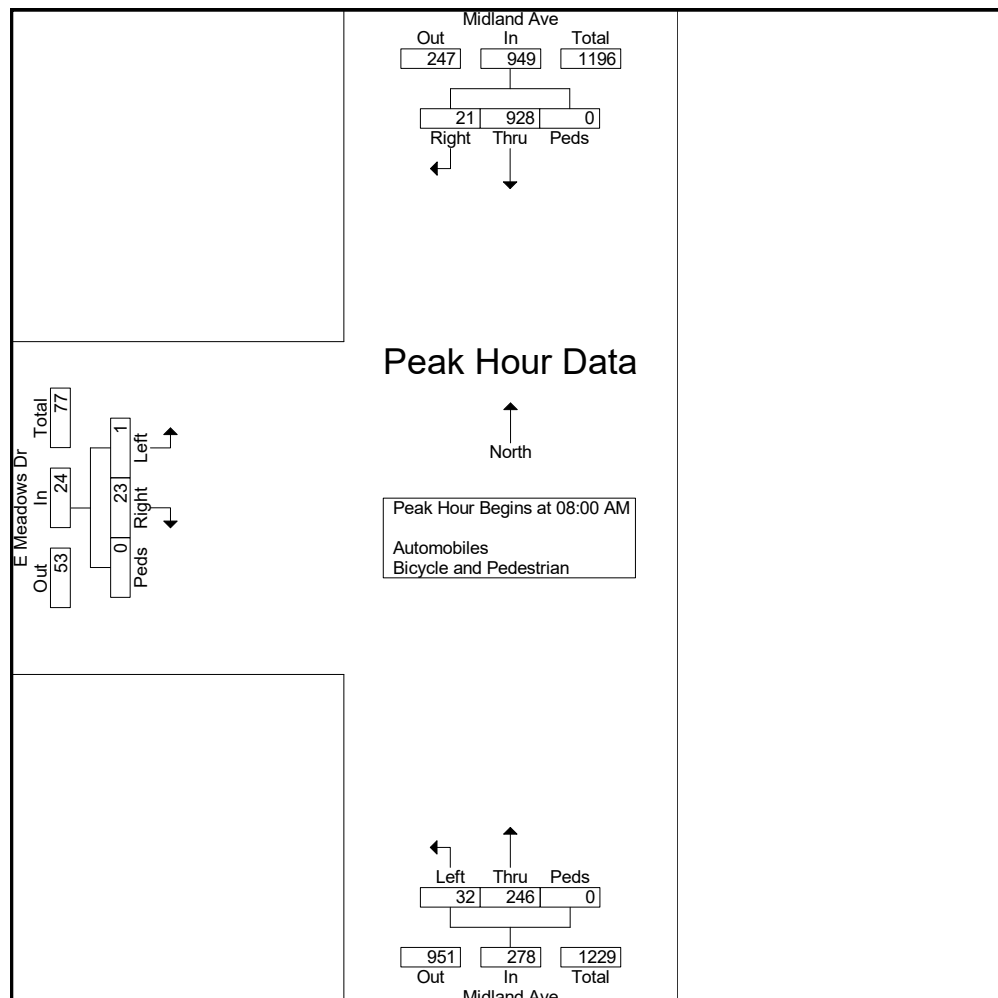


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & E Meadows Dr

File Name : Midland and E Meadows AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 3

	E Meadows Dr Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	4	0	4	6	54	0	60	239	7	0	246	310
08:15 AM	0	5	0	5	5	60	0	65	234	8	0	242	312
08:30 AM	1	7	0	8	5	64	0	69	227	3	0	230	307
08:45 AM	0	7	0	7	16	68	0	84	228	3	0	231	322
Total Volume	1	23	0	24	32	246	0	278	928	21	0	949	1251
% App. Total	4.2	95.8	0		11.5	88.5	0		97.8	2.2	0		
PHF	.250	.821	.000	.750	.500	.904	.000	.827	.971	.656	.000	.964	.971





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & E Meadows Dr

File Name : Midland and E Meadows PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

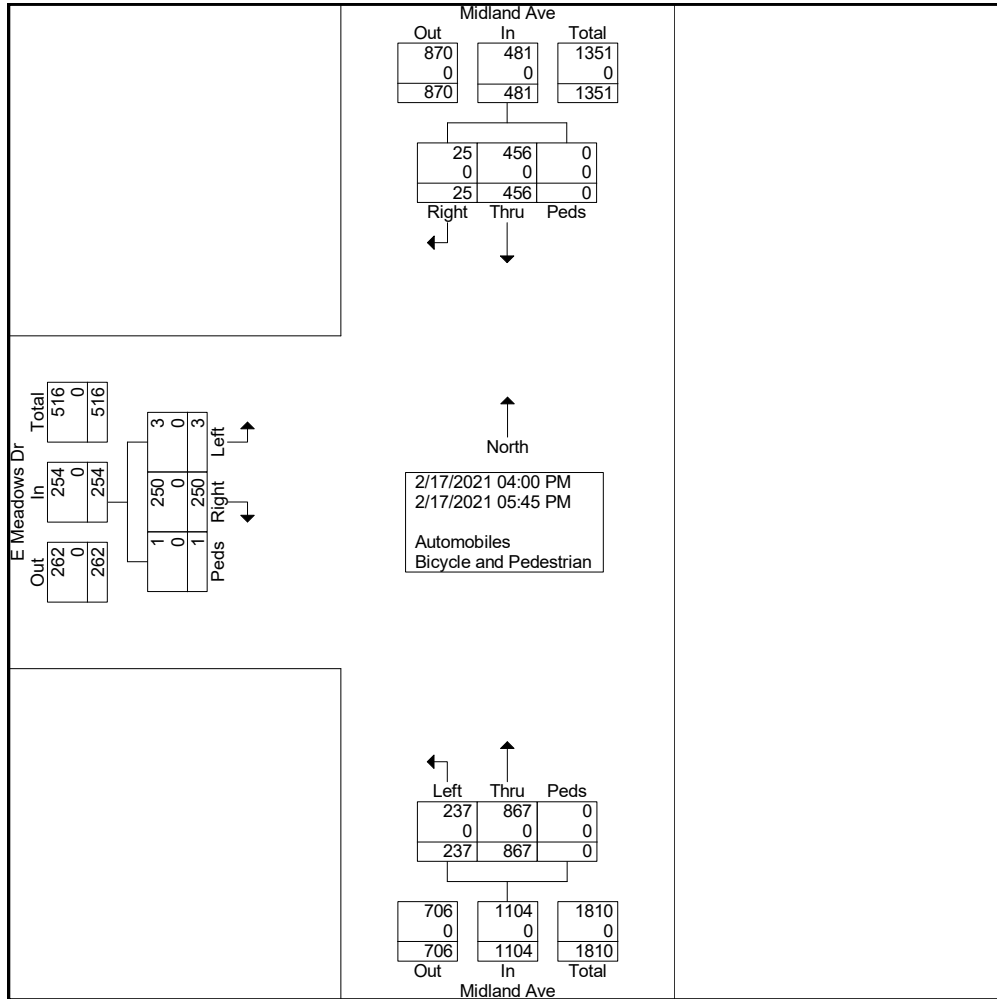
	E Meadows Dr Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	2	36	0	38	26	108	0	134	65	2	0	67	239
04:15 PM	1	34	0	35	35	88	0	123	61	1	0	62	220
04:30 PM	0	35	1	36	31	96	0	127	64	6	0	70	233
04:45 PM	0	37	0	37	29	92	0	121	48	2	0	50	208
Total	3	142	1	146	121	384	0	505	238	11	0	249	900
05:00 PM	0	33	0	33	35	122	0	157	64	3	0	67	257
05:15 PM	0	20	0	20	34	149	0	183	57	6	0	63	266
05:30 PM	0	29	0	29	23	128	0	151	48	2	0	50	230
05:45 PM	0	26	0	26	24	84	0	108	49	3	0	52	186
Total	0	108	0	108	116	483	0	599	218	14	0	232	939
Grand Total	3	250	1	254	237	867	0	1104	456	25	0	481	1839
Apprch %	1.2	98.4	0.4		21.5	78.5	0		94.8	5.2	0		
Total %	0.2	13.6	0.1	13.8	12.9	47.1	0	60	24.8	1.4	0	26.2	
Automobiles	3	250	1	254	237	867	0	1104	456	25	0	481	1839
% Automobiles	100	100	100	100	100	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & E Meadows Dr

File Name : Midland and E Meadows PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 2



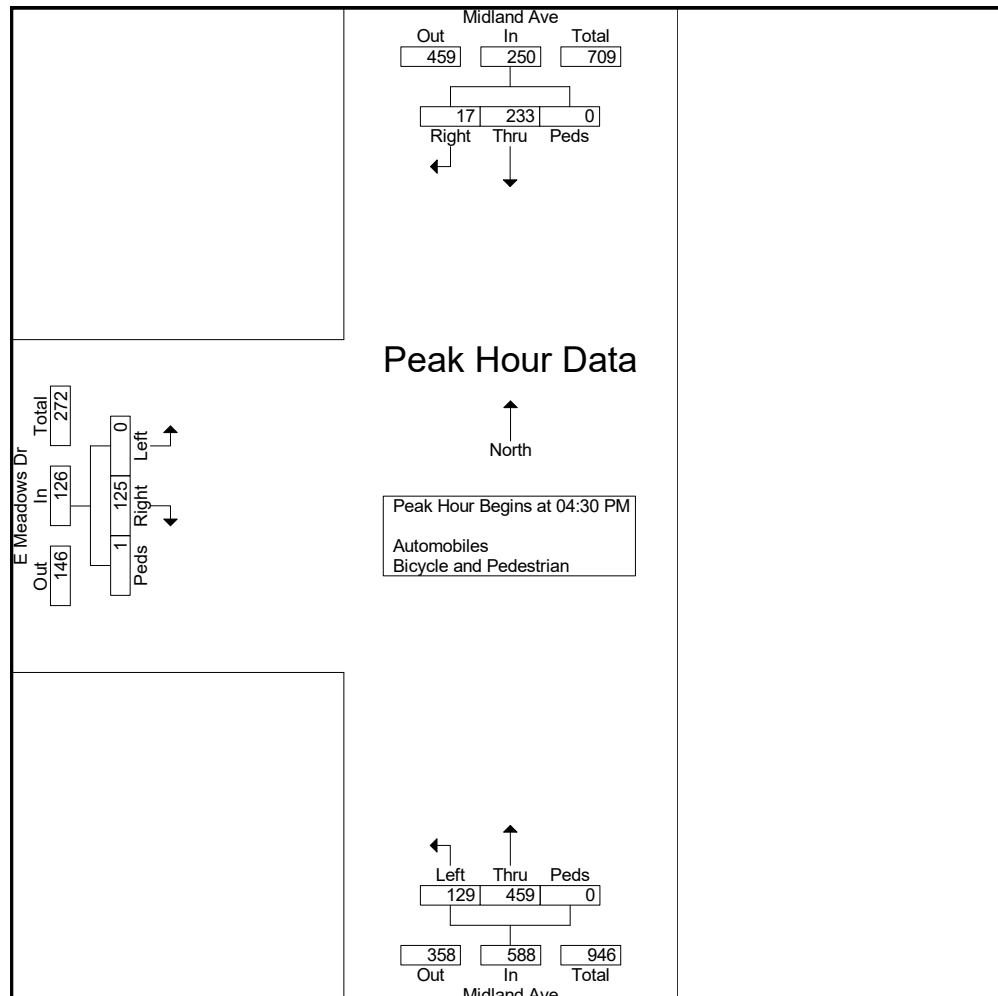


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & E Meadows Dr

File Name : Midland and E Meadows PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 3

	E Meadows Dr Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	35	1	36	31	96	0	127	64	6	0	70	233
04:45 PM	0	37	0	37	29	92	0	121	48	2	0	50	208
05:00 PM	0	33	0	33	35	122	0	157	64	3	0	67	257
05:15 PM	0	20	0	20	34	149	0	183	57	6	0	63	266
Total Volume	0	125	1	126	129	459	0	588	233	17	0	250	964
% App. Total	0	99.2	0.8		21.9	78.1	0		93.2	6.8	0		
PHF	.000	.845	.250	.851	.921	.770	.000	.803	.910	.708	.000	.893	.906





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & West Meadows

File Name : Midland and W Meadows AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

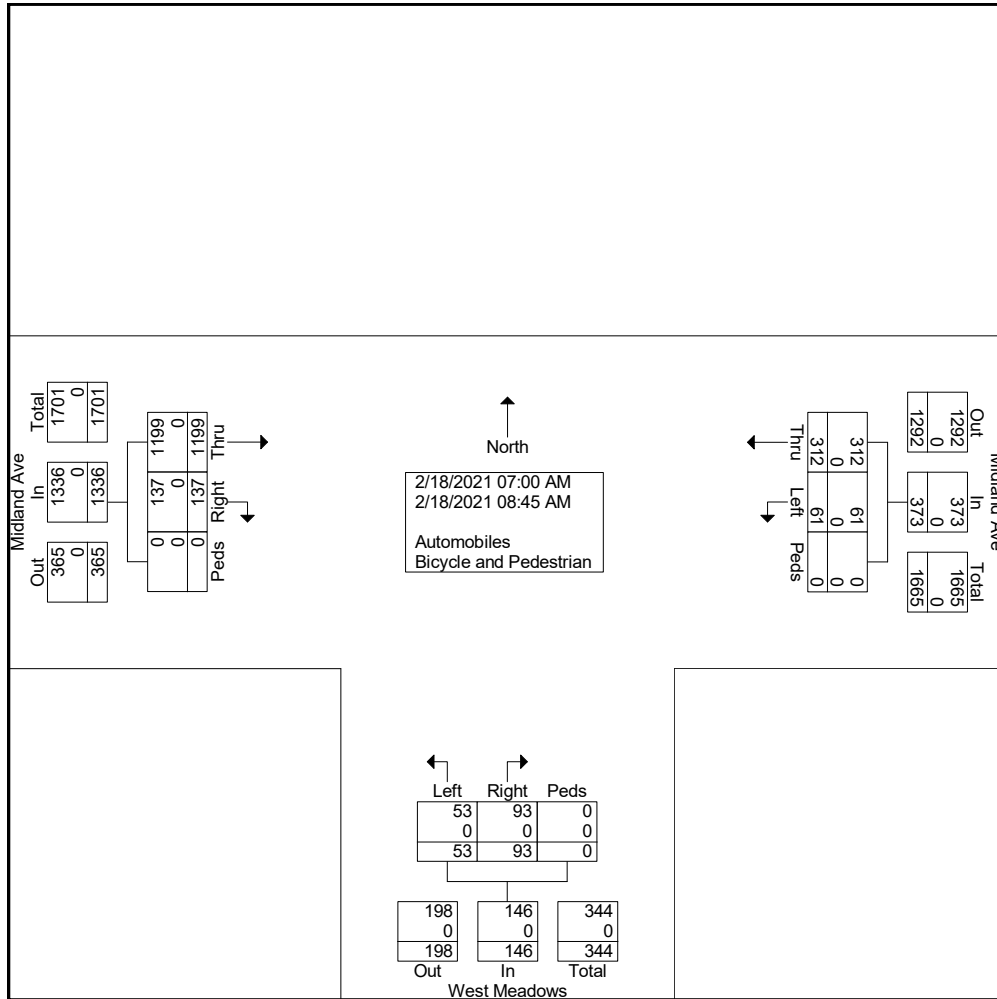
	Midland Ave Eastbound				Midland Ave Westbound				West Meadows Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	37	13	0	50	2	17	0	19	1	3	0	4	73
07:15 AM	37	5	0	42	4	28	0	32	2	6	0	8	82
07:30 AM	93	15	0	108	1	38	0	39	5	5	0	10	157
07:45 AM	150	18	0	168	5	31	0	36	9	12	0	21	225
Total	317	51	0	368	12	114	0	126	17	26	0	43	537
08:00 AM	232	23	0	255	7	47	0	54	7	14	0	21	330
08:15 AM	235	23	0	258	12	48	0	60	9	7	0	16	334
08:30 AM	210	21	0	231	14	51	0	65	14	20	0	34	330
08:45 AM	205	19	0	224	16	52	0	68	6	26	0	32	324
Total	882	86	0	968	49	198	0	247	36	67	0	103	1318
Grand Total	1199	137	0	1336	61	312	0	373	53	93	0	146	1855
Apprch %	89.7	10.3	0		16.4	83.6	0		36.3	63.7	0		
Total %	64.6	7.4	0	72	3.3	16.8	0	20.1	2.9	5	0	7.9	
Automobiles	1199	137	0	1336	61	312	0	373	53	93	0	146	1855
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & West Meadows

File Name : Midland and W Meadows AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 2



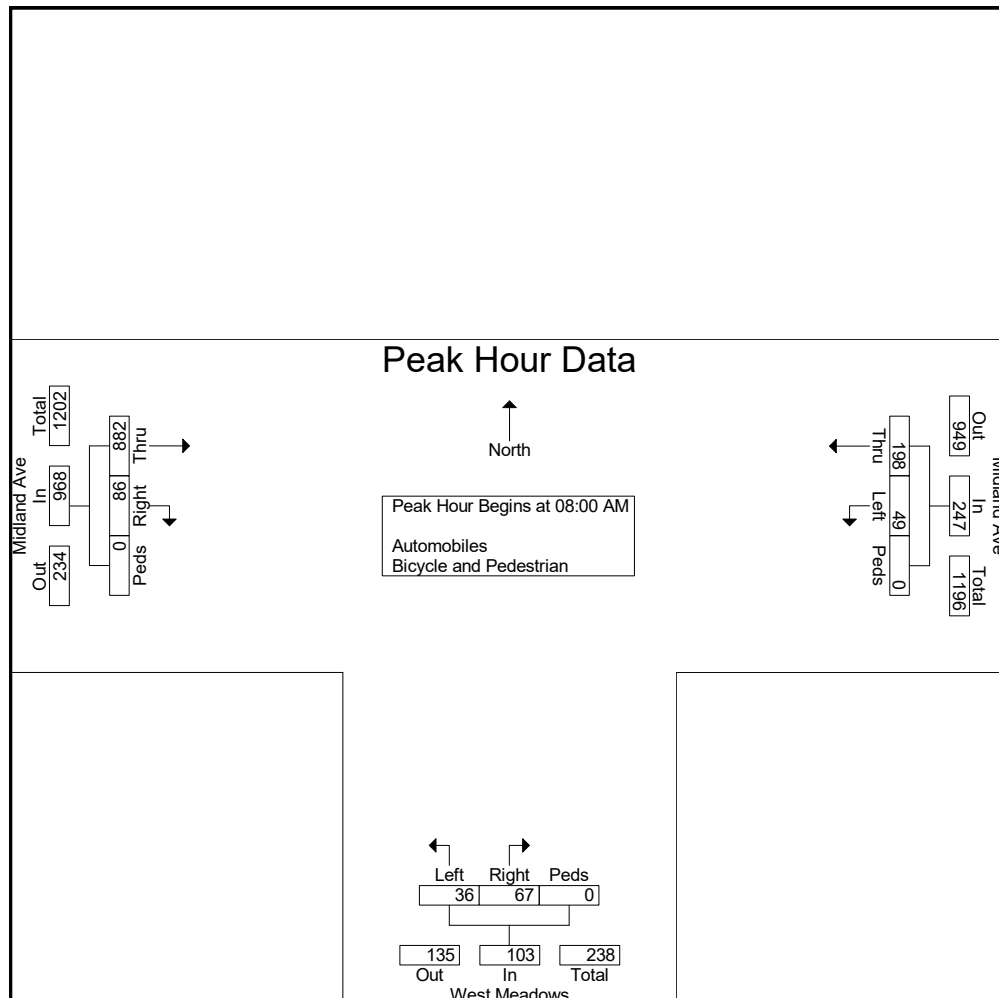


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & West Meadows

File Name : Midland and W Meadows AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 3

	Midland Ave Eastbound				Midland Ave Westbound				West Meadows Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	232	23	0	255	7	47	0	54	7	14	0	21	330
08:15 AM	235	23	0	258	12	48	0	60	9	7	0	16	334
08:30 AM	210	21	0	231	14	51	0	65	14	20	0	34	330
08:45 AM	205	19	0	224	16	52	0	68	6	26	0	32	324
Total Volume	882	86	0	968	49	198	0	247	36	67	0	103	1318
% App. Total	91.1	8.9	0		19.8	80.2	0		35	65	0		
PHF	.938	.935	.000	.938	.766	.952	.000	.908	.643	.644	.000	.757	.987





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & West Meadows

File Name : Midland and W Meadows PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

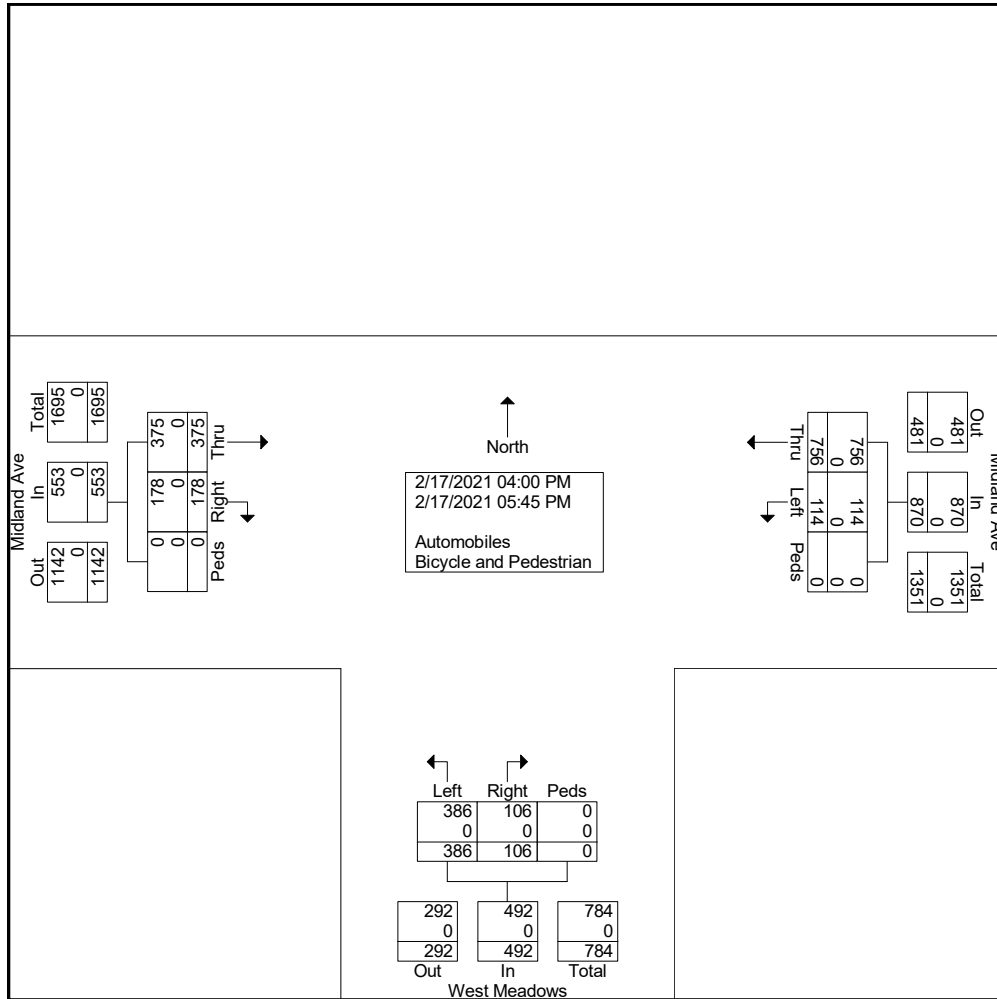
Start Time	Midland Ave Eastbound				Midland Ave Westbound				West Meadows Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	45	31	0	76	21	89	0	110	50	22	0	72	258
04:15 PM	54	31	0	85	12	77	0	89	50	8	0	58	232
04:30 PM	56	25	0	81	11	85	0	96	60	14	0	74	251
04:45 PM	41	21	0	62	10	82	0	92	60	9	0	69	223
Total	196	108	0	304	54	333	0	387	220	53	0	273	964
05:00 PM	47	18	0	65	13	109	0	122	43	20	0	63	250
05:15 PM	56	15	0	71	17	132	0	149	48	7	0	55	275
05:30 PM	39	22	0	61	10	118	0	128	35	11	0	46	235
05:45 PM	37	15	0	52	20	64	0	84	40	15	0	55	191
Total	179	70	0	249	60	423	0	483	166	53	0	219	951
Grand Total	375	178	0	553	114	756	0	870	386	106	0	492	1915
Apprch %	67.8	32.2	0		13.1	86.9	0		78.5	21.5	0		
Total %	19.6	9.3	0	28.9	6	39.5	0	45.4	20.2	5.5	0	25.7	
Automobiles	375	178	0	553	114	756	0	870	386	106	0	492	1915
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & West Meadows

File Name : Midland and W Meadows PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 2



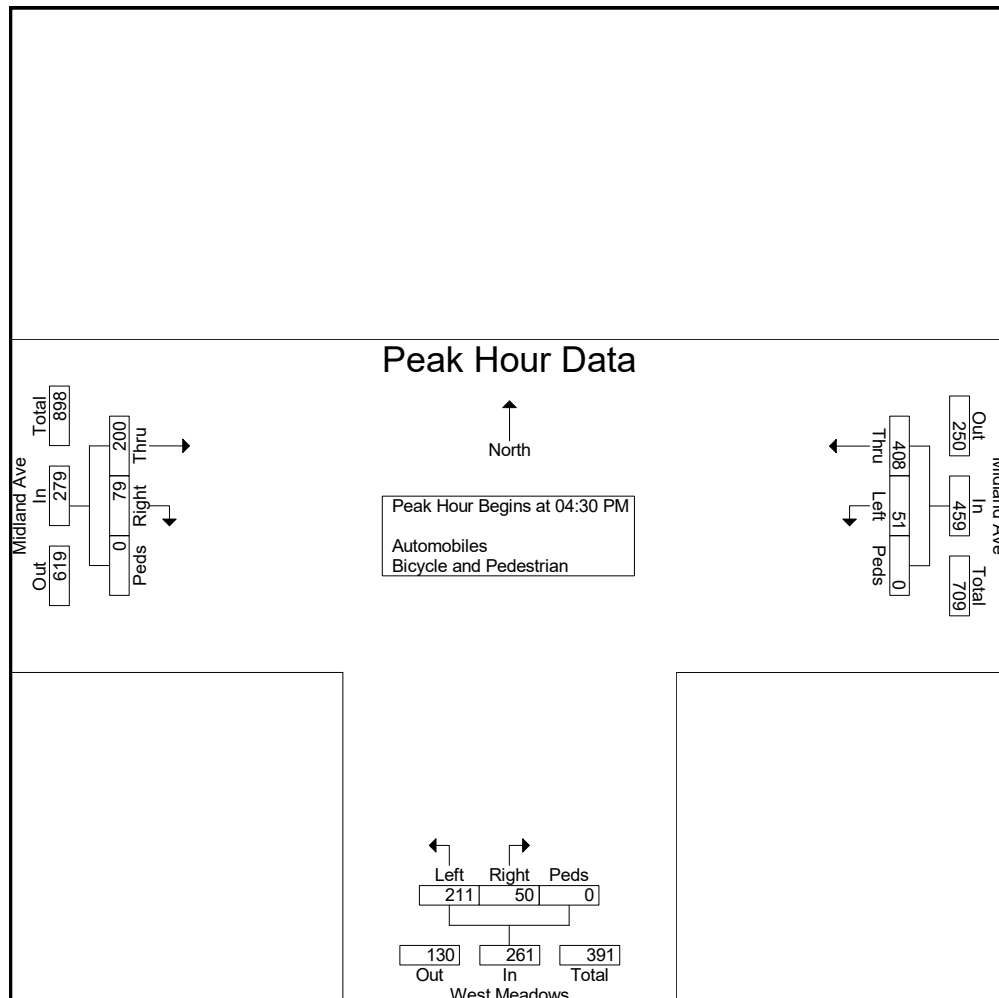


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & West Meadows

File Name : Midland and W Meadows PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 3

	Midland Ave Eastbound				Midland Ave Westbound				West Meadows Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	56	25	0	81	11	85	0	96	60	14	0	74	251
04:45 PM	41	21	0	62	10	82	0	92	60	9	0	69	223
05:00 PM	47	18	0	65	13	109	0	122	43	20	0	63	250
05:15 PM	56	15	0	71	17	132	0	149	48	7	0	55	275
Total Volume	200	79	0	279	51	408	0	459	211	50	0	261	999
% App. Total	71.7	28.3	0		11.1	88.9	0		80.8	19.2	0		
PHF	.893	.790	.000	.861	.750	.773	.000	.770	.879	.625	.000	.882	.908





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & Wolfsohn Rd

File Name : Midland and Wulfsohn AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

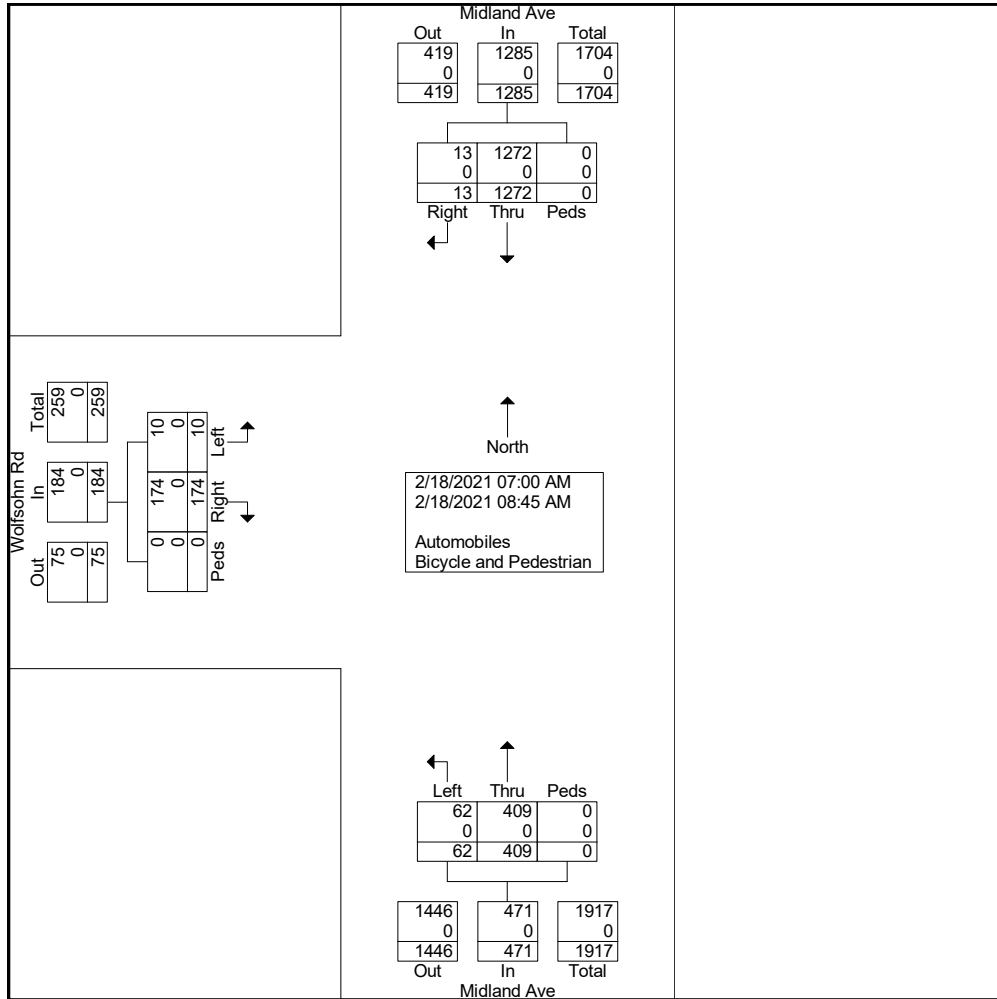
	Wolfsohn Rd Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	15	0	15	8	17	0	25	39	1	0	40	80
07:15 AM	0	15	0	15	3	36	0	39	47	0	0	47	101
07:30 AM	1	28	0	29	6	40	0	46	94	1	0	95	170
07:45 AM	1	15	0	16	6	39	0	45	163	2	0	165	226
Total	2	73	0	75	23	132	0	155	343	4	0	347	577
08:00 AM	3	16	0	19	11	60	0	71	236	4	0	240	330
08:15 AM	2	20	0	22	15	67	0	82	237	2	0	239	343
08:30 AM	1	31	0	32	7	69	0	76	228	1	0	229	337
08:45 AM	2	34	0	36	6	81	0	87	228	2	0	230	353
Total	8	101	0	109	39	277	0	316	929	9	0	938	1363
Grand Total	10	174	0	184	62	409	0	471	1272	13	0	1285	1940
Apprch %	5.4	94.6	0		13.2	86.8	0		99	1	0		
Total %	0.5	9	0	9.5	3.2	21.1	0	24.3	65.6	0.7	0	66.2	
Automobiles	10	174	0	184	62	409	0	471	1272	13	0	1285	1940
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & Wolfsohn Rd

File Name : Midland and Wulfsohn AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 2



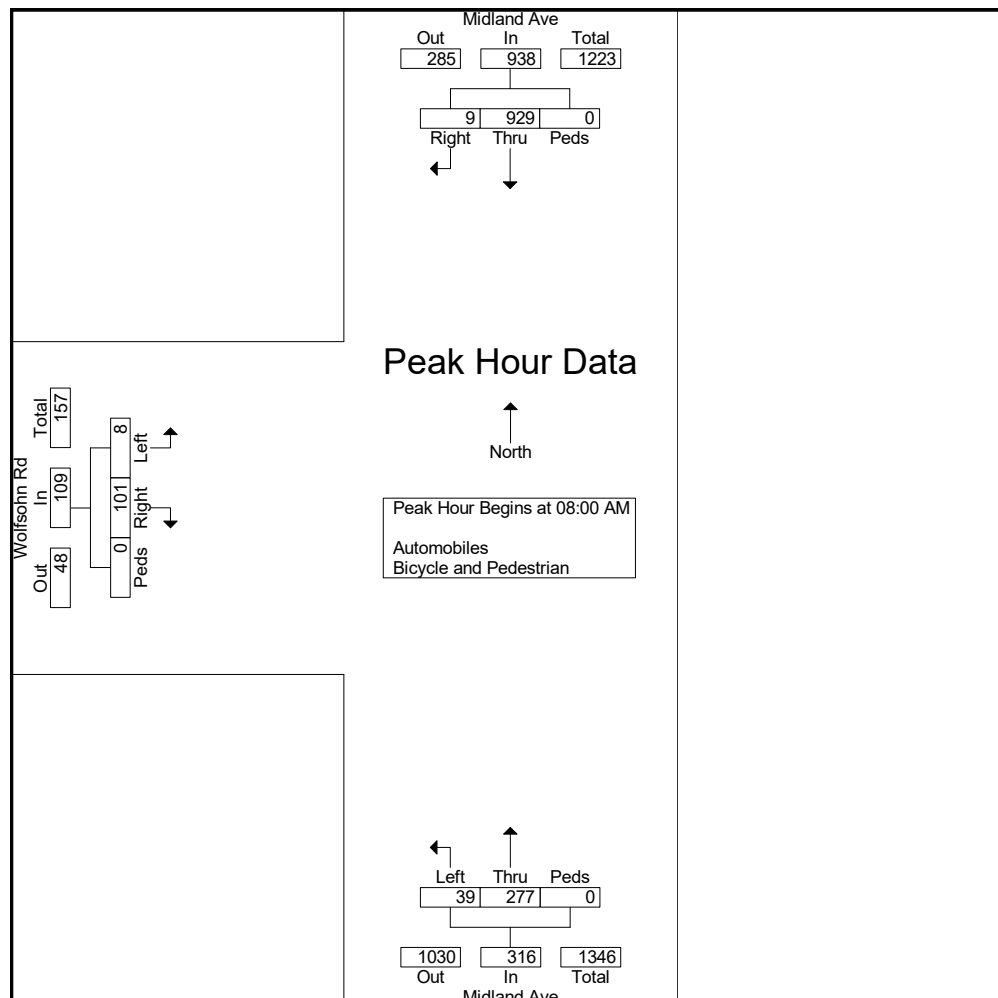


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
AM Peak
Midland Ave & Wolfsohn Rd

File Name : Midland and Wulfsohn AM
Site Code : IPO 526
Start Date : 2/18/2021
Page No : 3

	Wolfsohn Rd Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	3	16	0	19	11	60	0	71	236	4	0	240	330
08:15 AM	2	20	0	22	15	67	0	82	237	2	0	239	343
08:30 AM	1	31	0	32	7	69	0	76	228	1	0	229	337
08:45 AM	2	34	0	36	6	81	0	87	228	2	0	230	353
Total Volume	8	101	0	109	39	277	0	316	929	9	0	938	1363
% App. Total	7.3	92.7	0		12.3	87.7	0		99	1	0		
PHF	.667	.743	.000	.757	.650	.855	.000	.908	.980	.563	.000	.977	.965





Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & Wolfsohn Rd

File Name : Midland and Wulfsohn PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

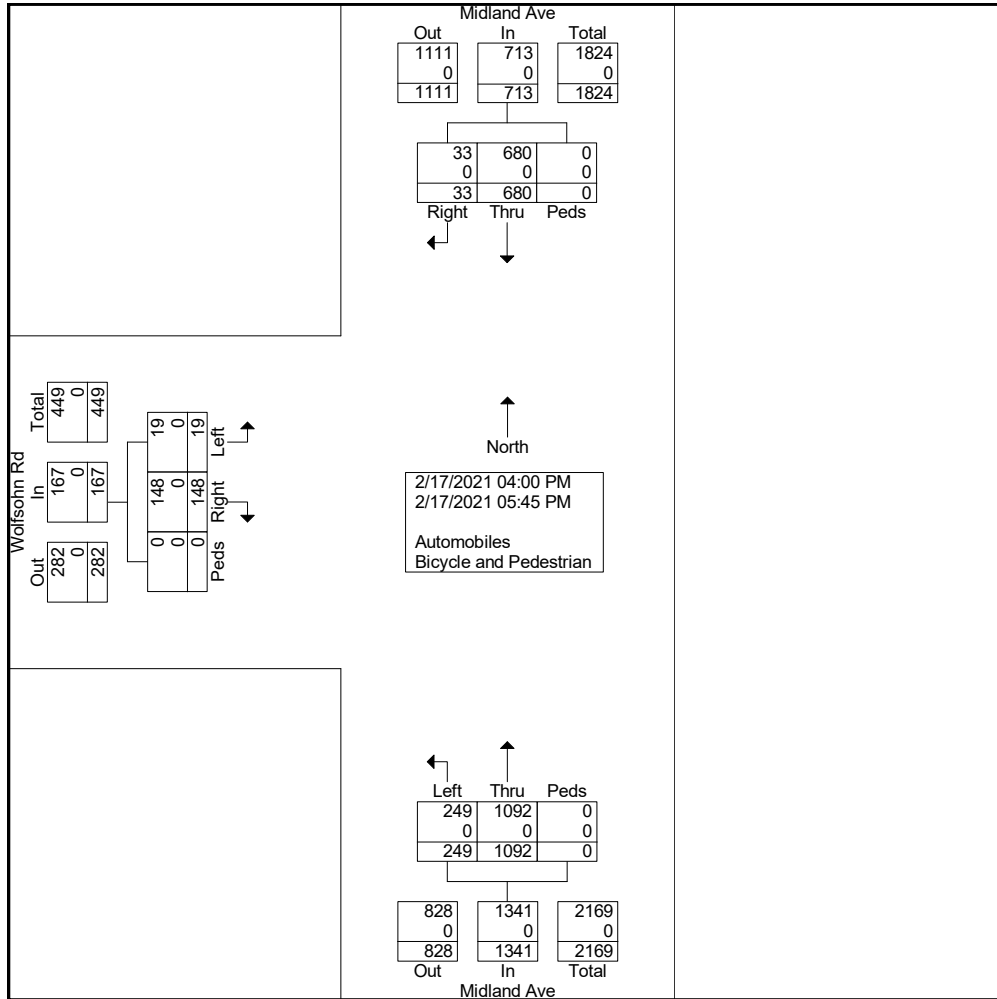
	Wolfsohn Rd Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	4	9	0	13	37	134	0	171	96	3	0	99	283
04:15 PM	5	16	0	21	36	115	0	151	91	9	0	100	272
04:30 PM	1	19	0	20	29	128	0	157	96	3	0	99	276
04:45 PM	5	23	0	28	28	119	0	147	80	6	0	86	261
Total	15	67	0	82	130	496	0	626	363	21	0	384	1092
05:00 PM	0	22	0	22	24	161	0	185	97	3	0	100	307
05:15 PM	1	18	0	19	41	182	0	223	73	5	0	78	320
05:30 PM	3	25	0	28	20	146	0	166	74	0	0	74	268
05:45 PM	0	16	0	16	34	107	0	141	73	4	0	77	234
Total	4	81	0	85	119	596	0	715	317	12	0	329	1129
Grand Total	19	148	0	167	249	1092	0	1341	680	33	0	713	2221
Apprch %	11.4	88.6	0		18.6	81.4	0		95.4	4.6	0		
Total %	0.9	6.7	0	7.5	11.2	49.2	0	60.4	30.6	1.5	0	32.1	
Automobiles	19	148	0	167	249	1092	0	1341	680	33	0	713	2221
% Automobiles	100	100	0	100	100	100	0	100	100	100	0	100	100
Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0



Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & Wolfsohn Rd

File Name : Midland and Wulfsohn PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 2



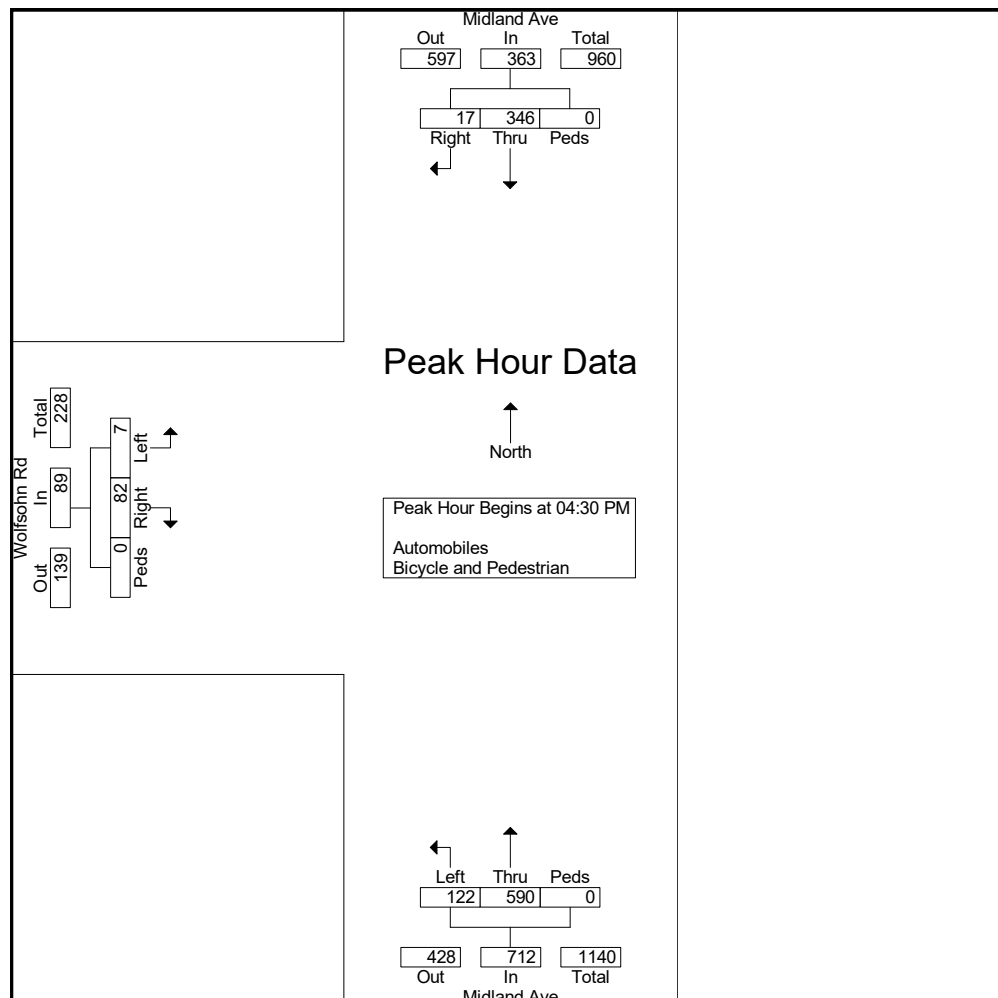


Ridgeview Data
Collection

Glenwood Springs, CO
Lofts at Red Mountain
PM Peak
Midland Ave & Wolfsohn Rd

File Name : Midland and Wulfsohn PM
Site Code : IPO 526
Start Date : 2/17/2021
Page No : 3

	Wolfsohn Rd Eastbound				Midland Ave Northbound				Midland Ave Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	1	19	0	20	29	128	0	157	96	3	0	99	276
04:45 PM	5	23	0	28	28	119	0	147	80	6	0	86	261
05:00 PM	0	22	0	22	24	161	0	185	97	3	0	100	307
05:15 PM	1	18	0	19	41	182	0	223	73	5	0	78	320
Total Volume	7	82	0	89	122	590	0	712	346	17	0	363	1164
% App. Total	7.9	92.1	0		17.1	82.9	0		95.3	4.7	0		
PHF	.350	.891	.000	.795	.744	.810	.000	.798	.892	.708	.000	.908	.909



APPENDIX B

CDOT OTIS Traffic Information and Projections

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	AADTYR	COUNTYEAR	YR20FACTOR	Growth Rate	DHV	DD	COUNTSTATIONID	LOCATION
070A	109	114.295	5.297	2019	32000	2019	2019	1.27	1.20%	10.5	56	103014	ON I-70 E/O SH 6 CANYON CREEK RD EXIT 114
070A	114.295	116.38	2.083	2019	26000	2019	2018	1.24	1.08%	10.5	56	103015	ON I-70 W/O SH 82 GLENWOOD SPRINGS
									1.14%				

APPENDIX C

Trip Generation Worksheets

Project Lofts at Red Mountain - Phase III (Background)
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by MAG Date February 23, 2021 Job No. 196157000
 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)

$$X = 89$$

T = Average Vehicle Trip Ends

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

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(89.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 31 Average Vehicle Trip Ends 8 entering 23 exiting 8 + 23 = 31
--	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$ $\ln(T) = 0.96 * \ln(89.0) - 0.63$	Directional Distribution: 61% ent. 39% exit. T = 40 Average Vehicle Trip Ends 24 entering 16 exiting 24 + 16 = 40
--	--

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 89 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 484 Average Vehicle Trip Ends 242 entering 242 exiting 242 + 242 = 484
--	--

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

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 89 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 44 Average Vehicle Trip Ends 22 entering 22 exiting 22 + 22 = 44
--	--

Project Lofts at Red Mountain - Phase IV
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by MAG Date February 23, 2021 Job No. 196157000
 Checked by _____ Date _____ Sheet No. 1 of 2

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)

$$X = 36$$

T = Average Vehicle Trip Ends

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

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(36.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 13 Average Vehicle Trip Ends 3 entering 10 exiting 3 + 10 = 13
--	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$ $\ln(T) = 0.96 * \ln(36.0) - 0.63$	Directional Distribution: 61% ent. 39% exit. T = 17 Average Vehicle Trip Ends 10 entering 7 exiting 10 + 7 = 17
--	--

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 36 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 196 Average Vehicle Trip Ends 98 entering 98 exiting 98 + 98 = 196
--	--

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

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 36 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 22 Average Vehicle Trip Ends 11 entering 11 exiting 11 + 11 = 22
--	--

Project Lofts at Red Mountain - Phase IV
 Subject Trip Generation for Fast Casual Restaurant
 Designed by MAG Date February 23, 2021 Job No. 196157000
 Checked by _____ Date _____ Sheet No. 2 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Fast Casual Restaurant (930)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 5,950 Square Feet

X = 5.950

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 62)

Average Weekday	Directional Distribution:	67% ent.	33% exit.
T = 2.07 (X)	T = 12	Average Vehicle Trip Ends	
T = 2.07 * 5.950	8 entering	4	exiting
	8 + 4 =	12	

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 63)

Average Weekday	Directional Distribution:	55% ent.	45% exit.
T = 14.13(X)	T = 84	Average Vehicle Trip Ends	
T = 14.13 * 5.950	46 entering	38	exiting
	46 + 38 =	84	

Weekday (900 Series Page 61)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 315.17 (X)	T = 1876	Average Vehicle Trip Ends
T = 315.17 * 5.950	938 entering	938 exiting
	938 + 938 =	1876

Saturday Peak Hour of Generator (900 Series Page 67)

	Directional Distribution:	55% ent.	45% exit.
T = 34.02 (X)	T = 202	Average Vehicle Trip Ends	
T = 34.02 * 5.950	111 entering	91	exiting
	111 + 91 =	202	

APPENDIX D

Intersection Analysis Worksheets

Timings

1: W Meadows & Midland Ave

2021 Adjusted Existing AM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	1235	120	69	277	50	94
Future Volume (vph)	1235	120	69	277	50	94
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	9.5	97.5	22.5	22.5
Total Split (%)	73.3%	73.3%	7.9%	81.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	83.6	83.6	91.1	91.1	18.0	18.0
Actuated g/C Ratio	0.71	0.71	0.77	0.77	0.15	0.15
v/c Ratio	1.00	0.11	0.56	0.21	0.24	0.36
Control Delay	42.8	3.2	29.0	4.1	47.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	3.2	29.0	4.1	47.7	11.0
LOS	D	A	C	A	D	B
Approach Delay	39.2			9.0	23.7	
Approach LOS	D			A	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 118.1

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 32.1

Intersection LOS: C

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave

↖ Ø2	↘ Ø3	→ Ø4
22.5 s	9.5 s	88 s
	↖ Ø8	
	97.5 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2021 Adjusted Existing AM.syn
02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1235	120	69	277	50	94
Future Volume (veh/h)	1235	120	69	277	50	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1314	128	76	304	66	124
Peak Hour Factor	0.94	0.94	0.91	0.91	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1306	1107	129	1448	268	239
Arrive On Green	0.70	0.70	0.04	0.77	0.15	0.15
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1314	128	76	304	66	124
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	83.5	3.2	1.3	5.2	3.9	8.6
Cycle Q Clear(g_c), s	83.5	3.2	1.3	5.2	3.9	8.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1306	1107	129	1448	268	239
V/C Ratio(X)	1.01	0.12	0.59	0.21	0.25	0.52
Avail Cap(c_a), veh/h	1306	1107	135	1454	268	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	5.9	34.4	3.6	44.8	46.8
Incr Delay (d2), s/veh	26.4	0.0	6.2	0.1	2.2	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.5	1.0	1.8	1.7	1.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	6.0	40.5	3.7	47.0	54.7
LnGrp LOS	F	A	D	A	D	D
Approach Vol, veh/h	1442			380	190	
Approach Delay, s/veh	41.1			11.1	52.0	
Approach LOS	D			B	D	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	22.5		9.1	88.0	97.1	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	18.0		5.0	83.5	93.0	
Max Q Clear Time (g_c+l1), s	10.6		3.3	85.5	7.2	
Green Ext Time (p_c), s	0.3		0.0	0.0	2.0	
Intersection Summary						
HCM 6th Ctrl Delay			36.4			
HCM 6th LOS			D			

Timings

1: W Meadows & Midland Ave

2021 Adjusted Existing PM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	280	111	71	571	295	70
Future Volume (vph)	280	111	71	571	295	70
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	66.0	66.0	10.0	76.0	44.0	44.0
Total Split (%)	55.0%	55.0%	8.3%	63.3%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	34.3	34.3	42.1	42.1	40.1	40.1
Actuated g/C Ratio	0.38	0.38	0.46	0.46	0.44	0.44
v/c Ratio	0.47	0.19	0.24	0.86	0.43	0.11
Control Delay	23.9	3.9	14.4	33.0	22.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	3.9	14.4	33.0	22.5	5.6
LOS	C	A	B	C	C	A
Approach Delay	18.2			30.9	19.2	
Approach LOS	B			C	B	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 91.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 24.7

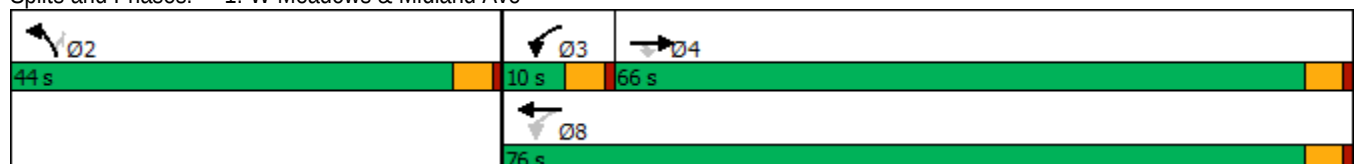
Intersection LOS: C

Intersection Capacity Utilization 53.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2021 Adjusted Existing PM.syn
02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	111	71	571	295	70
Future Volume (veh/h)	280	111	71	571	295	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	326	129	92	742	335	80
Peak Hour Factor	0.86	0.86	0.77	0.77	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	659	558	373	848	793	706
Arrive On Green	0.35	0.35	0.05	0.45	0.45	0.45
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	326	129	92	742	335	80
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	12.1	5.1	2.8	31.9	11.4	2.6
Cycle Q Clear(g_c), s	12.1	5.1	2.8	31.9	11.4	2.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	659	558	373	848	793	706
V/C Ratio(X)	0.49	0.23	0.25	0.87	0.42	0.11
Avail Cap(c_a), veh/h	1296	1098	393	1507	793	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	20.3	16.7	22.0	16.8	14.4
Incr Delay (d2), s/veh	0.6	0.2	0.3	3.0	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.9	1.1	13.8	4.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.1	20.5	17.0	25.0	18.5	14.7
LnGrp LOS	C	C	B	C	B	B
Approach Vol, veh/h	455			834	415	
Approach Delay, s/veh	22.4			24.1	17.8	
Approach LOS	C			C	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	44.0		9.0	35.8	44.7	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	39.5		5.5	61.5	71.5	
Max Q Clear Time (g_c+l1), s	13.4		4.8	14.1	33.9	
Green Ext Time (p_c), s	1.3		0.0	2.6	6.3	
Intersection Summary						
HCM 6th Ctrl Delay			22.1			
HCM 6th LOS			C			

Timings

2023 Background AM.syn

02/25/2021

1: W Meadows & Midland Ave

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↗
Traffic Volume (vph)	1264	125	71	283	60	96
Future Volume (vph)	1264	125	71	283	60	96
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	9.5	97.5	22.5	22.5
Total Split (%)	73.3%	73.3%	7.9%	81.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	83.6	83.6	91.1	91.1	18.0	18.0
Actuated g/C Ratio	0.71	0.71	0.77	0.77	0.15	0.15
v/c Ratio	1.02	0.12	0.57	0.22	0.29	0.36
Control Delay	49.1	3.3	30.3	4.1	48.6	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	3.3	30.3	4.1	48.6	10.9
LOS	D	A	C	A	D	B
Approach Delay	45.0			9.3	25.4	
Approach LOS	D			A	C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 118.1
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 36.3
Intersection Capacity Utilization 80.0%
Analysis Period (min) 15
Intersection LOS: D
ICU Level of Service D

Splits and Phases: 1: W Meadows & Midland Ave

↖ Ø2	↘ Ø3	→ Ø4
22.5 s	9.5 s	88 s
	↙ Ø8	
	97.5 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2023 Background AM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	1264	125	71	283	60	96
Future Volume (veh/h)	1264	125	71	283	60	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1345	133	78	311	79	126
Peak Hour Factor	0.94	0.94	0.91	0.91	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1306	1106	129	1448	268	239
Arrive On Green	0.70	0.70	0.04	0.77	0.15	0.15
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1345	133	78	311	79	126
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	83.5	3.3	1.4	5.4	4.7	8.8
Cycle Q Clear(g_c), s	83.5	3.3	1.4	5.4	4.7	8.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1306	1106	129	1448	268	239
V/C Ratio(X)	1.03	0.12	0.60	0.21	0.29	0.53
Avail Cap(c_a), veh/h	1306	1106	135	1454	268	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	6.0	34.4	3.7	45.2	46.9
Incr Delay (d2), s/veh	33.0	0.0	7.0	0.1	2.8	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.9	1.1	1.9	1.7	2.3	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.0	6.0	41.3	3.7	48.0	55.0
LnGrp LOS	F	A	D	A	D	E
Approach Vol, veh/h	1478			389	205	
Approach Delay, s/veh	47.0			11.3	52.3	
Approach LOS	D			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.5	9.1	88.0		97.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	5.0	83.5		93.0
Max Q Clear Time (g_c+l1), s		10.8	3.4	85.5		7.4
Green Ext Time (p_c), s		0.3	0.0	0.0		2.1
Intersection Summary						
HCM 6th Ctrl Delay			40.8			
HCM 6th LOS			D			

Timings

2023 Background PM.syn

1: W Meadows & Midland Ave

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↗
Traffic Volume (vph)	289	121	73	584	308	72
Future Volume (vph)	289	121	73	584	308	72
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	64.6	64.6	10.4	75.0	45.0	45.0
Total Split (%)	53.8%	53.8%	8.7%	62.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	36.0	36.0	44.0	44.0	41.1	41.1
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.44	0.44
v/c Ratio	0.47	0.20	0.24	0.87	0.45	0.11
Control Delay	24.4	3.8	14.6	33.8	23.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	3.8	14.6	33.8	23.8	5.6
LOS	C	A	B	C	C	A
Approach Delay	18.3			31.7	20.4	
Approach LOS	B			C	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 94.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 25.3

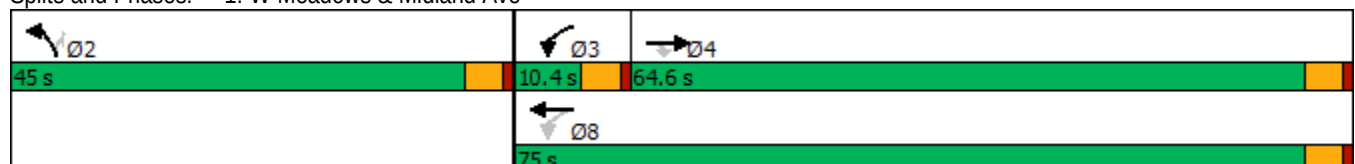
Intersection LOS: C

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2023 Background PM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	289	121	73	584	308	72
Future Volume (veh/h)	289	121	73	584	308	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	336	141	95	758	350	82
Peak Hour Factor	0.86	0.86	0.77	0.77	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	676	573	370	861	787	700
Arrive On Green	0.36	0.36	0.05	0.46	0.44	0.44
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	336	141	95	758	350	82
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	12.8	5.7	2.9	33.7	12.5	2.8
Cycle Q Clear(g_c), s	12.8	5.7	2.9	33.7	12.5	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	676	573	370	861	787	700
V/C Ratio(X)	0.50	0.25	0.26	0.88	0.44	0.12
Avail Cap(c_a), veh/h	1226	1039	396	1438	787	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	20.5	16.9	22.5	17.8	15.1
Incr Delay (d2), s/veh	0.6	0.2	0.4	3.7	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	2.1	1.2	14.8	5.3	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	20.7	17.3	26.2	19.6	15.4
LnGrp LOS	C	C	B	C	B	B
Approach Vol, veh/h	477			853	432	
Approach Delay, s/veh	22.6			25.2	18.8	
Approach LOS	C			C	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	45.0		9.1	37.7	46.7	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	40.5		5.9	60.1	70.5	
Max Q Clear Time (g_c+l1), s	14.5		4.9	14.8	35.7	
Green Ext Time (p_c), s	1.4		0.0	2.7	6.5	
Intersection Summary						
HCM 6th Ctrl Delay			22.9			
HCM 6th LOS			C			

Timings

1: W Meadows & Midland Ave

2023 Total AM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	1265	128	71	283	66	96
Future Volume (vph)	1265	128	71	283	66	96
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	9.5	97.5	22.5	22.5
Total Split (%)	73.3%	73.3%	7.9%	81.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	83.6	83.6	91.1	91.1	18.0	18.0
Actuated g/C Ratio	0.71	0.71	0.77	0.77	0.15	0.15
v/c Ratio	1.02	0.12	0.57	0.22	0.32	0.36
Control Delay	49.3	3.3	30.3	4.1	49.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	3.3	30.3	4.1	49.2	10.9
LOS	D	A	C	A	D	B
Approach Delay	45.1			9.3	26.6	
Approach LOS	D			A	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 118.1

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 36.5

Intersection LOS: D

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave

↖ Ø2	↘ Ø3	→ Ø4
22.5 s	9.5 s	88 s
	↖ Ø8	
	97.5 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2023 Total AM.syn
02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1265	128	71	283	66	96
Future Volume (veh/h)	1265	128	71	283	66	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1346	136	78	311	87	126
Peak Hour Factor	0.94	0.94	0.91	0.91	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1306	1106	129	1448	268	239
Arrive On Green	0.70	0.70	0.04	0.77	0.15	0.15
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1346	136	78	311	87	126
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	83.5	3.4	1.4	5.4	5.2	8.8
Cycle Q Clear(g_c), s	83.5	3.4	1.4	5.4	5.2	8.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1306	1106	129	1448	268	239
V/C Ratio(X)	1.03	0.12	0.60	0.21	0.32	0.53
Avail Cap(c_a), veh/h	1306	1106	135	1454	268	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	6.0	34.4	3.7	45.4	46.9
Incr Delay (d2), s/veh	33.2	0.0	7.0	0.1	3.2	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.0	1.1	1.9	1.7	2.6	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.3	6.0	41.3	3.7	48.6	55.0
LnGrp LOS	F	A	D	A	D	E
Approach Vol, veh/h	1482			389	213	
Approach Delay, s/veh	47.1			11.3	52.4	
Approach LOS	D			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.5	9.1	88.0		97.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	5.0	83.5		93.0
Max Q Clear Time (g_c+l1), s		10.8	3.4	85.5		7.4
Green Ext Time (p_c), s		0.4	0.0	0.0		2.1
Intersection Summary						
HCM 6th Ctrl Delay			41.0			
HCM 6th LOS			D			

Timings

1: W Meadows & Midland Ave

2023 Total PM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↗
Traffic Volume (vph)	295	138	73	584	326	72
Future Volume (vph)	295	138	73	584	326	72
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	63.8	63.8	10.2	74.0	46.0	46.0
Total Split (%)	53.2%	53.2%	8.5%	61.7%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	36.8	36.8	44.7	44.7	42.1	42.1
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.44	0.44
v/c Ratio	0.48	0.23	0.25	0.87	0.48	0.11
Control Delay	24.7	3.7	15.0	34.5	24.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	3.7	15.0	34.5	24.4	5.7
LOS	C	A	B	C	C	A
Approach Delay	18.0			32.3	21.0	
Approach LOS	B			C	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 96

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 25.5

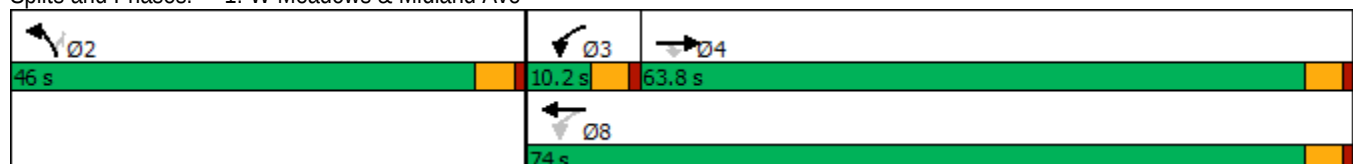
Intersection LOS: C

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2023 Total PM.syn
02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	295	138	73	584	326	72
Future Volume (veh/h)	295	138	73	584	326	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	160	95	758	370	82
Peak Hour Factor	0.86	0.86	0.77	0.77	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	677	573	360	858	792	705
Arrive On Green	0.36	0.36	0.05	0.46	0.44	0.44
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	343	160	95	758	370	82
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	13.4	6.7	3.0	34.4	13.6	2.8
Cycle Q Clear(g_c), s	13.4	6.7	3.0	34.4	13.6	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	677	573	360	858	792	705
V/C Ratio(X)	0.51	0.28	0.26	0.88	0.47	0.12
Avail Cap(c_a), veh/h	1188	1007	382	1393	792	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	21.1	17.3	23.0	18.2	15.2
Incr Delay (d2), s/veh	0.6	0.3	0.4	4.2	2.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.5	1.2	15.2	5.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	21.4	17.7	27.2	20.1	15.5
LnGrp LOS	C	C	B	C	C	B
Approach Vol, veh/h	503			853	452	
Approach Delay, s/veh	23.1			26.1	19.3	
Approach LOS	C			C	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	46.0		9.1	38.3	47.3	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	41.5		5.7	59.3	69.5	
Max Q Clear Time (g_c+l1), s	15.6		5.0	15.4	36.4	
Green Ext Time (p_c), s	1.4		0.0	2.9	6.4	
Intersection Summary						
HCM 6th Ctrl Delay			23.6			
HCM 6th LOS			C			

Timings

2040 Background AM.syn

1: W Meadows & Midland Ave

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↗
Traffic Volume (vph)	1535	152	86	344	71	117
Future Volume (vph)	1535	152	86	344	71	117
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	9.5	97.5	22.5	22.5
Total Split (%)	73.3%	73.3%	7.9%	81.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	83.5	83.5	93.0	93.0	18.0	18.0
Actuated g/C Ratio	0.70	0.70	0.78	0.78	0.15	0.15
v/c Ratio	1.26	0.14	0.69	0.26	0.29	0.39
Control Delay	144.7	3.8	42.8	4.3	48.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	144.7	3.8	42.8	4.3	48.7	16.0
LOS	F	A	D	A	D	B
Approach Delay	132.0			12.0	28.3	
Approach LOS	F			B	C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 100.7
Intersection Capacity Utilization 95.5%
Analysis Period (min) 15
Intersection LOS: F
ICU Level of Service F

Splits and Phases: 1: W Meadows & Midland Ave

↖ 02	↘ 03	→ 04
22.5 s	9.5 s	88 s
	↖ 08	
	97.5 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2040 Background AM.syn

02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1535	152	86	344	71	117
Future Volume (veh/h)	1535	152	86	344	71	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1633	162	93	374	77	127
Peak Hour Factor	0.94	0.94	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1304	1105	131	1449	268	238
Arrive On Green	0.70	0.70	0.04	0.77	0.15	0.15
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1633	162	93	374	77	127
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	83.5	4.1	2.1	6.7	4.6	8.9
Cycle Q Clear(g_c), s	83.5	4.1	2.1	6.7	4.6	8.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1304	1105	131	1449	268	238
V/C Ratio(X)	1.25	0.15	0.71	0.26	0.29	0.53
Avail Cap(c_a), veh/h	1304	1105	134	1452	268	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	6.1	36.5	3.8	45.2	47.0
Incr Delay (d2), s/veh	120.0	0.1	15.5	0.1	2.7	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	74.5	1.3	2.5	2.2	2.2	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.2	6.2	51.9	3.9	47.9	55.3
LnGrp LOS	F	A	D	A	D	E
Approach Vol, veh/h	1795			467	204	
Approach Delay, s/veh	126.3			13.5	52.5	
Approach LOS	F			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.5	9.3	88.0		97.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	5.0	83.5		93.0
Max Q Clear Time (g_c+l1), s		10.9	4.1	85.5		8.7
Green Ext Time (p_c), s		0.3	0.0	0.0		2.6
Intersection Summary						
HCM 6th Ctrl Delay			98.8			
HCM 6th LOS			F			

Timings

1: W Meadows & Midland Ave

2040 Background PM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↘	↑	↘	↘
Traffic Volume (vph)	350	145	88	710	373	87
Future Volume (vph)	350	145	88	710	373	87
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	62.8	62.8	10.2	73.0	47.0	47.0
Total Split (%)	52.3%	52.3%	8.5%	60.8%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Max	Max
Act Effect Green (s)	38.8	38.8	46.7	46.7	43.2	43.2
Actuated g/C Ratio	0.39	0.39	0.47	0.47	0.44	0.44
v/c Ratio	0.52	0.22	0.27	0.88	0.52	0.13
Control Delay	25.7	3.6	15.4	35.3	26.4	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	3.6	15.4	35.3	26.4	5.5
LOS	C	A	B	D	C	A
Approach Delay	19.2			33.1	22.4	
Approach LOS	B			C	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 99

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 26.4

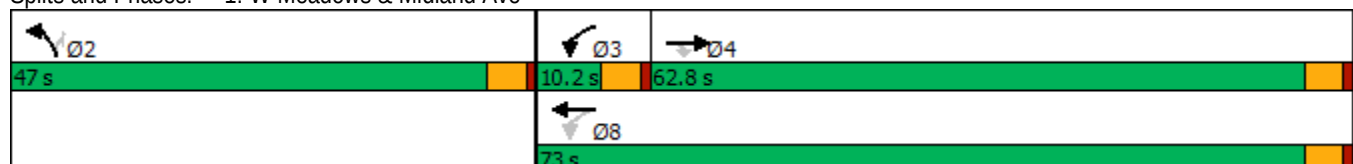
Intersection LOS: C

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave



HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2040 Background PM.syn

02/25/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	350	145	88	710	373	87
Future Volume (veh/h)	350	145	88	710	373	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	380	158	96	772	405	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	690	585	342	869	787	700
Arrive On Green	0.37	0.37	0.05	0.46	0.44	0.44
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	380	158	96	772	405	95
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	15.5	6.7	3.1	36.2	15.8	3.4
Cycle Q Clear(g_c), s	15.5	6.7	3.1	36.2	15.8	3.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	690	585	342	869	787	700
V/C Ratio(X)	0.55	0.27	0.28	0.89	0.51	0.14
Avail Cap(c_a), veh/h	1134	961	361	1332	787	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	21.3	17.8	23.5	19.4	15.9
Incr Delay (d2), s/veh	0.7	0.2	0.4	5.1	2.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	2.5	1.3	16.2	6.8	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.7	21.5	18.2	28.6	21.8	16.3
LnGrp LOS	C	C	B	C	C	B
Approach Vol, veh/h	538			868	500	
Approach Delay, s/veh	23.8			27.4	20.8	
Approach LOS	C			C	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	47.0		9.2	40.0	49.2	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	42.5		5.7	58.3	68.5	
Max Q Clear Time (g_c+l1), s	17.8		5.1	17.5	38.2	
Green Ext Time (p_c), s	1.6		0.0	3.1	6.5	
Intersection Summary						
HCM 6th Ctrl Delay			24.7			
HCM 6th LOS			C			

Timings

2040 Background AM_Improved.syn

1: W Meadows & Midland Ave

02/25/2021

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑↑	↖	↖
Traffic Volume (vph)	1535	86	344	71	117
Future Volume (vph)	1535	86	344	71	117
Turn Type	NA	pm+pt	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases		8			2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	22.5	22.5
Total Split (s)	80.0	15.0	95.0	25.0	25.0
Total Split (%)	66.7%	12.5%	79.2%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effect Green (s)	66.3	75.9	75.9	21.0	21.0
Actuated g/C Ratio	0.62	0.72	0.72	0.20	0.20
v/c Ratio	0.82	0.47	0.15	0.22	0.31
Control Delay	19.5	20.2	4.6	42.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	20.2	4.6	42.9	9.7
LOS	B	C	A	D	A
Approach Delay	19.5		7.7	22.3	
Approach LOS	B		A	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 106.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave

↖ 02	↖ 03	→ 04
25 s	15 s	80 s
	↖ 08	
	05 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2040 Background AM_Improved.syn

02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1535	152	86	344	71	117
Future Volume (veh/h)	1535	152	86	344	71	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1633	162	93	374	77	127
Peak Hour Factor	0.94	0.94	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2002	196	212	2502	366	326
Arrive On Green	0.61	0.61	0.05	0.70	0.21	0.21
Sat Flow, veh/h	3363	320	1781	3647	1781	1585
Grp Volume(v), veh/h	879	916	93	374	77	127
Grp Sat Flow(s),veh/h/ln	1777	1813	1781	1777	1781	1585
Q Serve(g_s), s	37.8	39.5	1.8	3.5	3.6	6.9
Cycle Q Clear(g_c), s	37.8	39.5	1.8	3.5	3.6	6.9
Prop In Lane		0.18	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1088	1110	212	2502	366	326
V/C Ratio(X)	0.81	0.83	0.44	0.15	0.21	0.39
Avail Cap(c_a), veh/h	1346	1373	317	3227	366	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	15.1	18.8	4.9	32.9	34.2
Incr Delay (d2), s/veh	3.0	3.5	1.4	0.0	1.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	15.6	1.3	1.1	1.7	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.8	18.6	20.2	4.9	34.2	37.7
LnGrp LOS	B	B	C	A	C	D
Approach Vol, veh/h	1795			467	204	
Approach Delay, s/veh	18.3			8.0	36.3	
Approach LOS	B			A	D	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	25.0		9.1	65.6	74.7	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	20.5		10.5	75.5	90.5	
Max Q Clear Time (g_c+l1), s	8.9		3.8	41.5	5.5	
Green Ext Time (p_c), s	0.5		0.1	19.6	2.8	
Intersection Summary						
HCM 6th Ctrl Delay			17.8			
HCM 6th LOS			B			

Timings

2040 Background PM_Improved.syn

1: W Meadows & Midland Ave

02/25/2021

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑
Traffic Volume (vph)	350	88	710	373	87
Future Volume (vph)	350	88	710	373	87
Turn Type	NA	pm+pt	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases		8			2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	22.5	22.5
Total Split (s)	40.0	18.0	58.0	62.0	62.0
Total Split (%)	33.3%	15.0%	48.3%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effect Green (s)	21.9	33.1	33.1	57.9	57.9
Actuated g/C Ratio	0.22	0.33	0.33	0.58	0.58
v/c Ratio	0.69	0.38	0.66	0.40	0.10
Control Delay	37.9	27.1	31.1	14.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	27.1	31.1	14.5	3.0
LOS	D	C	C	B	A
Approach Delay	37.9		30.7	12.3	
Approach LOS	D		C	B	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 27.9
Intersection Capacity Utilization 51.1%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service A

Splits and Phases: 1: W Meadows & Midland Ave

↖ Ø2	↖ Ø3	→ Ø4
62 s	18 s	40 s
	↖ Ø8	
	58 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2040 Background PM_Improved.syn

02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	350	145	88	710	373	87
Future Volume (veh/h)	350	145	88	710	373	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	380	158	96	772	405	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	498	204	226	1093	1066	949
Arrive On Green	0.20	0.20	0.06	0.31	0.60	0.60
Sat Flow, veh/h	2552	1008	1781	3647	1781	1585
Grp Volume(v), veh/h	273	265	96	772	405	95
Grp Sat Flow(s),veh/h/ln	1777	1689	1781	1777	1781	1585
Q Serve(g_s), s	13.9	14.2	3.9	18.5	11.3	2.5
Cycle Q Clear(g_c), s	13.9	14.2	3.9	18.5	11.3	2.5
Prop In Lane		0.60	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	360	342	226	1093	1066	949
V/C Ratio(X)	0.76	0.77	0.43	0.71	0.38	0.10
Avail Cap(c_a), veh/h	657	624	373	1979	1066	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	36.2	27.7	29.4	10.0	8.2
Incr Delay (d2), s/veh	3.3	3.7	1.3	0.8	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	6.1	1.7	7.8	4.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.4	39.9	29.0	30.3	11.0	8.4
LnGrp LOS	D	D	C	C	B	A
Approach Vol, veh/h	538			868	500	
Approach Delay, s/veh	39.6			30.1	10.5	
Approach LOS	D			C	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	62.0		10.1	24.0	34.0	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	57.5		13.5	35.5	53.5	
Max Q Clear Time (g_c+l1), s	13.3		5.9	16.2	20.5	
Green Ext Time (p_c), s	1.7		0.1	3.2	6.2	
Intersection Summary						
HCM 6th Ctrl Delay			27.7			
HCM 6th LOS			C			

Timings

1: W Meadows & Midland Ave

2040 Total AM.syn

02/25/2021

	→	↖	←	↗	↘
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑↑	↖	↗
Traffic Volume (vph)	1536	86	344	77	117
Future Volume (vph)	1536	86	344	77	117
Turn Type	NA	pm+pt	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases		8			2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	22.5	22.5
Total Split (s)	80.0	15.0	95.0	25.0	25.0
Total Split (%)	66.7%	12.5%	79.2%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effect Green (s)	66.4	76.0	76.0	21.0	21.0
Actuated g/C Ratio	0.63	0.72	0.72	0.20	0.20
v/c Ratio	0.82	0.47	0.15	0.24	0.31
Control Delay	19.6	20.2	4.6	43.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	20.2	4.6	43.1	9.7
LOS	B	C	A	D	A
Approach Delay	19.6		7.7	23.0	
Approach LOS	B		A	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 106.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.6

Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave

↖ 02	↖ 03	→ 04
25 s	15 s	80 s
	↖ 08	
	05 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2040 Total AM.syn
02/25/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1536	155	86	344	77	117
Future Volume (veh/h)	1536	155	86	344	77	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1634	165	93	374	84	127
Peak Hour Factor	0.94	0.94	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2002	200	211	2504	366	325
Arrive On Green	0.61	0.61	0.05	0.70	0.21	0.21
Sat Flow, veh/h	3357	325	1781	3647	1781	1585
Grp Volume(v), veh/h	880	919	93	374	84	127
Grp Sat Flow(s),veh/h/ln	1777	1812	1781	1777	1781	1585
Q Serve(g_s), s	37.9	39.7	1.8	3.5	3.9	6.9
Cycle Q Clear(g_c), s	37.9	39.7	1.8	3.5	3.9	6.9
Prop In Lane		0.18	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1090	1111	211	2504	366	325
V/C Ratio(X)	0.81	0.83	0.44	0.15	0.23	0.39
Avail Cap(c_a), veh/h	1343	1369	316	3219	366	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	15.1	18.9	4.9	33.1	34.3
Incr Delay (d2), s/veh	3.1	3.6	1.4	0.0	1.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	15.7	1.3	1.1	1.8	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	18.7	20.3	4.9	34.6	37.8
LnGrp LOS	B	B	C	A	C	D
Approach Vol, veh/h	1799			467	211	
Approach Delay, s/veh	18.3			8.0	36.5	
Approach LOS	B			A	D	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	25.0		9.1	65.8	74.9	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	20.5		10.5	75.5	90.5	
Max Q Clear Time (g_c+l1), s	8.9		3.8	41.7	5.5	
Green Ext Time (p_c), s	0.5		0.1	19.6	2.8	
Intersection Summary						
HCM 6th Ctrl Delay			17.9			
HCM 6th LOS			B			

Timings

1: W Meadows & Midland Ave

2040 Total PM.syn

02/25/2021

	→	↖	←	↙	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑
Traffic Volume (vph)	356	88	710	391	87
Future Volume (vph)	356	88	710	391	87
Turn Type	NA	pm+pt	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases		8			2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	22.5	22.5
Total Split (s)	40.0	17.0	57.0	63.0	63.0
Total Split (%)	33.3%	14.2%	47.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	None	None	None	Max	Max
Act Effect Green (s)	22.7	33.9	33.9	58.9	58.9
Actuated g/C Ratio	0.22	0.33	0.33	0.58	0.58
v/c Ratio	0.70	0.39	0.66	0.42	0.10
Control Delay	38.2	27.7	31.3	15.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	27.7	31.3	15.1	3.0
LOS	D	C	C	B	A
Approach Delay	38.2		30.9	12.9	
Approach LOS	D		C	B	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 101.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 28.2

Intersection LOS: C

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: W Meadows & Midland Ave

↙ 02	↖ 03	→ 04
63 s	17 s	40 s
	↙ 08	
	57 s	

HCM 6th Signalized Intersection Summary
1: W Meadows & Midland Ave

2040 Total PM.syn
02/25/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (veh/h)	356	162	88	710	391	87
Future Volume (veh/h)	356	162	88	710	391	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	387	176	96	772	425	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	501	225	222	1113	1060	943
Arrive On Green	0.21	0.21	0.06	0.31	0.60	0.60
Sat Flow, veh/h	2478	1070	1781	3647	1781	1585
Grp Volume(v), veh/h	287	276	96	772	425	95
Grp Sat Flow(s),veh/h/ln	1777	1678	1781	1777	1781	1585
Q Serve(g_s), s	15.0	15.3	4.0	18.7	12.5	2.5
Cycle Q Clear(g_c), s	15.0	15.3	4.0	18.7	12.5	2.5
Prop In Lane		0.64	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	373	352	222	1113	1060	943
V/C Ratio(X)	0.77	0.78	0.43	0.69	0.40	0.10
Avail Cap(c_a), veh/h	642	606	346	1898	1060	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	36.7	28.1	29.6	10.6	8.6
Incr Delay (d2), s/veh	3.4	3.8	1.3	0.8	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	6.5	1.8	7.9	4.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.9	40.6	29.4	30.4	11.7	8.8
LnGrp LOS	D	D	C	C	B	A
Approach Vol, veh/h	563			868	520	
Approach Delay, s/veh	40.2			30.3	11.2	
Approach LOS	D			C	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	63.0		10.1	25.1	35.3	
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	58.5		12.5	35.5	52.5	
Max Q Clear Time (g_c+l1), s	14.5		6.0	17.3	20.7	
Green Ext Time (p_c), s	1.7		0.1	3.3	6.2	
Intersection Summary						
HCM 6th Ctrl Delay			28.1			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	6	87	4	7	27	0	13	1	25	4	4	1
Future Vol, veh/h	6	87	4	7	27	0	13	1	25	4	4	1
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	61	61	61	60	60	60	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	171	8	11	44	0	22	2	42	7	7	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	179	0	0	270	265	175	287	269	44
Stage 1	-	-	-	-	-	-	199	199	-	66	66	-
Stage 2	-	-	-	-	-	-	71	66	-	221	203	-
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	1564	-	-	1397	-	-	683	640	868	665	637	1026
Stage 1	-	-	-	-	-	-	803	736	-	945	840	-
Stage 2	-	-	-	-	-	-	939	840	-	781	733	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	1397	-	-	667	629	868	624	626	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	667	629	-	624	626	-
Stage 1	-	-	-	-	-	-	796	729	-	936	833	-
Stage 2	-	-	-	-	-	-	922	833	-	735	726	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.6			9.8			10.6		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	667	855	1564	-	-	1397	-	-	653			
HCM Lane V/C Ratio	0.032	0.051	0.008	-	-	0.008	-	-	0.024			
HCM Control Delay (s)	10.6	9.4	7.3	0	-	7.6	0	-	10.6			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0	-	-	0.1			

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	8	43	6	25	97	31	6	6	13	21	6	14
Future Vol, veh/h	8	43	6	25	97	31	6	6	13	21	6	14
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	93	93	93	61	61	61	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	61	9	27	104	33	10	10	21	28	8	19
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	70	0	0	276	279	66	278	267	121
Stage 1	-	-	-	-	-	-	88	88	-	175	175	-
Stage 2	-	-	-	-	-	-	188	191	-	103	92	-
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	1447	-	-	1531	-	-	676	629	998	674	639	930
Stage 1	-	-	-	-	-	-	920	822	-	827	754	-
Stage 2	-	-	-	-	-	-	814	742	-	903	819	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1447	-	-	1531	-	-	642	612	998	638	622	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	612	-	638	622	-
Stage 1	-	-	-	-	-	-	913	815	-	820	740	-
Stage 2	-	-	-	-	-	-	774	728	-	866	812	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.2			9.8			10.5		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	642	832	1447	-	-	1531	-	-	712			
HCM Lane V/C Ratio	0.015	0.037	0.008	-	-	0.018	-	-	0.077			
HCM Control Delay (s)	10.7	9.5	7.5	0	-	7.4	0	-	10.5			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.2			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	6	91	4	7	28	2	13	1	26	9	4	1
Future Vol, veh/h	6	91	4	7	28	2	13	1	26	9	4	1
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	61	61	61	60	60	60	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	178	8	11	46	3	22	2	43	16	7	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	186	0	0	280	277	182	299	280	48
Stage 1	-	-	-	-	-	-	206	206	-	70	70	-
Stage 2	-	-	-	-	-	-	74	71	-	229	210	-
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	1558	-	-	1388	-	-	672	631	861	653	628	1021
Stage 1	-	-	-	-	-	-	796	731	-	940	837	-
Stage 2	-	-	-	-	-	-	935	836	-	774	728	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1558	-	-	1388	-	-	657	620	861	611	617	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	620	-	611	617	-
Stage 1	-	-	-	-	-	-	789	724	-	932	830	-
Stage 2	-	-	-	-	-	-	918	829	-	727	721	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.4			9.9			10.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	657	849	1558	-	-	1388	-	-	631			
HCM Lane V/C Ratio	0.033	0.053	0.008	-	-	0.008	-	-	0.038			
HCM Control Delay (s)	10.7	9.5	7.3	0	-	7.6	0	-	10.9			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0	-	-	0.1			

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	8	46	6	26	102	37	6	6	13	25	6	14
Future Vol, veh/h	8	46	6	26	102	37	6	6	13	25	6	14
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	93	93	93	61	61	61	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	66	9	28	110	40	10	10	21	33	8	19
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	75	0	0	293	299	71	294	283	130
Stage 1	-	-	-	-	-	-	93	93	-	186	186	-
Stage 2	-	-	-	-	-	-	200	206	-	108	97	-
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	1431	-	-	1524	-	-	659	613	991	658	626	920
Stage 1	-	-	-	-	-	-	914	818	-	816	746	-
Stage 2	-	-	-	-	-	-	802	731	-	897	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1431	-	-	1524	-	-	625	596	991	622	608	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	625	596	-	622	608	-
Stage 1	-	-	-	-	-	-	907	811	-	809	731	-
Stage 2	-	-	-	-	-	-	762	716	-	860	808	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			1.2			9.9			10.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	625	819	1431	-	-	1524	-	-	689			
HCM Lane V/C Ratio	0.016	0.038	0.008	-	-	0.018	-	-	0.087			
HCM Control Delay (s)	10.9	9.6	7.5	0	-	7.4	0	-	10.7			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.3			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	6	92	4	7	29	4	13	1	26	12	4	1
Future Vol, veh/h	6	92	4	7	29	4	13	1	26	12	4	1
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	61	61	61	60	60	60	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	180	8	11	48	7	22	2	43	21	7	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	188	0	0	286	285	184	305	286	52
Stage 1	-	-	-	-	-	-	208	208	-	74	74	-
Stage 2	-	-	-	-	-	-	78	77	-	231	212	-
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	1550	-	-	1386	-	-	666	624	858	647	623	1016
Stage 1	-	-	-	-	-	-	794	730	-	935	833	-
Stage 2	-	-	-	-	-	-	931	831	-	772	727	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1550	-	-	1386	-	-	651	613	858	605	612	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	613	-	605	612	-
Stage 1	-	-	-	-	-	-	787	723	-	927	826	-
Stage 2	-	-	-	-	-	-	914	824	-	725	720	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.3			9.9			11.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	651	845	1550	-	-	1386	-	-	621			
HCM Lane V/C Ratio	0.033	0.053	0.008	-	-	0.008	-	-	0.047			
HCM Control Delay (s)	10.7	9.5	7.3	0	-	7.6	0	-	11.1			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0	-	-	0.1			

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	8	51	6	26	108	48	6	6	13	34	6	14
Future Vol, veh/h	8	51	6	26	108	48	6	6	13	34	6	14
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	93	93	93	61	61	61	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	73	9	28	116	52	10	10	21	45	8	19
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	82	0	0	312	324	78	313	302	142
Stage 1	-	-	-	-	-	-	100	100	-	198	198	-
Stage 2	-	-	-	-	-	-	212	224	-	115	104	-
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	1410	-	-	1515	-	-	641	594	983	640	611	906
Stage 1	-	-	-	-	-	-	906	812	-	804	737	-
Stage 2	-	-	-	-	-	-	790	718	-	890	809	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1410	-	-	1515	-	-	608	577	983	604	593	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	608	577	-	604	593	-
Stage 1	-	-	-	-	-	-	899	806	-	798	722	-
Stage 2	-	-	-	-	-	-	749	703	-	853	803	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			1.1			10			11.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	608	804	1410	-	-	1515	-	-	660			
HCM Lane V/C Ratio	0.016	0.039	0.008	-	-	0.018	-	-	0.109			
HCM Control Delay (s)	11	9.7	7.6	0	-	7.4	0	-	11.1			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.4			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	7	110	5	9	34	2	16	1	31	10	5	1
Future Vol, veh/h	7	110	5	9	34	2	16	1	31	10	5	1
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	-	-	-	-	-	-	0	-	-	-	-	-
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	8	120	5	10	37	2	17	1	34	11	5	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	125	0	0	200	198	123	214	199	38
Stage 1	-	-	-	-	-	-	139	139	-	58	58	-
Stage 2	-	-	-	-	-	-	61	59	-	156	141	-
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	1571	-	-	1462	-	-	759	698	928	743	697	1034
Stage 1	-	-	-	-	-	-	864	782	-	954	847	-
Stage 2	-	-	-	-	-	-	950	846	-	846	780	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1571	-	-	1462	-	-	747	690	928	709	689	1034
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	690	-	709	689	-
Stage 1	-	-	-	-	-	-	860	778	-	949	841	-
Stage 2	-	-	-	-	-	-	936	840	-	810	776	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.5			9.4			10.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	747	918	1571	-	-	1462	-	-	717			
HCM Lane V/C Ratio	0.023	0.038	0.005	-	-	0.007	-	-	0.024			
HCM Control Delay (s)	9.9	9.1	7.3	0	-	7.5	0	-	10.1			
HCM Lane LOS	A	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0.1			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	10	55	7	31	123	43	7	7	16	29	7	17
Future Vol, veh/h	10	55	7	31	123	43	7	7	16	29	7	17
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	60	8	33	132	46	8	8	17	32	8	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	68	0	0	320	330	64	320	311	155
Stage 1	-	-	-	-	-	-	86	86	-	221	221	-
Stage 2	-	-	-	-	-	-	234	244	-	99	90	-
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	1398	-	-	1533	-	-	633	589	1000	633	604	891
Stage 1	-	-	-	-	-	-	922	824	-	781	720	-
Stage 2	-	-	-	-	-	-	769	704	-	907	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1533	-	-	599	570	1000	601	585	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	570	-	601	585	-
Stage 1	-	-	-	-	-	-	915	817	-	775	703	-
Stage 2	-	-	-	-	-	-	727	687	-	876	813	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.2			10			10.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	599	813	1398	-	-	1533	-	-	668			
HCM Lane V/C Ratio	0.013	0.031	0.008	-	-	0.022	-	-	0.086			
HCM Control Delay (s)	11.1	9.6	7.6	0	-	7.4	0	-	10.9			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.3			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	7	111	5	9	35	4	16	1	31	13	5	1
Future Vol, veh/h	7	111	5	9	35	4	16	1	31	13	5	1
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	-	-	-	-	-	-	0	-	-	-	-	-
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	8	121	5	10	38	4	17	1	34	14	5	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	126	0	0	203	202	124	217	202	40
Stage 1	-	-	-	-	-	-	140	140	-	60	60	-
Stage 2	-	-	-	-	-	-	63	62	-	157	142	-
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	1567	-	-	1460	-	-	755	694	927	739	694	1031
Stage 1	-	-	-	-	-	-	863	781	-	951	845	-
Stage 2	-	-	-	-	-	-	948	843	-	845	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1567	-	-	1460	-	-	743	686	927	705	686	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	686	-	705	686	-
Stage 1	-	-	-	-	-	-	859	777	-	946	839	-
Stage 2	-	-	-	-	-	-	934	837	-	809	775	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.4			9.4			10.2		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	743	917	1567	-	-	1460	-	-	712			
HCM Lane V/C Ratio	0.023	0.038	0.005	-	-	0.007	-	-	0.029			
HCM Control Delay (s)	10	9.1	7.3	0	-	7.5	0	-	10.2			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0.1			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	10	60	7	31	129	54	7	7	16	38	7	17
Future Vol, veh/h	10	60	7	31	129	54	7	7	16	38	7	17
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	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	65	8	33	139	58	8	8	17	41	8	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	73	0	0	338	354	69	338	329	168
Stage 1	-	-	-	-	-	-	91	91	-	234	234	-
Stage 2	-	-	-	-	-	-	247	263	-	104	95	-
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	1376	-	-	1527	-	-	616	571	994	616	590	876
Stage 1	-	-	-	-	-	-	916	820	-	769	711	-
Stage 2	-	-	-	-	-	-	757	691	-	902	816	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1376	-	-	1527	-	-	582	553	994	585	571	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	553	-	585	571	-
Stage 1	-	-	-	-	-	-	909	813	-	763	694	-
Stage 2	-	-	-	-	-	-	715	674	-	871	809	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			1.1			10			11.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	582	800	1376	-	-	1527	-	-	642			
HCM Lane V/C Ratio	0.013	0.031	0.008	-	-	0.022	-	-	0.105			
HCM Control Delay (s)	11.3	9.6	7.6	0	-	7.4	0	-	11.3			
HCM Lane LOS	B	A	A	A	-	A	A	-	B			
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.3			

Intersection				
Intersection Delay, s/veh	2.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	16	10	45
Demand Flow Rate, veh/h	12	16	10	45
Vehicles Circulating, veh/h	26	18	25	4
Vehicles Exiting, veh/h	23	17	13	30
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.8	2.8	2.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	12	16	10	45
Cap Entry Lane, veh/h	1344	1355	1345	1374
Entry HV Adj Factor	1.000	0.998	0.988	0.995
Flow Entry, veh/h	12	16	10	45
Cap Entry, veh/h	1344	1351	1329	1368
V/C Ratio	0.009	0.012	0.007	0.033
Control Delay, s/veh	2.7	2.8	2.8	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	120	28	47	52
Demand Flow Rate, veh/h	122	28	48	53
Vehicles Circulating, veh/h	36	138	107	43
Vehicles Exiting, veh/h	60	17	51	123
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.2	3.3	3.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	122	28	48	53
Cap Entry Lane, veh/h	1330	1199	1237	1321
Entry HV Adj Factor	0.982	0.991	0.972	0.990
Flow Entry, veh/h	120	28	47	52
Cap Entry, veh/h	1307	1188	1202	1307
V/C Ratio	0.092	0.023	0.039	0.040
Control Delay, s/veh	3.5	3.2	3.3	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	2.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	31	16	14	50
Demand Flow Rate, veh/h	31	16	14	50
Vehicles Circulating, veh/h	26	33	36	8
Vehicles Exiting, veh/h	32	17	21	41
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	2.8	2.8	2.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	31	16	14	50
Cap Entry Lane, veh/h	1344	1334	1330	1369
Entry HV Adj Factor	1.000	0.998	0.992	0.996
Flow Entry, veh/h	31	16	14	50
Cap Entry, veh/h	1344	1331	1319	1363
V/C Ratio	0.023	0.012	0.011	0.037
Control Delay, s/veh	2.9	2.8	2.8	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	28	53	65
Demand Flow Rate, veh/h	136	28	54	67
Vehicles Circulating, veh/h	36	152	115	49
Vehicles Exiting, veh/h	80	17	57	131
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.3	3.4	3.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	136	28	54	67
Cap Entry Lane, veh/h	1330	1182	1227	1313
Entry HV Adj Factor	0.977	0.991	0.975	0.977
Flow Entry, veh/h	133	28	53	65
Cap Entry, veh/h	1299	1171	1196	1283
V/C Ratio	0.102	0.024	0.044	0.051
Control Delay, s/veh	3.6	3.3	3.4	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	16	18	55
Demand Flow Rate, veh/h	42	16	18	56
Vehicles Circulating, veh/h	26	44	43	12
Vehicles Exiting, veh/h	42	17	25	48
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	2.8	2.8	3.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	42	16	18	56
Cap Entry Lane, veh/h	1344	1319	1321	1363
Entry HV Adj Factor	0.976	0.998	0.993	0.978
Flow Entry, veh/h	41	16	18	55
Cap Entry, veh/h	1312	1316	1312	1333
V/C Ratio	0.031	0.012	0.014	0.041
Control Delay, s/veh	3.0	2.8	2.8	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	163	28	66	93
Demand Flow Rate, veh/h	166	28	67	95
Vehicles Circulating, veh/h	36	183	133	62
Vehicles Exiting, veh/h	121	17	69	149
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	3.4	3.5	3.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	166	28	67	95
Cap Entry Lane, veh/h	1330	1145	1205	1295
Entry HV Adj Factor	0.981	0.991	0.980	0.984
Flow Entry, veh/h	163	28	66	93
Cap Entry, veh/h	1305	1134	1180	1274
V/C Ratio	0.125	0.024	0.056	0.073
Control Delay, s/veh	3.8	3.4	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	2.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	11	8	49
Demand Flow Rate, veh/h	22	11	8	49
Vehicles Circulating, veh/h	26	22	30	4
Vehicles Exiting, veh/h	27	16	18	29
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.8	2.7	2.8	2.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	22	11	8	49
Cap Entry Lane, veh/h	1344	1349	1338	1374
Entry HV Adj Factor	1.000	0.998	0.990	0.996
Flow Entry, veh/h	22	11	8	49
Cap Entry, veh/h	1344	1347	1325	1368
V/C Ratio	0.016	0.008	0.006	0.036
Control Delay, s/veh	2.8	2.7	2.8	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	132	18	59	65
Demand Flow Rate, veh/h	135	18	60	67
Vehicles Circulating, veh/h	38	158	116	47
Vehicles Exiting, veh/h	76	18	57	129
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.2	3.4	3.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	135	18	60	67
Cap Entry Lane, veh/h	1327	1174	1226	1315
Entry HV Adj Factor	0.977	0.991	0.976	0.977
Flow Entry, veh/h	132	18	59	65
Cap Entry, veh/h	1296	1164	1197	1285
V/C Ratio	0.102	0.015	0.049	0.051
Control Delay, s/veh	3.6	3.2	3.4	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	2.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	11	10	53
Demand Flow Rate, veh/h	30	11	10	54
Vehicles Circulating, veh/h	26	29	35	6
Vehicles Exiting, veh/h	34	16	21	34
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	2.8	2.8	3.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	30	11	10	54
Cap Entry Lane, veh/h	1344	1340	1331	1371
Entry HV Adj Factor	1.000	0.998	0.992	0.977
Flow Entry, veh/h	30	11	10	53
Cap Entry, veh/h	1344	1337	1321	1341
V/C Ratio	0.022	0.008	0.008	0.039
Control Delay, s/veh	2.9	2.8	2.8	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	157	18	71	89
Demand Flow Rate, veh/h	160	18	72	91
Vehicles Circulating, veh/h	38	185	131	59
Vehicles Exiting, veh/h	112	18	67	144
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.3	3.5	3.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	160	18	72	91
Cap Entry Lane, veh/h	1327	1143	1207	1299
Entry HV Adj Factor	0.980	0.991	0.980	0.983
Flow Entry, veh/h	157	18	71	89
Cap Entry, veh/h	1301	1133	1184	1277
V/C Ratio	0.121	0.016	0.060	0.070
Control Delay, s/veh	3.7	3.3	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑		↑
Traffic Vol, veh/h	1299	29	45	344	0	32
Future Vol, veh/h	1299	29	45	344	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	83	83	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1353	30	54	414	0	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1383
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	-	-	495
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	495
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	30.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	495	-
HCM Lane V/C Ratio	0.233	-	-	0.11	-
HCM Control Delay (s)	30.6	-	-	13.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.4	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	326	24	181	643	0	175
Future Vol, veh/h	326	24	181	643	0	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	366	27	226	804	0	206
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	393	0	-	366
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1166	-	0	679
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1166	-	-	679
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.9		12.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	679	-	-	1166	-	
HCM Lane V/C Ratio	0.303	-	-	0.194	-	
HCM Control Delay (s)	12.6	-	-	8.8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.3	-	-	0.7	-	

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	1329	30	48	352	0	40
Future Vol, veh/h	1329	30	48	352	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	83	83	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1384	31	58	424	0	53

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1415
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	-	-	482
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	482
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	34.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	-	-	482	-
HCM Lane V/C Ratio	0.303	-	-	0.12	-
HCM Control Delay (s)	34.1	-	-	13.5	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	0.4	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑		↗
Traffic Vol, veh/h	334	27	192	658	0	184
Future Vol, veh/h	334	27	192	658	0	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	375	30	240	823	0	216
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	405	0	-	375
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1154	-	0	671
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1154	-	-	671
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	671	-	-	1154	-	
HCM Lane V/C Ratio	0.323	-	-	0.208	-	
HCM Control Delay (s)	12.9	-	-	8.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.4	-	-	0.8	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	1329	31	51	352	0	44
Future Vol, veh/h	1329	31	51	352	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	83	83	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1384	32	61	424	0	59
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1416	0	-	1384
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	481	-	0	176
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	481	-	-	176
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		35.4	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	176	-	-	481	-	
HCM Lane V/C Ratio	0.333	-	-	0.128	-	
HCM Control Delay (s)	35.4	-	-	13.6	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.4	-	-	0.4	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑		↑
Traffic Vol, veh/h	334	33	209	658	0	198
Future Vol, veh/h	334	33	209	658	0	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	375	37	261	823	0	233

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	412
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	-	-	1147
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1147
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	671	-	-	1147	-
HCM Lane V/C Ratio	0.347	-	-	0.228	-
HCM Control Delay (s)	13.2	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0.9	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	1329	31	51	352	0	44
Future Vol, veh/h	1329	31	51	352	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	83	83	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1384	32	61	424	0	59
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1416	0	-	-
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	-	-	481	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	481	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	481	-	
HCM Lane V/C Ratio	-	-	-	0.128	-	
HCM Control Delay (s)	0	-	-	13.6	-	
HCM Lane LOS	A	-	-	B	-	
HCM 95th %tile Q(veh)	-	-	-	0.4	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	334	33	209	658	0	198
Future Vol, veh/h	334	33	209	658	0	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	375	37	261	823	0	233
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	412	0	-	-
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	-	-	1147	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1147	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.2		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1147	-	
HCM Lane V/C Ratio	-	-	-	0.228	-	
HCM Control Delay (s)	0	-	-	9.1	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0.9	-	

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑		↑
Traffic Vol, veh/h	1614	37	58	427	0	47
Future Vol, veh/h	1614	37	58	427	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1681	39	63	464	0	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1720
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	-	-	368
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	368
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	57.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	117	-	-	368	-
HCM Lane V/C Ratio	0.437	-	-	0.171	-
HCM Control Delay (s)	57.7	-	-	16.8	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	1.9	-	-	0.6	-

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑		↑
Traffic Vol, veh/h	405	32	232	799	0	222
Future Vol, veh/h	405	32	232	799	0	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	250	-	-	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	440	35	252	868	0	241

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	475
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	-	-	1087
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1087
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1087	-
HCM Lane V/C Ratio	0.391	-	-	0.232	-
HCM Control Delay (s)	14.5	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.9	-	-	0.9	-

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑		↖
Traffic Vol, veh/h	1614	37	58	427	0	47
Future Vol, veh/h	1614	37	58	427	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1681	39	63	464	0	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1720
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	364
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	364
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	299	-	-	364	-
HCM Lane V/C Ratio	0.171	-	-	0.173	-
HCM Control Delay (s)	19.5	-	-	16.9	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.6	-	-	0.6	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑		↱
Traffic Vol, veh/h	405	32	232	799	0	222
Future Vol, veh/h	405	32	232	799	0	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	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	440	35	252	868	0	241
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	475	0	-	238
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1083	-	0	763
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1083	-	-	763
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.1		11.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	763	-	-	1083	-	
HCM Lane V/C Ratio	0.316	-	-	0.233	-	
HCM Control Delay (s)	11.9	-	-	9.3	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.4	-	-	0.9	-	

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1614	38	61	427	0	51
Future Vol, veh/h	1614	38	61	427	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1681	40	66	464	0	55

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1721
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	364
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	364
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	299	-	-	364	-
HCM Lane V/C Ratio	0.185	-	-	0.182	-
HCM Control Delay (s)	19.8	-	-	17.1	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.7	-	-	0.7	-

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑		↱
Traffic Vol, veh/h	405	38	249	799	0	236
Future Vol, veh/h	405	38	249	799	0	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	-	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	440	41	271	868	0	257
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	481	0	-	241
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1078	-	0	760
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	-	760
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.2		12.1	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	760	-	-	1078	-	
HCM Lane V/C Ratio	0.338	-	-	0.251	-	
HCM Control Delay (s)	12.1	-	-	9.5	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.5	-	-	1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1301	13	55	388	11	141
Future Vol, veh/h	1301	13	55	388	11	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	91	91	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1328	13	60	426	14	186
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1341	0	1874	-
Stage 1	-	-	-	-	1328	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	514	-	79	0
Stage 1	-	-	-	-	247	0
Stage 2	-	-	-	-	580	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	514	-	70	-
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	512	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		26.9	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	179		-	-	-	514
HCM Lane V/C Ratio	0.081		-	-	-	0.118
HCM Control Delay (s)	26.9		0	-	-	12.9
HCM Lane LOS	D		A	-	-	B
HCM 95th %tile Q(veh)	0.3		-	-	-	0.4

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	484	24	171	826	10	115
Future Vol, veh/h	484	24	171	826	10	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	532	26	214	1033	13	144
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	558	0	1993	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	1461	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	1013	-	66	0
Stage 1	-	-	-	-	589	0
Stage 2	-	-	-	-	213	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1013	-	52	-
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	168	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		34.4	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	135		-	-	-	1013
HCM Lane V/C Ratio	0.093		-	-	-	0.211
HCM Control Delay (s)	34.4		0	-	-	9.5
HCM Lane LOS	D		A	-	-	A
HCM 95th %tile Q(veh)	0.3		-	-	-	0.8

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1338	13	59	399	11	151
Future Vol, veh/h	1338	13	59	399	11	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	91	91	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1365	13	65	438	14	199
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1378	0	1933	-
Stage 1	-	-	-	-	1365	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	498	-	73	0
Stage 1	-	-	-	-	237	0
Stage 2	-	-	-	-	567	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	498	-	63	-
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	493	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		28	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	171		-	-	-	498
HCM Lane V/C Ratio	0.085		-	-	-	0.13
HCM Control Delay (s)	28		0	-	-	13.3
HCM Lane LOS	D		A	-	-	B
HCM 95th %tile Q(veh)	0.3		-	-	-	0.4

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	500	25	182	852	10	122
Future Vol, veh/h	500	25	182	852	10	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	27	228	1065	13	153
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	576	0	2070	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	1521	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	997	-	59	0
Stage 1	-	-	-	-	579	0
Stage 2	-	-	-	-	199	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	997	-	45	-
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	153	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		37.6	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	123		-	-	-	997
HCM Lane V/C Ratio	0.102		-	-	-	0.228
HCM Control Delay (s)	37.6		0	-	-	9.7
HCM Lane LOS	E		A	-	-	A
HCM 95th %tile Q(veh)	0.3		-	-	-	0.9

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1342	13	62	402	11	155
Future Vol, veh/h	1342	13	62	402	11	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	91	91	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1369	13	68	442	14	204
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1382	0	1947	-
Stage 1	-	-	-	-	1369	-
Stage 2	-	-	-	-	578	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	496	-	71	0
Stage 1	-	-	-	-	236	0
Stage 2	-	-	-	-	561	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	496	-	61	-
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	484	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		28.3	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	169		-	-	-	496
HCM Lane V/C Ratio	0.086		-	-	-	0.137
HCM Control Delay (s)	28.3		0	-	-	13.4
HCM Lane LOS	D		A	-	-	B
HCM 95th %tile Q(veh)	0.3		-	-	-	0.5

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	514	25	199	869	10	136
Future Vol, veh/h	514	25	199	869	10	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	27	249	1086	13	170
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	592	0	2149	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	1584	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	984	-	53	0
Stage 1	-	-	-	-	569	0
Stage 2	-	-	-	-	185	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	984	-	40	-
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	138	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		41.1	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	112		-	-	-	984
HCM Lane V/C Ratio	0.112		-	-	-	0.253
HCM Control Delay (s)	41.1		0	-	-	9.9
HCM Lane LOS	E		A	-	-	A
HCM 95th %tile Q(veh)	0.4		-	-	-	1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1624	16	71	485	14	182
Future Vol, veh/h	1624	16	71	485	14	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1657	16	77	527	15	198
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1673	0	2338	-
Stage 1	-	-	-	-	1657	-
Stage 2	-	-	-	-	681	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	383	-	40	0
Stage 1	-	-	-	-	171	0
Stage 2	-	-	-	-	503	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	383	-	32	-
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	402	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.1		39	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	121	-	-	-	383	-
HCM Lane V/C Ratio	0.126	-	-	-	0.201	-
HCM Control Delay (s)	39	0	-	-	16.8	-
HCM Lane LOS	E	A	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	606	30	220	1034	12	148
Future Vol, veh/h	606	30	220	1034	12	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	175	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	659	33	239	1124	13	161
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	692	0	2261	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	1602	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	903	-	45	0
Stage 1	-	-	-	-	515	0
Stage 2	-	-	-	-	182	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	903	-	33	-
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	134	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		43.7	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	106		-	-	-	903
HCM Lane V/C Ratio	0.123		-	-	-	0.265
HCM Control Delay (s)	43.7		0	-	-	10.4
HCM Lane LOS	E		A	-	-	B
HCM 95th %tile Q(veh)	0.4		-	-	-	1.1

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1624	16	71	485	14	182
Future Vol, veh/h	1624	16	71	485	14	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1657	16	77	527	15	198

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1673
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	380
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	380
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	42.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	110	-	-	-	380	-
HCM Lane V/C Ratio	0.138	-	-	-	0.203	-
HCM Control Delay (s)	42.9	0	-	-	16.9	-
HCM Lane LOS	E	A	-	-	C	-
HCM 95th %tile Q(veh)	0.5	-	-	-	0.8	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	606	30	220	1034	12	148
Future Vol, veh/h	606	30	220	1034	12	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	659	33	239	1124	13	161
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	692	0	1716	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	1040	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	899	-	81	0
Stage 1	-	-	-	-	467	0
Stage 2	-	-	-	-	302	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	899	-	59	-
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	222	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		29.5	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	160		-	-	-	899
HCM Lane V/C Ratio	0.082		-	-	-	0.266
HCM Control Delay (s)	29.5		0	-	-	10.4
HCM Lane LOS	D		A	-	-	B
HCM 95th %tile Q(veh)	0.3		-	-	-	1.1

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	1628	16	74	488	14	186
Future Vol, veh/h	1628	16	74	488	14	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1661	16	80	530	15	202
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1677	0	2094	-
Stage 1	-	-	-	-	1669	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	378	-	45	0
Stage 1	-	-	-	-	138	0
Stage 2	-	-	-	-	627	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	378	-	35	-
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	494	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.2		43.3	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	109		-	-	-	378
HCM Lane V/C Ratio	0.14		-	-	-	0.213
HCM Control Delay (s)	43.3		0	-	-	17.1
HCM Lane LOS	E		A	-	-	C
HCM 95th %tile Q(veh)	0.5		-	-	-	0.8

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	620	30	237	1051	12	162
Future Vol, veh/h	620	30	237	1051	12	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	250	-	275	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	674	33	258	1142	13	176
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	707	0	1778	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	887	-	74	0
Stage 1	-	-	-	-	459	0
Stage 2	-	-	-	-	285	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	887	-	52	-
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	202	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		31.7	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	148		-	-	-	887
HCM Lane V/C Ratio	0.088		-	-	-	0.29
HCM Control Delay (s)	31.7		0	-	-	10.7
HCM Lane LOS	D		A	-	-	B
HCM 95th %tile Q(veh)	0.3		-	-	-	1.2

APPENDIX E

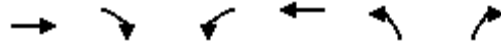
Queues Analysis Worksheets

Queues

2023 Total AM.syn

02/25/2021

1: W Meadows & Midland Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1346	136	78	311	87	126
v/c Ratio	1.02	0.12	0.57	0.22	0.32	0.36
Control Delay	49.3	3.3	30.3	4.1	49.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	3.3	30.3	4.1	49.2	10.9
Queue Length 50th (ft)	~1125	15	12	55	61	0
Queue Length 95th (ft)	#1387	34	#69	80	94	32
Internal Link Dist (ft)	864			883	389	
Turn Bay Length (ft)		150	200			
Base Capacity (vph)	1318	1140	136	1468	270	348
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.12	0.57	0.21	0.32	0.36

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2023 Total PM.syn

1: W Meadows & Midland Ave

02/25/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	343	160	95	758	370	82
v/c Ratio	0.48	0.23	0.25	0.87	0.48	0.11
Control Delay	24.7	3.7	15.0	34.5	24.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	3.7	15.0	34.5	24.4	5.7
Queue Length 50th (ft)	160	0	31	395	152	0
Queue Length 95th (ft)	219	31	48	414	311	31
Internal Link Dist (ft)	864			883	389	
Turn Bay Length (ft)		150	200			
Base Capacity (vph)	1168	1052	382	1369	776	740
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.15	0.25	0.55	0.48	0.11
Intersection Summary						

Queues

2040 Total AM.syn

1: W Meadows & Midland Ave

02/25/2021



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1799	93	374	84	127
v/c Ratio	0.82	0.47	0.15	0.24	0.31
Control Delay	19.6	20.2	4.6	43.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	20.2	4.6	43.1	9.7
Queue Length 50th (ft)	471	16	35	53	0
Queue Length 95th (ft)	626	65	49	107	54
Internal Link Dist (ft)	864		883	389	
Turn Bay Length (ft)		200			
Base Capacity (vph)	2546	243	2982	350	414
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.71	0.38	0.13	0.24	0.31
Intersection Summary					

Queues

2040 Total PM.syn

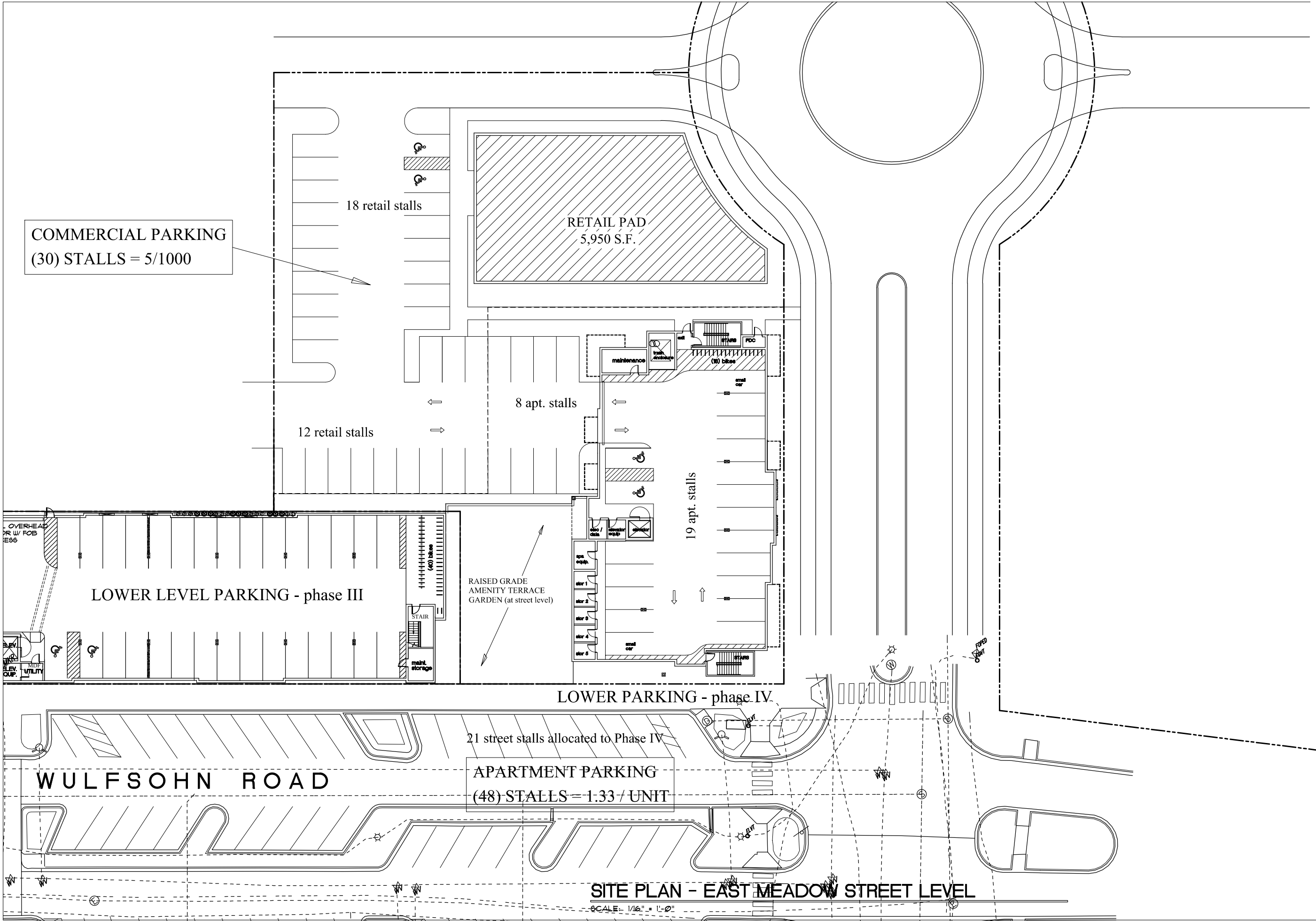
1: W Meadows & Midland Ave

02/25/2021

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	563	96	772	425	95
v/c Ratio	0.70	0.39	0.66	0.42	0.10
Control Delay	38.2	27.7	31.3	15.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	27.7	31.3	15.1	3.0
Queue Length 50th (ft)	163	43	222	148	0
Queue Length 95th (ft)	231	79	282	276	26
Internal Link Dist (ft)	864		883	389	
Turn Bay Length (ft)		200			
Base Capacity (vph)	1223	290	1836	1023	955
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.33	0.42	0.42	0.10
Intersection Summary					

APPENDIX F

Conceptual Site Plan



PROJECT NUMBER

20-029

SHEET TITLE

SITE PLAN
STREET LEVEL (WULFSOHN RD.)
SCALE: 1/16" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

ARCHITECT

architecture
2033 dan drive
layton, utah 84040
(801) 593-9338 FAX
(801) 593-9328



REVISION DATE

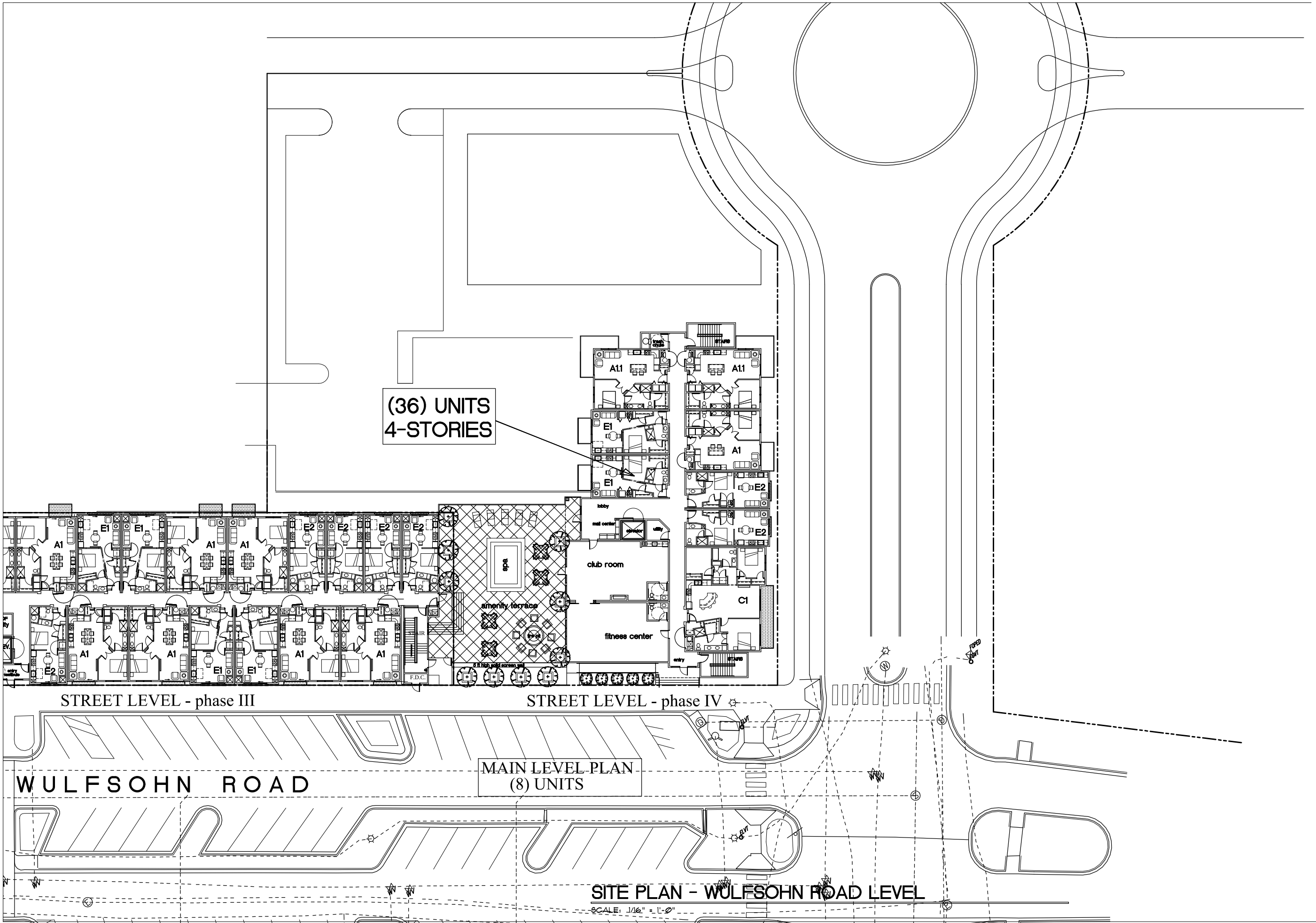
XX

DATE

15 FEB 2021

SHEET NUMBER

A1.0



PROJECT NUMBER

20-029

SHEET TITLE

SITE PLAN
STREET LEVEL (WULFSOHN RD)
SCALE: 1/16" = 1'-0"

PROJECT/OWNER

LOFTS AT RED MOUNTAIN
PHASE IV
WULFSOHN ROAD / EAST MEADOWS
LOT 8
GLENWOOD SPRINGS, CO
STONELEIGH COMPANIES, LLC

ARCHITECT



architecture
2033 dan drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX



REVISION DATE

XX

DATE

15 FEB 2021

SHEET NUMBER

A1.1



GLENWOOD MEADOWS NO. 2
A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY BEING SOLE OWNER(S) IN FEE SIMPLE OF ALL THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

PARCEL B,
GLENWOOD MEADOWS NO. 1
CITY OF GLENWOOD SPRINGS
COUNTY OF GARFIELD
STATE OF COLORADO

AND CONTAINING 339.597 ACRES, MORE OR LESS: HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AND TRACTS AS SHOWN HEREON AND DESIGNATE THE SAME AS GLENWOOD MEADOWS NO. 2 IN THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, COLORADO; AND DO HEREBY GRANT TO THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, COLORADO, FOR PUBLIC USE TRACT A, TRACT B, TRACT D, AND TRACT E AS SHOWN HEREON FOR USE AS PARKLAND/OPEN SPACE; TRACT C FOR USE AS PUBLIC STREETS AS SHOWN HEREON INCLUDING AVENUES, DRIVES, COURTS, PLACES AND ALLYS, AND THE UTILITY EASEMENTS SHOWN HEREON FOR UTILITY PURPOSES ONLY; AND SO FURTHER STATE THAT THIS SUBDIVISION SHALL BE SUBJECT TO THE SUBDIVISION AND DEVELOPMENT IMPROVEMENTS AGREEMENT FILED AND RECORDED FOR THIS SUBDIVISION IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY, COLORADO AS RECEPTION NO. 657444

EXECUTED THIS 6 DAY OF August, A.D., 2004

OWNER: GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

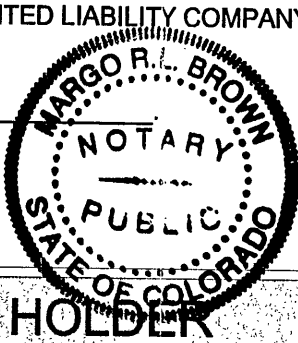
BY: DUNRENE MANAGEMENT, INC., A COLORADO LIMITED LIABILITY CORPORATION, ITS MANAGER

BY: Robert Duncan Macgregor, ITS PRESIDENT

STATE OF COLORADO)
) SS.
COUNTY OF GARFIELD)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS 6th DAY OF August, A.D., 2004 BY Robert Duncan Macgregor AS PRESIDENT OF DUNRENE MANAGEMENT, INC., A COLORADO CORPORATION, THE MANAGER OF GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

MY COMMISSION EXPIRES 12-3-2007
WITNESS MY HAND AND SEAL



DEED OF TRUST HOLDER

ALPINE BANK, ASPEN

ALPINE BANK, ASPEN

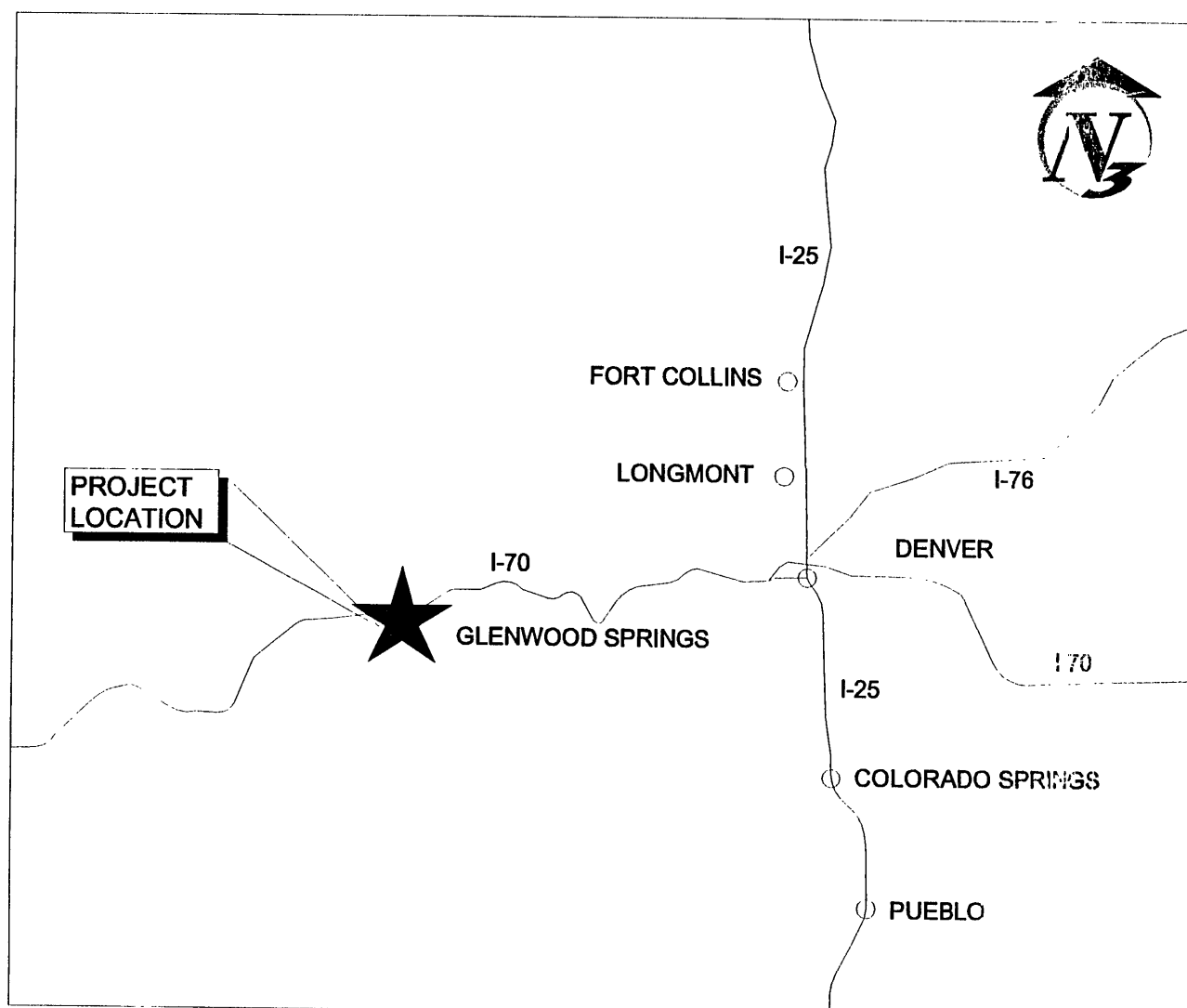
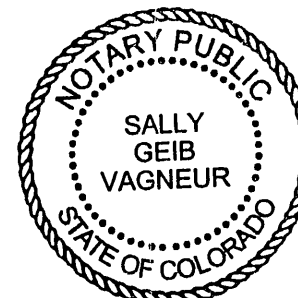
STATE OF COLORADO)
) SS.
COUNTY OF GARFIELD)

THE FOREGOING SIGNATURE WAS ACKNOWLEDGED BEFORE ME THIS 4th DAY OF August, A.D., 2004 BY Ken Wilson AS V.P. of Alpine Bank, Aspen.

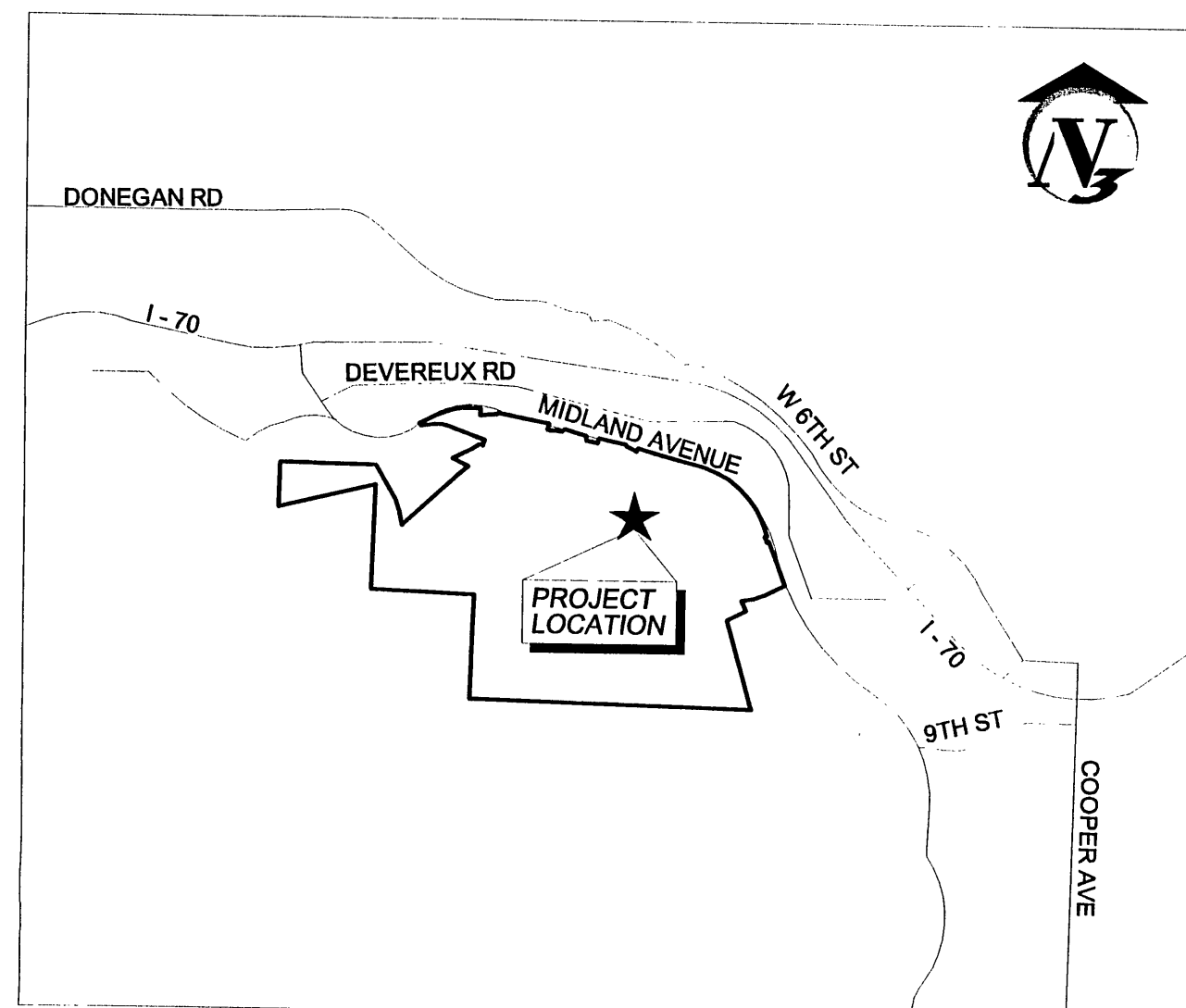
MY COMMISSION EXPIRES May 1, 2005

WITNESS MY HAND AND SEAL

Sally Gieb Vagneur



LOCATION MAP
NO SCALE



VICINITY MAP
NO SCALE

GENERAL NOTES

NOTES:

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY V3 CONSULTANTS TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. V3 CONSULTANTS RELIED UPON INFORMATION PROVIDED BY OLD REPUBLIC NATIONAL TITLE COMPANY COMMITMENT NO. GW241878-2, EFFECTIVE DATE: APRIL 16, 2004 AT 5:00 P.M. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY AND TITLES OF RECORD.
3. BASIS OF BEARINGS FOR THIS SURVEY IS A BEARING OF N 88°28'00" W BETWEEN THE STREET MONUMENT AT THE INTERSECTION OF 8TH STREET AND PALMER AVENUE AND THE STREET MONUMENT AT THE INTERSECTION OF 8TH STREET AND MIDLAND AVENUE.
4. PROJECT BENCHMARK: THE NORTHEAST BOUNDARY CORNER COMMON TO PARCEL "A" GLENWOOD MEADOWS NO. 1 AND THE SOUTHERLY RIGHT-OF-WAY OF MIDLAND AVENUE BEING THE TOP OF A REBAR WITH CAP STAMPED "LS NO. 15710" - ELEVATION = 5770.28 (1929 DATUM).
5. ACCESS AND MAINTENANCE EASEMENTS FOR THE DEBRIS FLOW STRUCTURES LOCATED ON LOT 11 AS SHOWN HEREON SHALL BE GRANTED TO THE CITY OF GLENWOOD SPRINGS UPON COMPLETION OF CONSTRUCTION.
6. DEVELOPMENT OF LOTS 7, 10, 11, 12, 13, AND 14 SHALL REQUIRE THE THEN OWNERS' SUBMITTAL OF MAJOR DEVELOPMENT PERMIT APPLICATIONS AND THE APPROVAL OF SUCH APPLICATIONS BY THE CITY OF GLENWOOD SPRINGS IN ACCORDANCE WITH THE GLENWOOD SPRINGS MUNICIPAL CODE AND THE ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 528, AS MAY BE AMENDED FROM TIME TO TIME.
7. THE OWNERS OF LOTS 1 THROUGH 9 INCLUSIVE, SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRACTS A AND TRACT B, EXCLUDING BIKE/PEDESTRIAN TRAILS AND TUNNELS. THE CITY OF GLENWOOD SPRINGS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE BIKE/PEDESTRIAN TRAILS AND TUNNELS LOCATED ON TRACT A AND TRACT B.
8. EFFECTIVE UPON CONVEYANCE OF TRACTS A AND B TO THE CITY, CITY OF GLENWOOD SPRINGS HEREBY GRANTS EASEMENTS OVER TRACTS A AND B TO THE OWNERS OF LOTS 1 THROUGH 9 INCLUSIVE, FOR THE PURPOSE OF OPERATING AND MAINTAINING STORM WATER RUN-OFF FACILITIES AND MAINTAINING LANDSCAPING ON TRACTS A AND B. UPON THE CONVEYANCE OF TRACTS A AND B TO THE CITY, THE CITY OF GLENWOOD SPRINGS ALSO HEREBY GRANTS EASEMENTS TO GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1 AND GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 3 FOR PURPOSES OF CONSTRUCTING STORM WATER RUN-OFF FACILITIES, LANDSCAPING AND OTHER PUBLIC IMPROVEMENTS ON TRACTS A AND B.
9. NO OCCUPIED BUILDING STRUCTURE SHALL BE CONSTRUCTED ON TRACT A OR TRACT B. THIS RESTRICTION RUNS TO THE BENEFIT OF LOTS 1 THROUGH 9.
10. CITY OF GLENWOOD SPRINGS SHALL MAINTAIN THE PUBLIC ROADWAYS WITHIN TRACT C BETWEEN THE PUBLIC ROADWAY BACK OF CURB TO THE OPPOSITE PUBLIC ROADWAY BACK OF CURB AND STREET LIGHTING FOR THE PUBLIC ROADWAYS.

NOTES CONTINUED:

11. IN ACCORDANCE WITH CITY ORDINANCES, EACH OWNER OF ADJACENT PROPERTY SHALL MAINTAIN THE SIDEWALKS AND LANDSCAPED AREAS WITHIN TRACT C STARTING AT THE PUBLIC ROADWAY BACK OF CURB AND EXTENDING TO THE PROPERTY LINE OF SUCH OWNERS PROPERTY. UPON CONVEYANCE OF TRACT C TO THE CITY, CITY OF GLENWOOD SPRINGS HEREBY GRANTS ACCESS EASEMENTS OVER TRACT C TO THE OWNERS OF ADJACENT PROPERTIES FOR THE PURPOSE OF PERFORMING SUCH MAINTENANCE. UPON THE CONVEYANCE OF TRACT C TO THE CITY, THE CITY OF GLENWOOD SPRINGS ALSO HEREBY GRANTS EASEMENTS TO GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1 AND GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 3 FOR PURPOSES OF ROADWAY IMPROVEMENTS, UTILITY LINES AND OTHER PUBLIC IMPROVEMENTS ON TRACT C.
12. THE OWNERS OF LOTS 2 THROUGH 6, 8 AND 9 HAVE GRANTED RECIPROCAL ACCESS RIGHTS TO EACH OTHER UNDER AN OPERATION AND EASEMENT AGREEMENT RECORDED AT 657452 IN THE REAL PROPERTY RECORDS OF GARFIELD COUNTY, COLORADO.
13. THE OWNERS OF LOTS 5, 6, 8, AND 9 HAVE GRANTED RECIPROCAL ACCESS RIGHTS TO LOT 7 BY SEPARATE INSTRUMENT RECORDED AT 657447 IN THE REAL PROPERTY RECORDS OF GARFIELD COUNTY, COLORADO.
14. UPON THE DEVELOPMENT OF LOT 7, IF AND WHEN THE THEN OWNERS OF SAID LOT 7 SUBMIT A MAJOR DEVELOPMENT PERMIT APPLICATION IN ACCORDANCE WITH GENERAL PLAT NOTE NO. 8 HEREOF, SAID APPLICATION FOR ANTICIPATED BUILDINGS NO. 7 AND NO. 8, SHALL BE DESIGNED IN SUBSTANTIAL ACCORDANCE WITH THE CONCEPTUAL REPRESENTATIONS MADE AS A PART OF THE GLENWOOD MEADOWS MAJOR DEVELOPMENT SUBMITTAL APPLICATION DATED JULY 3, 2003, APPROVED BY THE CITY OF GLENWOOD SPRINGS ON OCTOBER 6, 2003 AT THAT TIME. THE EARLIER CONCEPTUAL REVIEW OF BUILDINGS NO. 7 AND NO. 8 OF LOT 7 AS REFERRED TO HEREIN DO NOT REQUIRE THE DESIGN AND CONSTRUCTION OF SUCH BUILDINGS PRIOR TO THE RIGHT OF THE OWNERS OF OTHER LOTS WITHIN THIS SUBDIVISION TO PROCEED WITH DEVELOPMENT APPLICATION AND CONSTRUCTION WITH RESPECT TO ANY SUCH OTHER LOT.
15. THE CITY OF GLENWOOD SPRINGS HEREBY GRANTS EASEMENTS OVER TRACT E TO GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1 AND THE OWNER, FOR THE PURPOSES OF CONSTRUCTING, OPERATING AND MAINTAINING THE DEBRIS FLOW STRUCTURES LOCATED ON TRACT E. THE EXACT SIZE AND LOCATION OF SUCH EASEMENTS SHALL BE DETERMINED BASED ON AS-BUILT DATA UPON COMPLETION OF SAID DEBRIS FLOW STRUCTURES.
16. ALL DEVELOPMENT SHALL BE IN CONFORMANCE WITH THE GLENWOOD MEADOWS ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 528, AS AMENDED, AND SUBSEQUENT SITE SPECIFIC DEVELOPMENT APPROVALS REGARDING GEOTECHNICAL MITIGATION.
17. ALL UTILITY EASEMENTS SHOWN ON THIS PLAT ARE NON-EXCLUSIVE EASEMENTS. ALL UTILITY LINES AND FACILITIES INSTALLED WITH SUCH EASEMENTS SHALL BE UNDERGROUND, EXCEPT FOR ELECTRICAL TRANSFORMERS, GAS AND ELECTRICAL METERS, FIRE HYDRANTS AND SUCH OTHER FACILITIES THAT ARE REQUIRED BY THE UTILITY PROVIDERS TO BE PLACED ABOVE GROUND IN CONNECTION WITH UNDERGROUND UTILITY INSTALLATIONS. EACH UTILITY PROVIDER SHALL MAINTAIN ITS LINES AND FACILITIES INSTALLED WITHIN SUCH EASEMENTS AND, IF THE UTILITY PROVIDER DISTURBS THE SURFACE OF THE EASEMENT IN CONNECTION WITH THE MAINTENANCE, REPAIR OR REPLACEMENT OF ITS LINES AND FACILITIES, SHALL RESTORE THE SURFACE OF THE EASEMENT AS NEARLY AS POSSIBLE TO ITS CONDITION PRIOR TO SUCH MAINTENANCE, REPAIR OR REPLACEMENT.

PLANNING COMMISSION CERTIFICATE

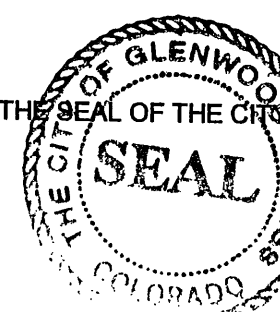
THIS PLAT WAS APPROVED BY THE CITY OF GLENWOOD SPRINGS, PLANNING AND ZONING COMMISSION THIS 3rd DAY OF August, A.D., 2004

Donna R. H.
CHAIRMAN

CITY COUNCIL CERTIFICATE

THIS PLAT WAS APPROVED BY THE CITY COUNCIL OF GLENWOOD SPRINGS, GARFIELD COUNTY, COLORADO THIS 4 DAY OF August, A.D., 2004 FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY AND FOR CONVEYANCE TO THE CITY OF THE PUBLIC DEDICATIONS SHOWN HEREON SUBJECT TO THE PROVISION THAT THE APPROVAL IN NO WAY OBLIGATES THE CITY OF GLENWOOD SPRINGS FOR FINANCING OR CONSTRUCTION OF IMPROVEMENTS ON LAND, STREETS OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE CITY COUNCIL IN THE SUBDIVISION AGREEMENT.

WITNESS MY HAND AND THE SEAL OF THE CITY OF GLENWOOD SPRINGS.

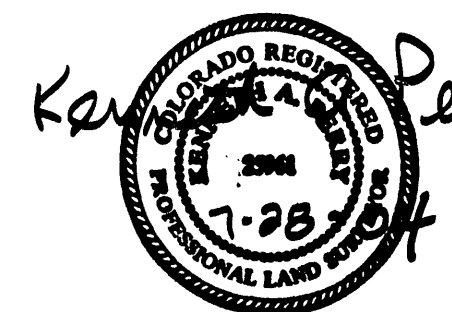


Raymond
MAYOR
Robert S. Unsworth
CITY CLERK

SURVEYOR'S CERTIFICATE

I, KENNETH A. PERRY, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF THE GLENWOOD MEADOWS NO. 2 AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, TRACTS, AND EASEMENTS OF SAID SUBDIVISION AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH THE CITY OF GLENWOOD SPRINGS REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 2004.



KENNETH A. PERRY, PLS NO. 25981
COLORADO PROFESSIONAL LAND SURVEYOR,
FOR AND ON BEHALF OF V3 CONSULTANTS.

CLERK AND RECORDER'S CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY AT 8:49 O'CLOCK A M., AS RECEPTION NO. 657439

8-9-2004 Fee: \$ 81.00
Drawer: 13-A

Mildred Asendorf
CLERK AND RECORDER
BY Kathryn Coleman
DEPUTY

FINAL PLAT

GLENWOOD MEADOWS NO. 2

GLENWOOD SPRINGS

COLORADO

DRAWING NO.

1 OF 8

REVISIONS

NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/19/2004	REVISED PER COMMENTS
5	7/15/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS

DESIGNED BY:

FILE NAME:

DATE:

SCALE:

DRAWN BY:

CHECKED BY:

PROJ. MANAGER:

GB

1"=60'

08/05/03

02049PLAT

D02049

SEH

KAP

GB

1"=60'

08/05/03

02049PLAT

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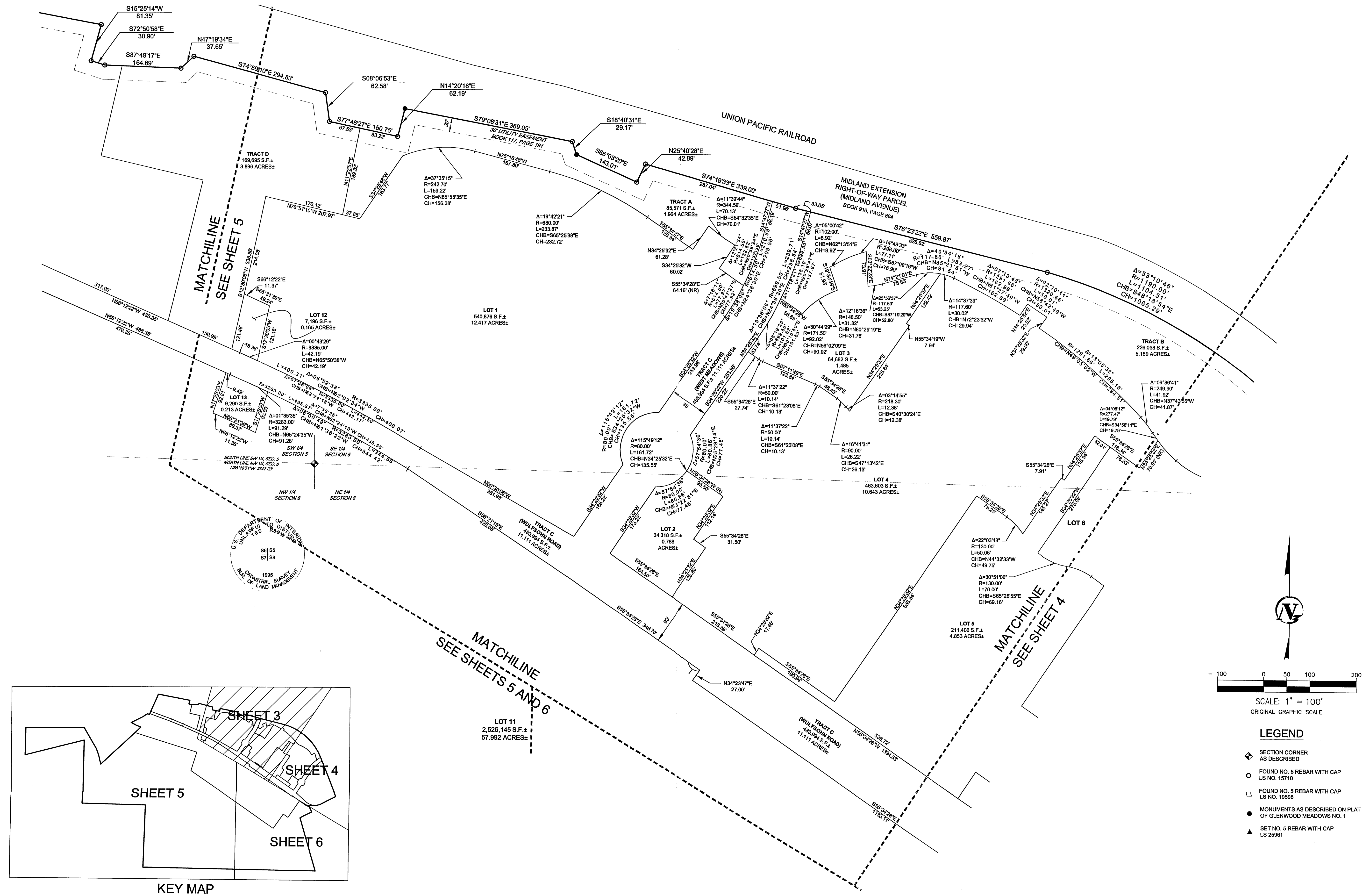
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08/05/03

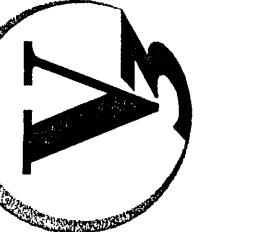
02049PLAT

GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



Engineers
Scientists
Surveyors



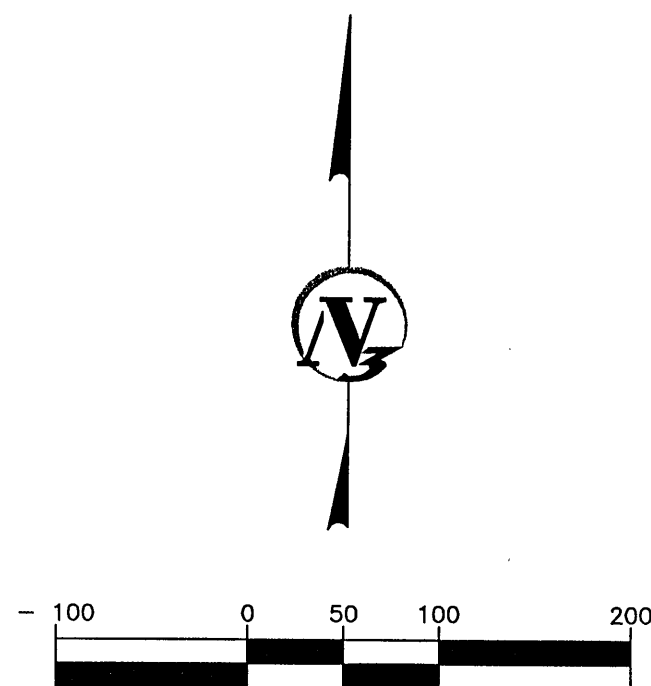
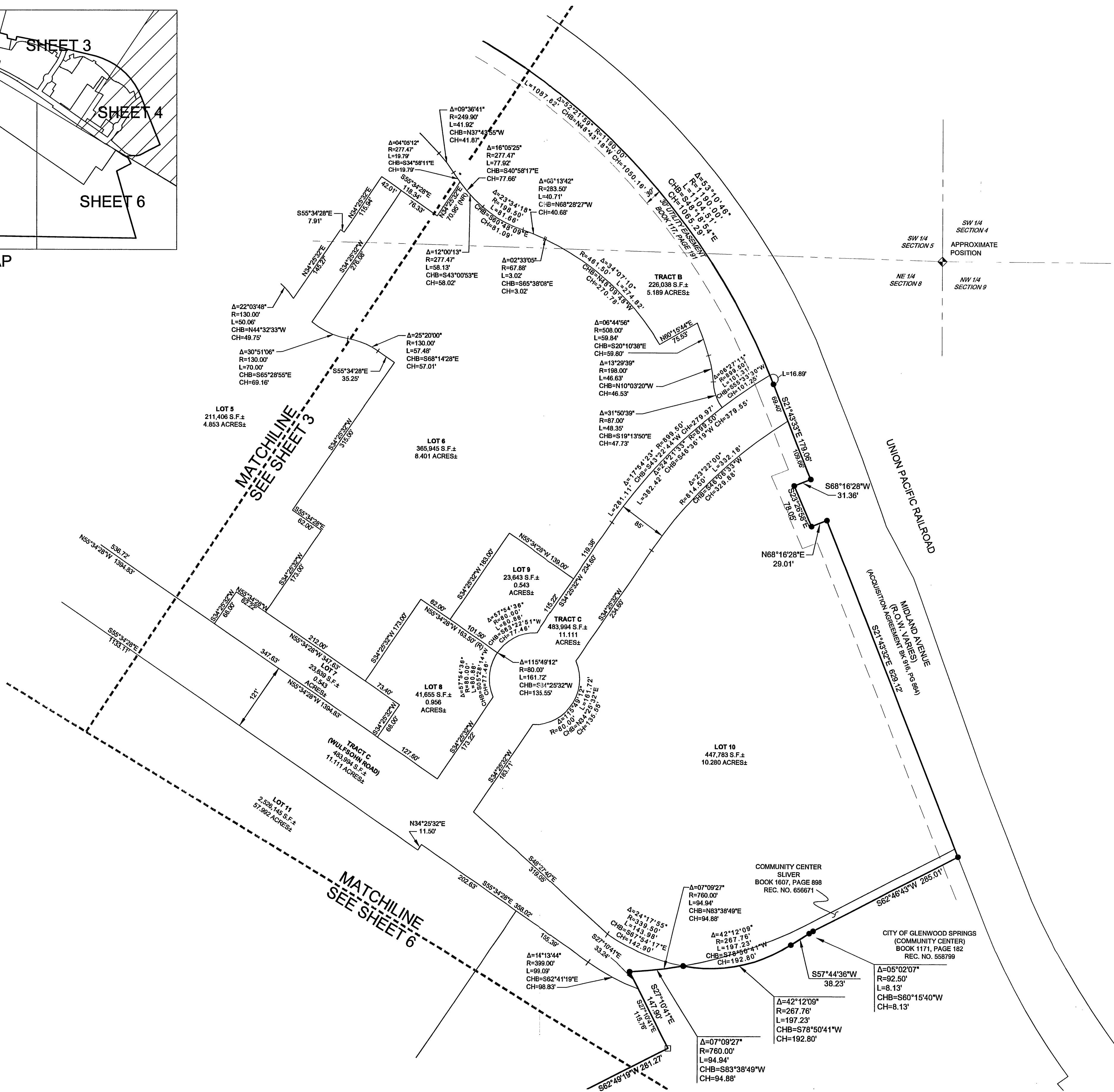
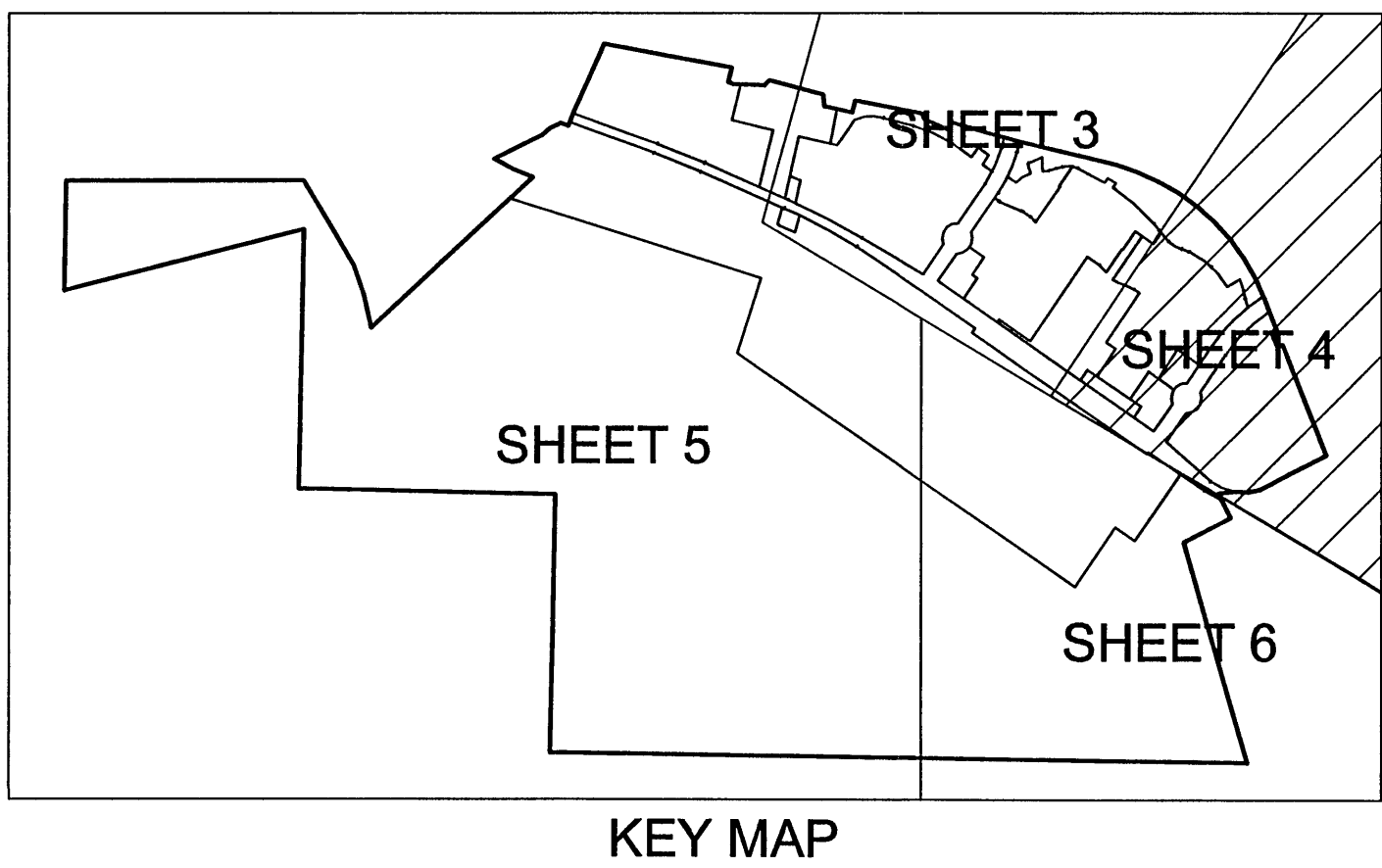
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NO.	DATE
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2	6/11/2004
3	6/16/2004
4	7/9/2004
5	7/15/2004
6	7/28/2004

DESIGNED BY:	D02049
DRAWN BY:	SEH
CHECKED BY:	08/05/03
SCALE:	1"=100'

FINAL PLAT
GLENWOOD MEADOWS NO. 2
GLENWOOD SPRINGS, COLORADO

GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



- SCALE: 1" = 100'
ORIGINAL GRAPHIC SCALE
- LEGEND**
- SECTION CORNER AS DESCRIBED
 - FOUND NO. 5 REBAR WITH CAP LS NO. 15710
 - FOUND NO. 5 REBAR WITH CAP LS NO. 19598
 - MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
 - SET NO. 6 REBAR WITH CAP LS 25961

FINAL PLAT

GLENWOOD MEADOWS NO. 2

GLENWOOD SPRINGS

DRAWING NO.

4 OF 8

REVISIONS

NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	8/11/2004	REVISED PER CITY COMMENTS
3	8/16/2004	REVISED PER CITY COMMENTS
4	7/6/2004	REVISED PER CITY COMMENTS
5	7/15/2004	REVISED PER CITY COMMENTS
6	7/28/2004	REVISED PER CITY COMMENTS

SEAL:

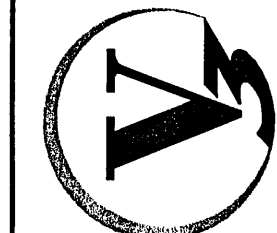
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DRAWN BY:	SEH
CHECKED BY:	08/05/03
PROJECT MANAGER:	GB

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DATE:	08/05/03
SCALE:	1"=100'

DRAWING NO.

4 OF 8

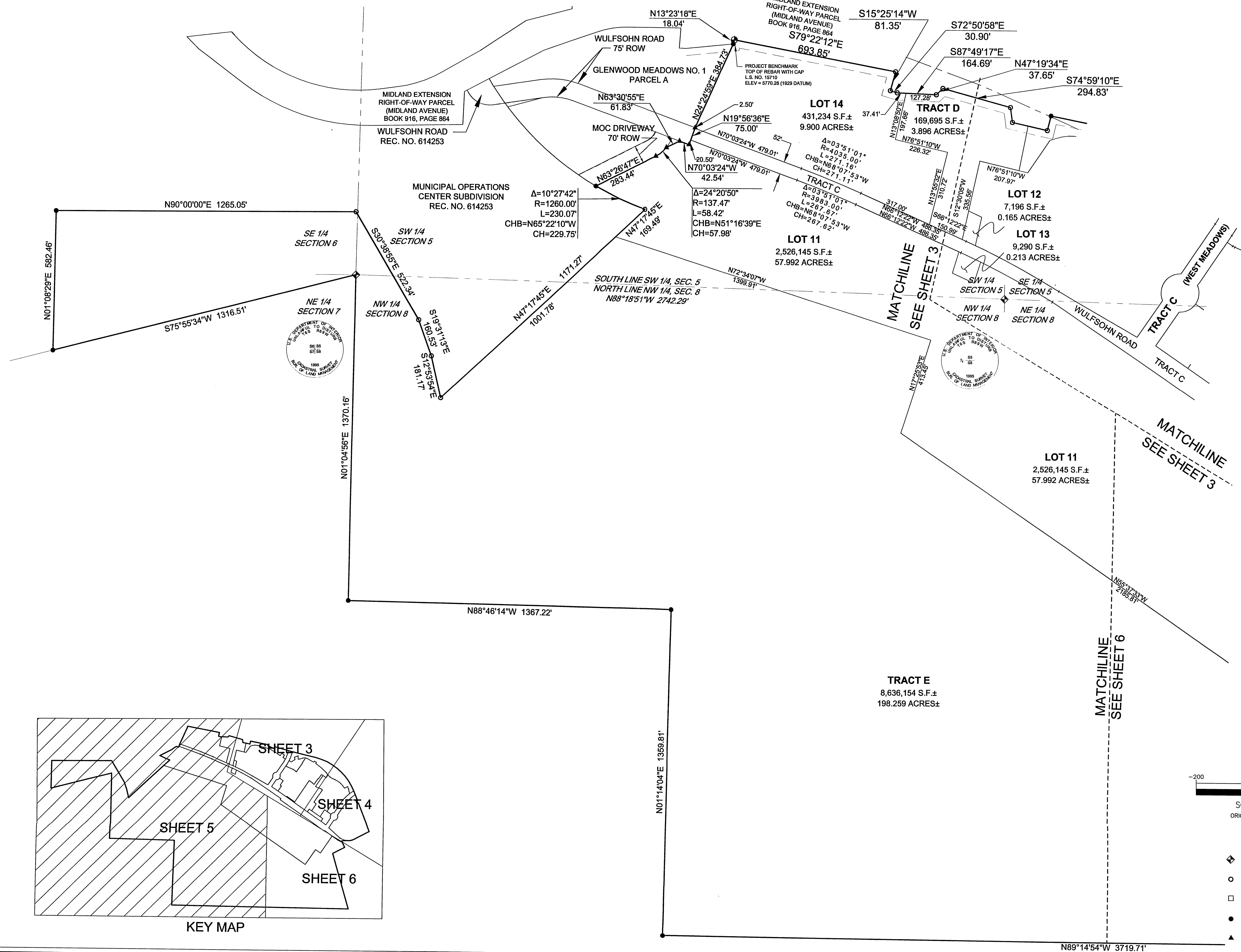
Engineers
Scientists
Surveyors



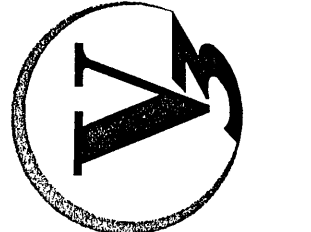
200 Union Boulevard, Suite 200
Glenwood, CO 81728
303.989.6588 voice
303.989.6592 fax
V3consultants.com

GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



Engineers
Scientists
Surveyors



REVISIONS	
NO.	DESCRIPTION
1	REVISED PER CITY COMMENTS
2	REVISED PER CITY COMMENTS
3	REVISED PER CITY COMMENTS
4	REVISED PER CITY COMMENTS
5	REVISED PER CITY COMMENTS
6	REVISED PER CITY COMMENTS

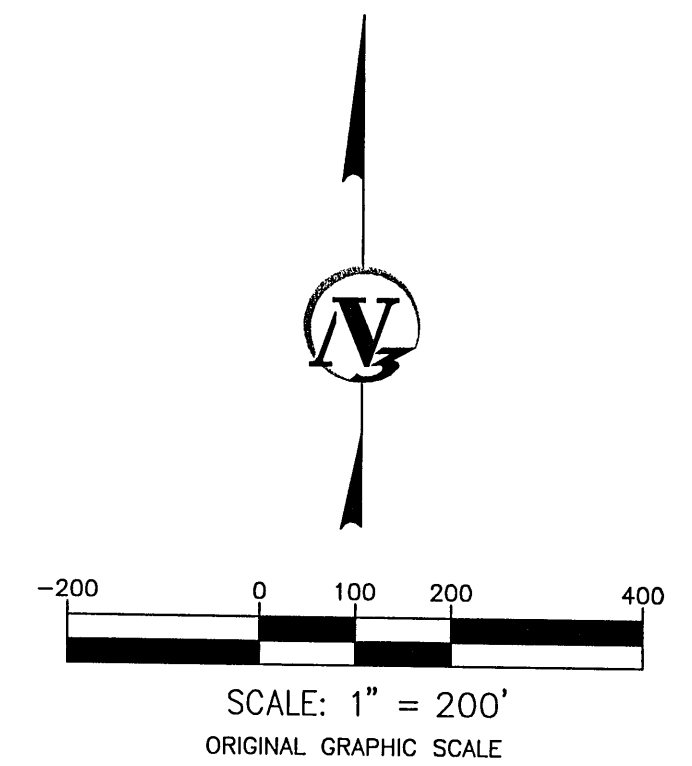
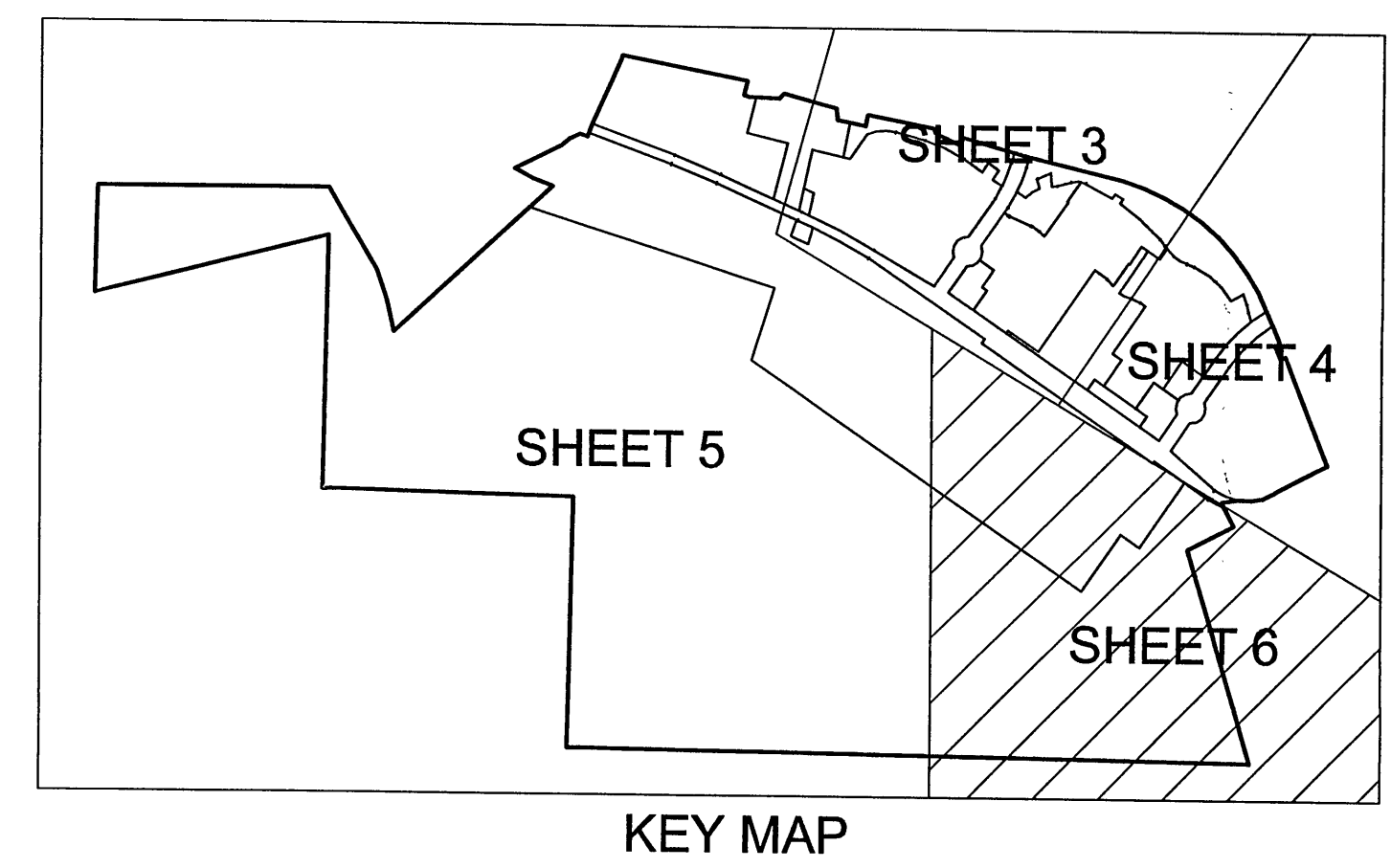
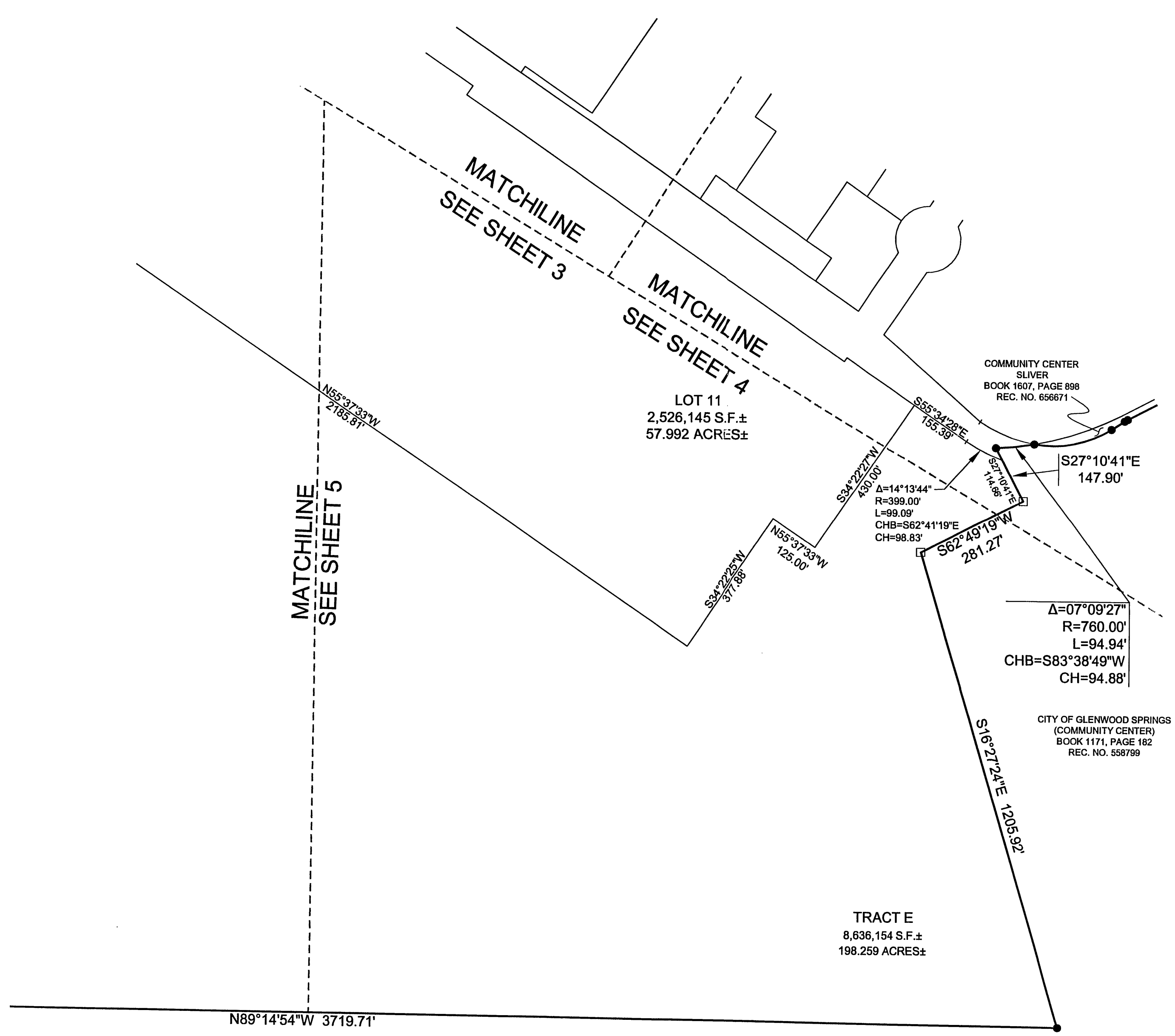
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D02049	
FILE NAME:	DRAWN BY:
02049FFPLAT	SEH
DATE:	CHECKED BY:
08/05/03	
SCALE:	PROJ. MANAGER:
1"=200'	GB

FINAL PLAT
GLENWOOD MEADOWS NO. 2
GLENWOOD SPRINGS, COLORADO

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GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



- LEGEND
- SECTION CORNER AS DESCRIBED
 - FOUND NO. 5 REBAR WITH CAP LS NO. 15710
 - FOUND NO. 5 REBAR WITH CAP LS NO. 19598
 - MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
 - SET NO. 5 REBAR WITH CAP LS 25961

Engineers
Scientists
Surveyors

200 Union Boulevard, Suite 200
Glenwood, CO 80228
303.868.6586 voice
303.868.9532 fax
v3consultants.com

REVISIONS		
NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/09/2004	REVISED PER CITY COMMENTS
5	7/15/2004	REVISED PER CITY COMMENTS
6	7/28/2004	REVISED PER CITY COMMENTS

DESIGNED BY:	SEAL:	FILE NAME:	DRAWN BY:	CHECKED BY:	PROJ. MANAGER:
D02049		02049FFLAT	SEH	08/05/03	GB

PROJ. NO.:	FILE NAME:	DATE:	SCALE:	PROJ. MANAGER:
D02049	02049FFLAT	08/05/03	1"=200'	GB

FINAL PLAT

GLENWOOD MEADOWS NO. 2

GLENWOOD SPRINGS

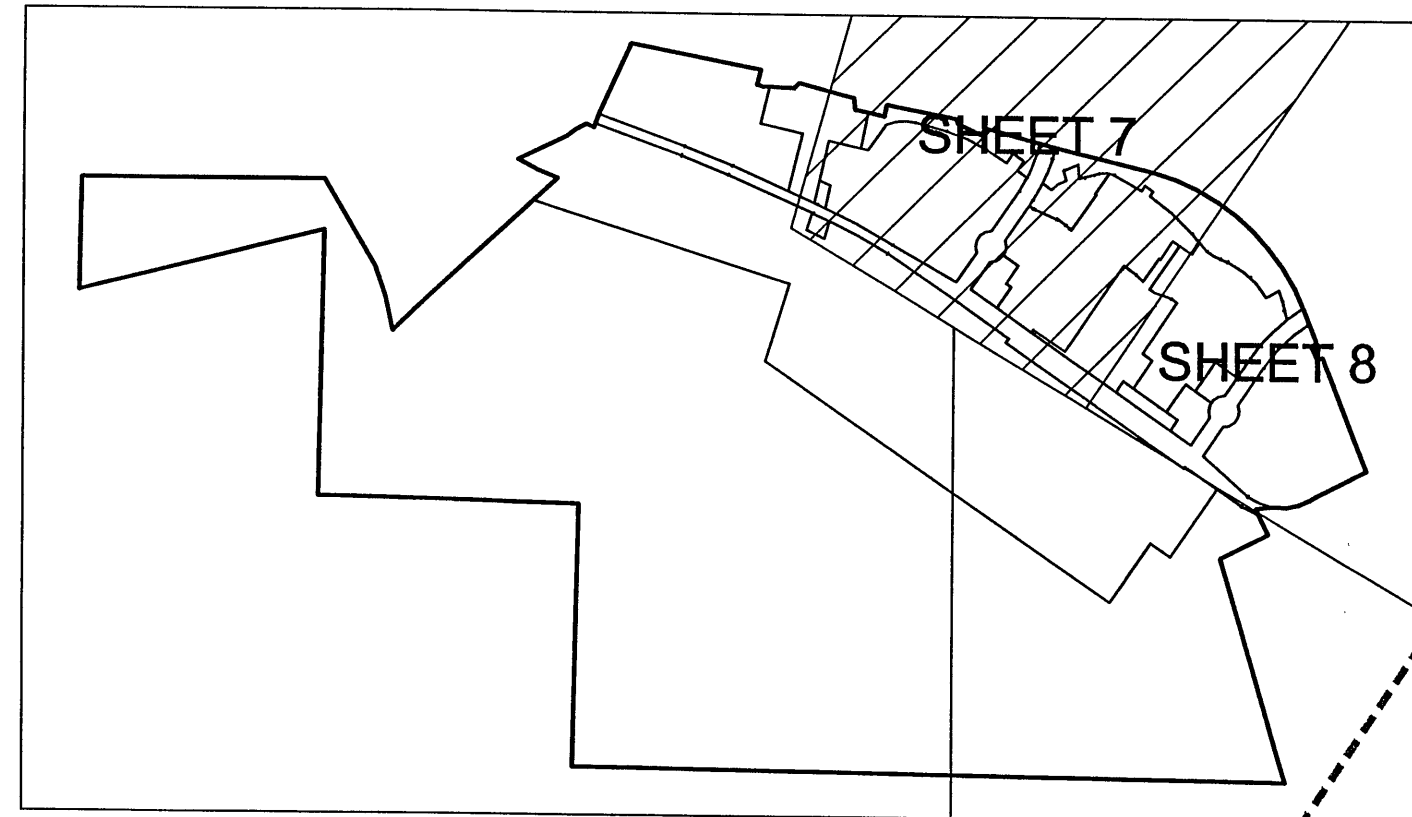
COLORADO

DRAWING NO.
6 OF 8

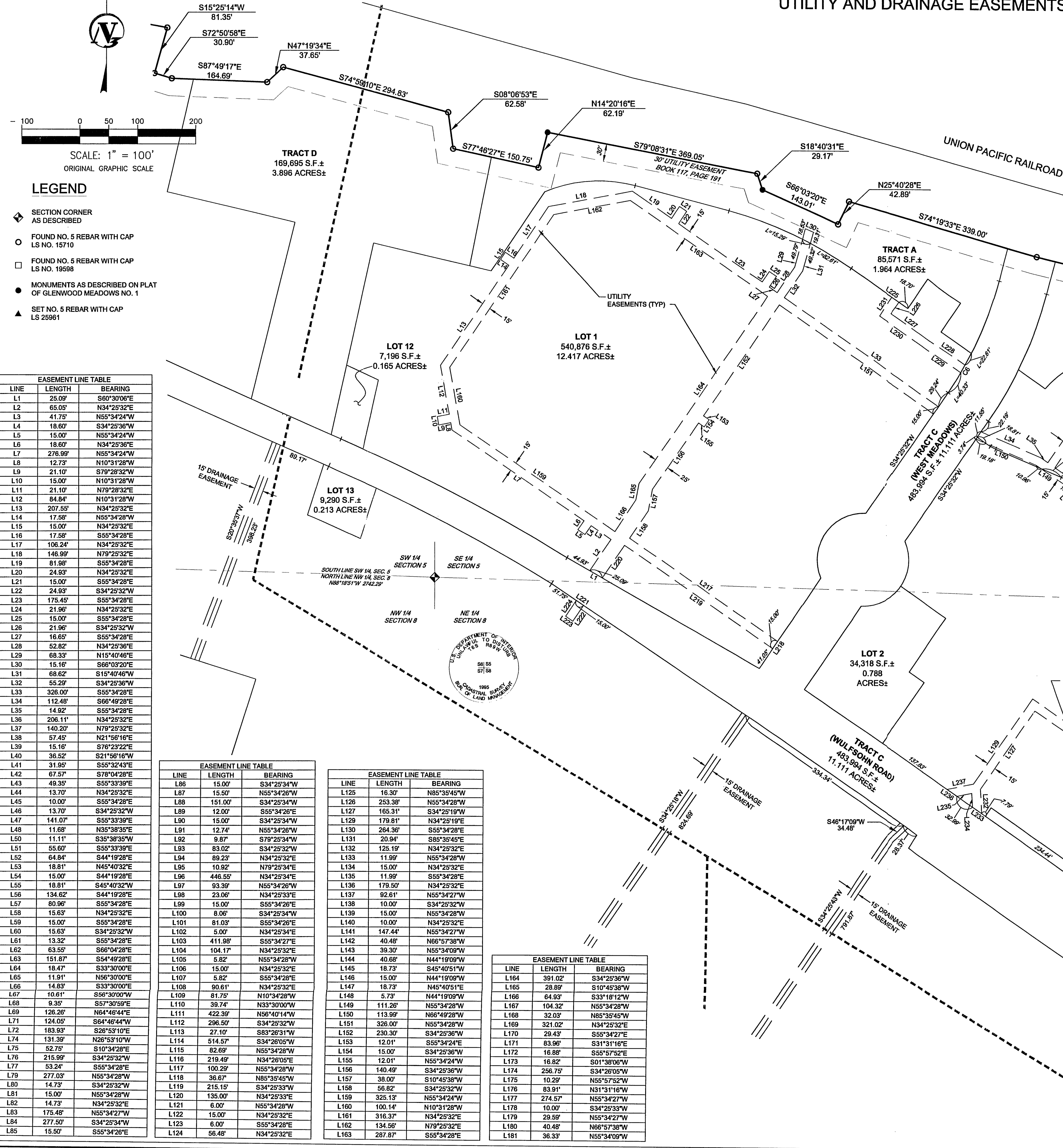
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GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO
UTILITY AND DRAINAGE EASEMENTS



KEY MAP



EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L1	25.09'	S60°30'06"E
L2	65.05'	S43°23'52"E
L3	41.75'	N55°34'24"W
L4	18.60'	N54°23'56"E
L5	15.00'	N55°34'24"W
L6	18.60'	N43°23'56"E
L7	276.99'	N55°34'24"W
L8	12.73'	N30°13'12"W
L9	21.10'	S79°28'32"W
L10	15.00'	N10°13'12"E
L11	21.10'	N79°28'32"E
L12	84.84'	N30°13'12"W
L13	207.55'	N34°23'52"E
L14	17.58'	N55°34'28"W
L15	15.00'	N34°23'52"E
L16	17.58'	S55°34'28"E
L17	106.24'	N34°23'52"E
L18	146.99'	N79°23'52"E
L19	81.98'	S55°34'28"E
L20	24.93'	N34°23'52"E
L21	15.00'	S55°34'28"E
L22	24.98'	S34°23'52"W
L23	175.45'	S55°34'28"E
L24	21.96'	N34°23'52"E
L25	15.00'	S55°34'28"E
L26	21.96'	S34°23'52"W
L27	16.65'	S55°34'28"E
L28	52.62'	N34°23'56"E
L29	68.33'	N15°44'28"E
L30	15.16'	S66°10'20"E
L31	68.62'	S15°40'28"E
L32	55.29'	S34°23'56"W
L33	326.00'	S55°34'28"E
L34	112.48'	S66°48'28"E
L35	14.62'	S55°34'28"E
L36	206.11'	N34°23'52"E
L37	140.20'	N79°23'52"E
L38	57.45'	N21°56'16"E
L39	15.16'	S76°23'22"E
L40	36.52'	S21°56'16"E
L41	98.95'	S55°33'59"E
L42	67.57'	S76°04'28"E
L43	49.35'	S55°33'59"E
L44	13.70'	N34°23'52"E
L45	10.00'	S55°34'28"E
L46	13.70'	S34°23'52"W
L47	141.07'	S55°33'59"E
L48	11.68'	N30°13'12"E
L49	11.11'	S33°36'35"W
L50	55.60'	S55°33'59"E
L51	55.60'	S55°33'59"E
L52	64.84'	S41°19'28"E
L53	18.81'	N45°03'02"E
L54	15.00'	S44°19'28"E
L55	18.81'	S41°19'28"E
L56	134.62'	S41°19'28"E
L57	80.96'	S55°34'28"E
L58	15.63'	N34°23'52"E
L59	15.00'	S55°34'28"E
L60	15.63'	S34°23'52"W
L61	13.32'	S55°34'28"E
L62	15.63'	S60°10'20"E
L63	151.87'	S54°40'28"E
L64	18.47'	S33°30'06"E
L65	11.91'	N56°30'06"E
L66	14.83'	S33°30'06"E
L67	10.67'	S56°30'06"E
L68	9.35'	S57°20'39"E
L69	126.26'	N64°46'44"E
L71	124.05'	S64°46'44"W
L72	183.93'	S26°53'10"E
L74	131.39'	S65°13'10"W
L75	12.73'	S10°13'12"E
L76	215.99'	S34°23'52"W
L77	53.24'	S55°34'28"E
L79	277.03'	N55°34'28"W
L80	14.73'	S34°23'52"E
L81	15.00'	N55°34'28"E
L82	10.67'	N34°23'52"E
L83	175.48'	N55°34'28"E
L84	277.50'	S34°23'54"W
L85	15.50'	S55°34'28"E

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L86	15.00'	S34°25'34"W
L87	15.50'	N55°34'26"W
L88	151.00'	S34°25'34"W
L89	12.00'	355°34'26"E
L90	15.00'	N55°34'26"E
L91	12.74'	N55°34'26"W
L92	9.87'	S79°23'34"W
L93	83.02'	S34°25'32"W
L94	89.23'	S34°25'32"E
L95	10.82'	N79°25'34"E
L96	446.55'	N34°23'34"E
L97	93.39'	N55°34'26"W
L98	23.86'	N55°34'26"E
L99	15.00'	S55°34'26"E
L100	8.06'	S54°23'34"W
L101	81.03'	S55°34'26"E
L102	5.00'	N34°25'34"E
L103	411.88'	S55°34'27"E
L104	15.62'	N34°25'32"E
L105	5.17'	N55°34'26"E
L106	15.00'	N55°34'26"E
L107	5.82'	S55°34'26"E
L108	90.61'	N34°25'32"E
L109	81.75'	N10°34'26"E
L110	39.74'	S33°30'00"W
L111	422.39'	N56°40'11"W
L112	296.50'	S34°25'32"W
L113	2.97'	S83°26'51"W
L114	34.57'	S34°25'32"E
L115	92.59'	N55°34'26"W
L116	219.49'	S34°26'05"E
L117	100.29'	N55°34'28"W
L118	36.67'	N85°35'45"W
L119	215.15'	S34°25'33"W
L120	135.00'	S34°25'33"E
L121	6.00'	N55°34'26"E
L122	15.00'	N55°34'26"E
L123	6.00'	S55°34'26"E
L124	56.46'	S34°25'32"E

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L125	16.30'	N89°34'54"W
L126	232.39'	N55°42'28"W
L127	168.31'	S55°42'28"W
L128	179.61'	N34°25'32"E
L130	284.83'	S55°42'28"E
L131	20.94'	S89°35'45"E
L132	125.19'	N34°25'32"E
L133	11.99'	N55°42'28"W
L134	15.99'	N34°25'32"E
L135	11.99'	S55°42'28"W
L136	175.50'	N34°25'32"E
L137	92.61'	N55°42'28"W
L138	10.00'	S34°25'32"W
L139	15.00'	N55°42'28"W
L140	10.00'	N34°25'32"E
L141	147.44'	N55°42'28"W
L142	40.48'	N65°34'28"W
L143	39.30'	N55°40'00"W
L144	40.68'	N44°19'09"W
L145	18.73'	S45°40'51"W
L146	15.00'	N44°19'09"W
L147	18.73'	N35°40'51"E
L148	22.72'	N55°42'28"W
L149	111.26'	N44°19'09"W
L150	113.99'	N65°49'28"W
L151	326.00'	N55°34'28"W
L152	230.30'	S34°25'32"E
L153	12.01'	S55°42'28"W
L154	15.00'	S34°25'32"E
L155	12.01'	N55°42'28"W
L156	140.49'	S34°25'32"W
L157	38.00'	S10°45'38"W
L158	56.82'	S34°25'32"W
L159	325.13'	N55°34'28"W
L160	100.14'	N10°31"24"W
L161	316.37'	N34°25'32"E
L162	134.56'	N55°42'28"E
L163	78.87'	S55°42'28"W

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L164	391.02'	S34°25'36"W
L165	28.89'	S10°45'38"W
L166	64.93'	S33°18'12"W
L167	104.32'	N55°34'28"W
L168	32.03'	N85°35'45"W
L169	321.02'	S34°25'32"E
L170	29.43'	S55°34'27"E
L171	83.96'	S55°35'52"E
L172	16.88'	S55°35'52"E
L173	16.82'	N01°38'06"W
L174	256.75'	S34°26'05"W
L175	10.29'	N55°57'52"W
L176	83.91'	N31°13'16"W
L177	274.57'	N55°34'27"W
L178	10.00'	S34°25'33"W
L179	29.59'	N55°34'27"W
L180	40.48'	N66°57'38"W
L181	36.32'	

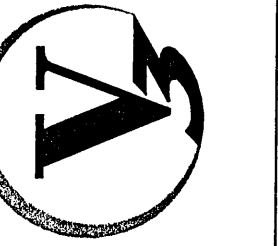
CURVE	DELTA	RADIUS	LENGTH	CHORD	CHORD
C1	00°40'18"	1291.66'	15.14'	S44°07'02"E	15.14'
C2	00°59'46"	892.00'	15.51'	S48°26'33"W	15.51'
C3	00°57'20"	899.50'	15.00'	S35°13'46"W	15.00'
C4	00°39'58"	1291.66'	15.00'	S53°23'38"E	15.00'
C5	01°53'27"	461.50'	15.23'	S35°09'27"E	15.23'
C6	01°24'04"	614.50'	15.03'	S29°57'53"E	15.03'

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L182	61.42	N44°19'09"W
L183	84.30	N55°34'28"W
L184	199.90	S34°23'52"E
L185	18.05	N79°23'52"E
L186	13.50	N10°34'28"E
L187	15.00	N79°23'52"E
L188	13.55	N10°34'28"E
L189	116.68	N79°23'52"E
L190	22.83	S78°04'28"E
L191	274.33	S55°34'30"E
L192	25.94	S33°38'30"E
L193	54.44	S55°33'30"E
L194	140.85	S44°16'29"E
L195	299.52	S34°16'29"E
L196	43.46	S15°47'05"W
L197	9.84	N55°57'52"W
L198	39.42	N15°47'05"W
L199	284.07	S34°16'29"E
L200	22.13	S44°16'29"E
L201	60.64	S34°23'52"E
L202	15.00	S55°34'28"E
L203	57.66	S34°23'52"E
L204	47.19	S44°19'28"E
L205	7.23	S87°00'19"W
L206	33.79	S55°34'28"E
L207	304.67	N08°54'28"E
L208	20.90	S83°26'31"W
L209	6.78	N34°12'25"E
L210	8.52	S80°11'42"E
L211	5.95	S38°01'42"W
L212	9.33	S34°12'25"E
L213	59.47	S44°19'28"E
L214	12.29	N08°54'28"E
L215	15.00	S55°34'28"E
L216	15.00	S55°34'28"E

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L217	310.75'	N55°39'56"W
L218	15.00'	N34°29'32"E
L219	310.75'	S55°39'56"E
L220	67.89'	N34°29'32"E
L221	15.00'	S56°21'16"E
L222	32.78'	N35°24'28"E
L223	15.00'	S55°39'52"E
L224	32.67'	N34°29'32"E
L225	15.00'	S55°39'42"E
L226	23.95'	N34°29'35"E
L227	74.04'	N55°34'29"E
L228	81.28'	N56°38'32"W
L229	92.31'	N55°39'52"W
L230	89.18'	N55°34'25"W
L231	38.95'	N34°29'35"E
L232	41.57'	S02°09'18"E
L233	18.69'	S55°34'28"E
L234	23.84'	S02°09'18"E
L235	26.49'	S76°33'34"W
L236	20.95'	S42°34'28"E
L237	46.70'	S78°33'34"W
L238	15.00'	S55°39'52"E
L239	26.50'	N34°29'32"E
L240	15.00'	S55°34'28"E
L241	36.50'	N34°29'32"E
L242	21.95'	S31°34'28"E
L243	40.29'	N75°50'07"W
L244	2.23'	S03°40'04"W

Engineers
Scientists
Surveyors

200 Union Boulevard, Suite 200
Lakewood, CO 80228
303.999.8568 voice
303.999.9932 fax
V3consultants.com



NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/09/2004	REVISED PER COMMENTS
5	7/15/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS

FILE NAME: 02049FPLAT	DRAWN BY: SEH
DATE: 08/05/03	CHECKED BY:
SCALE: 1"=100'	PROJ. MANAGER: GB

FINAL PLAI

SPRINGS
GLENWOOD MEADOWS NO. 2

GLENWOOD SPRING

DRAWING NO.

7 OF 8

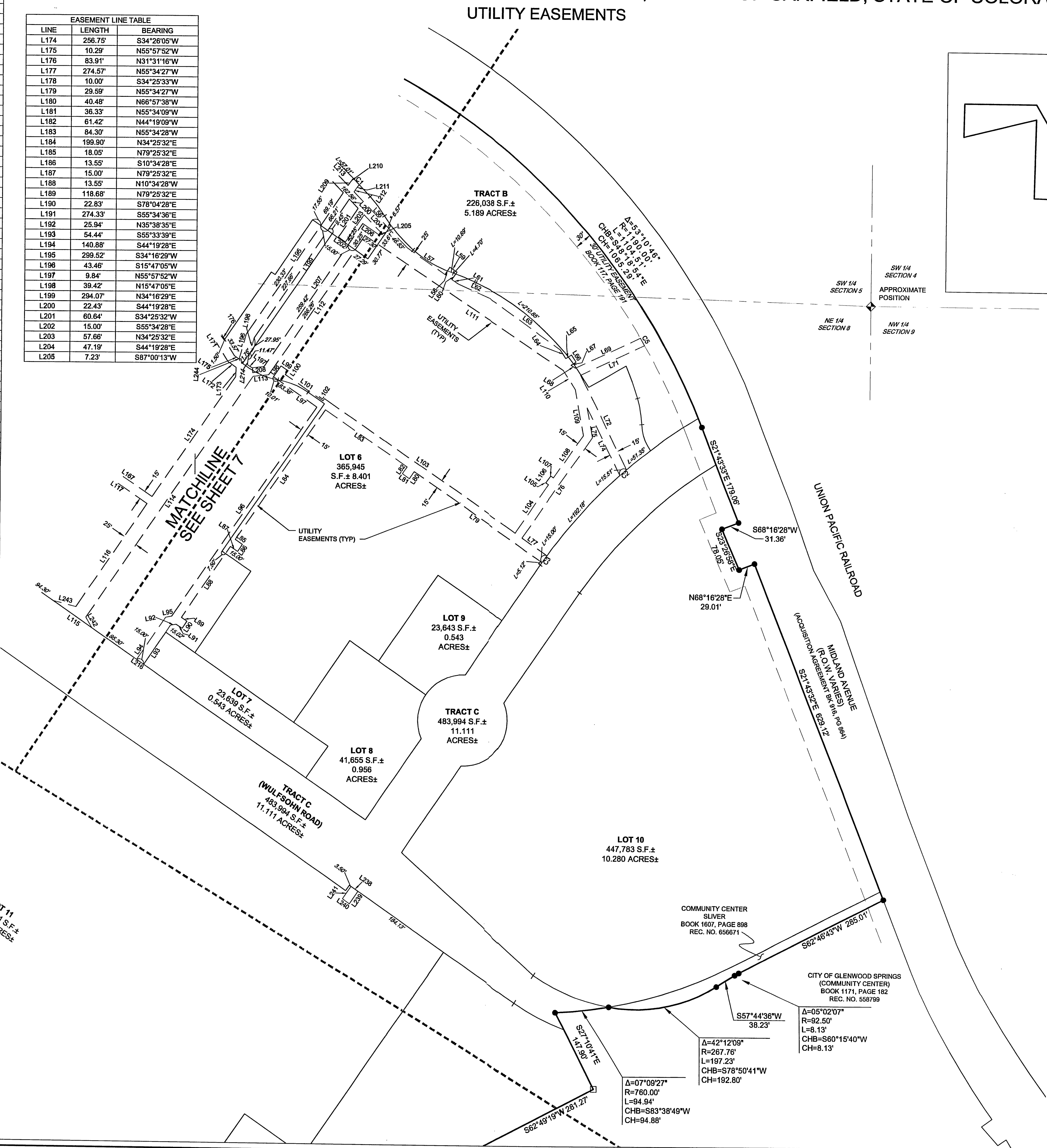
GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 7, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L1	25.09'	S60°30'06"E
L2	65.05'	N34°25'32"E
L3	41.75'	N55°34'24"W
L4	18.60'	S34°25'36"W
L5	15.00'	N55°34'24"W
L6	18.60'	N34°25'36"E
L7	276.99'	N55°34'24"W
L8	12.73'	N10°31'28"W
L9	21.10'	S79°28'32"W
L10	15.00'	N10°31'28"W
L11	21.10'	N79°28'32"E
L12	84.84'	N10°31'28"W
L13	207.55'	N34°25'32"E
L14	17.58'	N55°34'28"W
L15	15.00'	N34°25'32"E
L16	17.58'	S55°34'28"E
L17	106.24'	N34°25'32"E
L18	146.99'	N79°25'32"E
L19	81.98'	S55°34'28"E
L20	24.93'	N34°25'32"E
L21	15.00'	S55°34'28"E
L22	24.93'	S34°25'32"W
L23	175.45'	S55°34'28"E
L24	21.96'	N34°25'32"E
L25	15.00'	S55°34'28"E
L26	21.96'	S34°25'32"W
L27	16.65'	S55°34'28"E
L28	52.82'	N34°25'36"E
L29	68.33'	N15°40'46"E
L30	15.16'	S66°03'20"E
L31	68.62'	S15°40'48"W
L32	55.29'	S34°25'36"W
L33	375.53'	S55°34'28"E
L34	148.65'	S66°49'28"E
L35	14.92'	S55°34'28"E
L36	206.11'	N34°25'32"E
L37	140.20'	N79°25'32"E
L38	57.45'	S76°23'22"E
L39	15.16'	S76°23'22"E
L40	36.52'	S21°56'16"W
L41	31.95'	S55°32'43"E
L42	67.57'	S78°04'28"E
L43	49.35'	S55°33'39"E
L44	13.70'	N34°25'32"E
L45	10.00'	S55°34'28"E
L46	13.70'	S34°25'32"W
L47	141.07'	S55°33'39"E
L48	11.68'	N35°38'35"E
L49	11.11'	S35°38'35"W
L50	11.11'	S55°33'39"E
L51	55.80'	S55°33'39"E
L52	84.84'	S45°40'32"E
L53	18.81'	N45°40'32"E
L54	15.00'	S44°19'28"E
L55	18.81'	S45°40'32"W
L56	134.62'	S44°19'28"E
L57	80.96'	S55°34'28"E
L58	15.63'	N34°25'32"E
L59	15.00'	S55°34'28"E
L60	15.63'	S34°25'32"W
L61	13.32'	S55°34'28"E
L62	63.55'	S66°04'28"E
L63	151.87'	S54°49'28"E
L64	18.47'	S33°30'00"E
L65	11.91'	N56°30'00"E
L66	14.83'	S33°30'00"E
L67	10.61'	S56°30'00"W
L68	9.35'	S57°30'59"E
L69	126.28'	N64°46'44"E
L70	124.05'	S64°46'44"W
L71	183.93'	S26°53'10"E
L72	131.39'	N26°53'10"W
L73	52.75'	S10°34'28"E
L74	215.99'	S34°25'32"W
L75	53.24'	S55°34'28"E
L76	277.04'	N55°34'28"W
L77	14.73'	S34°25'32"W
L78	15.00'	N55°34'28"W
L79	14.73'	N34°25'32"E
L80	175.48'	N55°34'27"W
L81	277.50'	S34°25'34"W
L82	15.50'	S55°34'26"E
L83	15.00'	S34°25'34"W
L84	15.50'	N55°34'26"W
L85	15.00'	S34°25'34"W
L86	15.50'	N55°34'26"W
L87	151.00'	S34°25'34"W
L88	12.00'	S55°34'26"E
L89	15.00'	S34°25'34"W
L90	12.74'	N55°34'28"W
L91	9.87'	S79°25'34"W
L92	83.02'	S34°25'32"W
L93	89.23'	N34°25'32"E
L94	10.92'	N79°25'34"E
L95	446.55'	N34°25'34"E
L96	93.39'	N55°34'26"W
L97	23.06'	N34°25'33"E
L98	15.00'	S55°34'26"E
L99	8.06'	S34°25'34"W
L100	81.03'	S55°34'26"E
L101	5.00'	N34°25'34"E
L102	411.98'	S55°34'27"E
L103	104.17'	N34°25'32"E
L104	5.82'	N55°34'28"W
L105	15.00'	N34°25'32"E
L106	5.82'	S55°34'28"E
L107	90.61'	N34°25'32"E
L108	81.75'	N10°34'28"W
L109	39.74'	N33°30'00"W
L110	422.39'	N56°40'14"W

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L112	296.50'	S34°25'32"W
L113	27.10'	S83°26'31"W
L114	514.57'	S34°26'05"W
L115	82.69'	N55°34'28"W
L116	219.49'	N34°26'05"E
L117	100.29'	N55°34'28"W
L118	36.67'	N85°35'45"W
L119	215.15'	S34°25'33"W
L120	135.00'	N34°25'33"E
L121	6.00'	N55°34'28"W
L122	15.00'	N34°25'32"E
L123	6.00'	S55°34'28"E
L124	56.48'	N34°25'32"E
L125	16.30'	N85°36'46"W
L126	253.38'	N55°34'28"W
L127	165.31'	S34°25'19"W
L128	179.81'	N34°25'19"E
L129	264.36'	S55°34'28"E
L130	20.94'	S85°35'45"E
L131	125.19'	N34°25'32"E
L132	11.99'	N55°34'28"W
L133	15.00'	N34°25'32"E
L134	11.99'	S55°34'28"E
L135	179.50'	N34°25'32"E
L136	92.61'	N55°34'27"W
L137	10.00'	S34°25'32"W
L138	10.00'	N55°34'28"W
L139	10.00'	N34°25'32"E
L140	147.44'	N55°34'27"W
L141	40.48'	N66°57'38"W
L142	39.30'	N55°34'09"W
L143	40.68'	N44°19'09"W
L144	18.73'	S45°40'51"W
L145	15.00'	N44°19'09"W
L146	18.73'	N45°40'51"E
L147	5.73'	N44°19'09"W
L148	111.26'	N55°34'28"W
L149	148.65'	N66°49'28"W
L150	377.00'	N55°34'28"W
L151	230.30'	S34°25'36"W
L152	12.01'	S55°34'24"E
L153	15.00'	S34°25'36"W
L154	12.01'	N55°34'24"W
L155	140.49'	S34°25'36"W
L156	38.00'	S10°45'38"W
L157	56.82'	S34°25'32"W
L158	325.13'	N55°34'24"W
L159	100.14'	N10°31'28"W
L160	316.37'	N34°25'32"E
L161	134.56'	N79°25'32"E
L162	287.87'	S55°34'28"E
L163	391.02'	S34°25'38"W
L164	28.89'	S10°45'38"W
L165	64.93'	S33°18'12"W
L166	104.32'	N55°34'28"W
L167	32.03'	N85°35'45"W
L168	321.02'	N34°25'32"E
L169	29.43'	S55°34'27"E
L170	83.96'	S31°31'16"E
L171	16.88'	S55°57'52"E
L172	16.82'	S01°38'06"W

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L174	256.75'	S34°26'05"W
L175	10.29'	N55°57'52"W
L176	83.91'	N31°31'16"W
L177	274.57'	N55°34'27"W
L178	10.00'	S34°25'33"W
L179	29.59'	N55°34'27"W
L180	40.48'	N66°57'38"W
L181	36.33'	N55°34'09"W
L182	61.42'	N44°19'09"W
L183	84.30'	N55°34'28"W
L184	199.90'	N34°25'32"E
L185	18.05'	N79°25'32"E
L186	13.55'	S10°34'28"E
L187	15.00'	N79°25'32"E
L188	13.55'	N10°34'28"W
L189	118.68'	N79°25'32"E
L190	22.83'	S78°04'28"E
L191	274.33'	S55°34'36"E
L192	25.94'	N35°38'35"E
L193	54.44'	S55°33'39"E
L194	140.88'	S44°19'28"E
L195	299.52'	S34°16'29"W
L196	43.46'	S15°47'05"W
L197	9.84'	N55°57'52"W
L198	39.42'	N15°47'05"E
L199	294.07'	N34°16'29"E
L200	22.43'	S44°19'28"E
L201	60.64'	S34°25'32"W
L202	15.00'	S55°34'28"E
L203	57.66'	N34°25'32"E
L204	47.19'	S44°19'28"E
L205	7.23'	S87°00'13"W

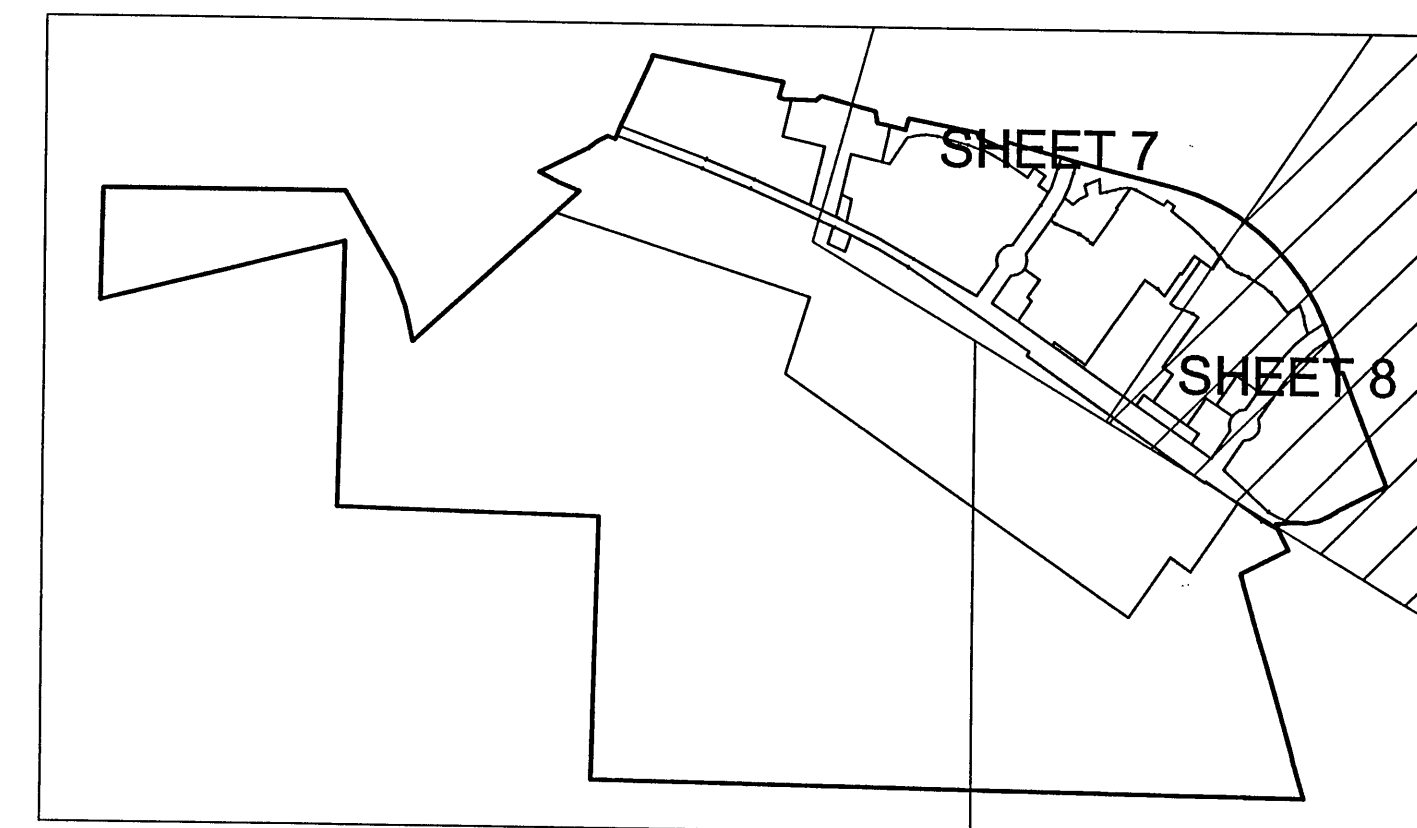


LEGEND

- SECTION CORNER AS DESCRIBED
- FOUND NO. 5 REBAR WITH CAP LS NO. 15710
- FOUND NO. 5 REBAR WITH CAP LS NO. 18598
- MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
- SET NO. 5 REBAR WITH CAP LS 25961

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L206	33.79'	N55°34'28"W
L207	304.67'	S34°25'32"W
L208	20.90'	S83°26'31"W
L209	6.78'	N34°12'25"E
L210	8.52'	N38°01'42"E
L211	5.95'	S38°01'42"W
L212	9.33'	S34°12'25"W
L213	59.47'	S44°19'28"E
L214	9.29'	N03°40'04"E
L215	15.00'	S55°34'28"E
L216	15.00'	S55°34'28"E
L217	310.75'	N55°33'56"W
L218	15.00'	N34°25'32"E
L219	310.75'	S55°33'56"E
L220	67.89'	S55°33'56"E
L221	15.00'	S55°33'56"E
L222	32.78'	N34°25'32"E
L223	15.00'	S55°34'28"E
L224	32.57'	N34°25'32"E
L225	15.00'	S55°34'27"E
L226	23.95'	N34°25'35"E
L227	74.04'	N55°34'25"W
L228	81.28'	N56°36'32"W
L229	82.31'	N56°36'32"W
L230	89.18'	N55°34'25"W
L231	38.95'	N34°25'35"E
L232	41.57'	S02°59'18"E
L233	18.89'	S55°34'28"E
L234	23.94'	S02°59'18"E
L235	26.49'	S78°33'34"W
L236	20.90'	S55°34'28"E
L237	46.70'	S78°33'34"W
L238	15.00'	S55°34'28"E
L239	26.50'	N34°25'32"E
L240	15.00'	S55°34'28"E
L241	26.50'	N34°25'32"E
L242	21.95'	S31°07'46"E
L243	40.23'	N75°57'07"W
L244	2.09'	S03°40'04"W

EASEMENT CURVE TABLE				
CURVE	DELTA	RADIUS	LENGTH	CHORD
C1	00°40'18"	1291.66'	15.14'	S44°07'02"E 15.14'
C2	00°59'46"	892.00'	15.51'	S49°26'33"W 15.51'
C3	00°57'20"	899.50'	15.00'	S35°13'46"W 15.00'
C4	00°39'56"	1291.66'	15.00'	S53°23'38"E 15.00'
C5	00°44'39"	1160.00'	15.06'	S30°29'03"E 15.06'
C6	01°24'04"	614.50'	15.03'	S29°57'53"W 15.03'



KEY MAP

SCALE: 1" = 100'
ORIGINAL GRAPHIC SCALE

NOTE: ALL EASEMENT TIES ARE ITALICIZED ON THIS SHEET

REVISIONS

NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/6/2004	REVISED PER CITY COMMENTS
5	7/15/2004	REVISED PER CITY COMMENTS
6	7/28/2004	REVISED PER CITY COMMENTS

DESIGNED BY: D02049
FILE NAME: 02049-PLAT
DATE: 08/05/03
SCALE: 1"=100'

PROJ. NO.:

PROJ. NAME:

PROJ. DATE:

PROJ. SCALE:

PROJ. MANAGER:

PROJ. CHECKER:

PROJ. APPROVER:

PROJ. REVIEWER:

PROJ. DATE:

PROJ. SCALE:

PROJ. MANAGER:

PROJ. CHECKER:

PROJ. APPROVER:

PROJ. REVIEWER:

PROJ. DATE:

PROJ. SCALE:

PROJ. MANAGER:

PROJ. CHECKER:

PROJ. APPROVER:

PROJ. REVIEWER:

PROJ. DATE:

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PROJ. APPROVER:

PROJ. REVIEWER:

PROJ. DATE:

PROJ. SCALE:

PROJ. MANAGER:

Date: 2/12/2021 Author: BRIGID IRISH Project: Phase 4	Manifest
Comments: RVC CONSTRUCTION CONTINUATION FROM PHASE 3 PARKING AND SIDEWALK CLOSURE WULFSOHN RD. GLENWOOD SPRINGS MUTCD TA-1 TA-28	6 x W20-1 road work ahead 4 x W20-7a flagger 3 x W20-7b be prepared to stop 1 x R9-11(L) Sidewalk Closed Ahead, Cross Here R9-11(L) 1 x R9-11(R) Sidewalk Closed Ahead, Cross Here R9-11(R)



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LOT 8, GLENWOOD MEADOWS NO. 2
LOCATED IN THE NORTHEAST QUARTER OF SECTION 8,
TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

PER LAND TITLE GUARANTEE COMPANY COMMITMENT ORDER NO. ABS63014270-2, WITH AN EFFECTIVE DATE OF 6/30/2020 AT 5:00 P.M.

LOT 8, GLENWOOD MEADOWS NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 9, 2004 UNDER RECEPTION NO. 657439, COUNTY OF GARFIELD, STATE OF COLORADO.

BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM RTK FAST STATIC GPS OBSERVATIONS AND ARE BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 1992), ALONG THE SOUTHWESTERLY LINE OF LOT 8, GLENWOOD MEADOWS NO. 2, WHICH BEARS NORTH 55°33'44" WEST, BETWEEN THE MONUMENTS SHOWN HEREIN.

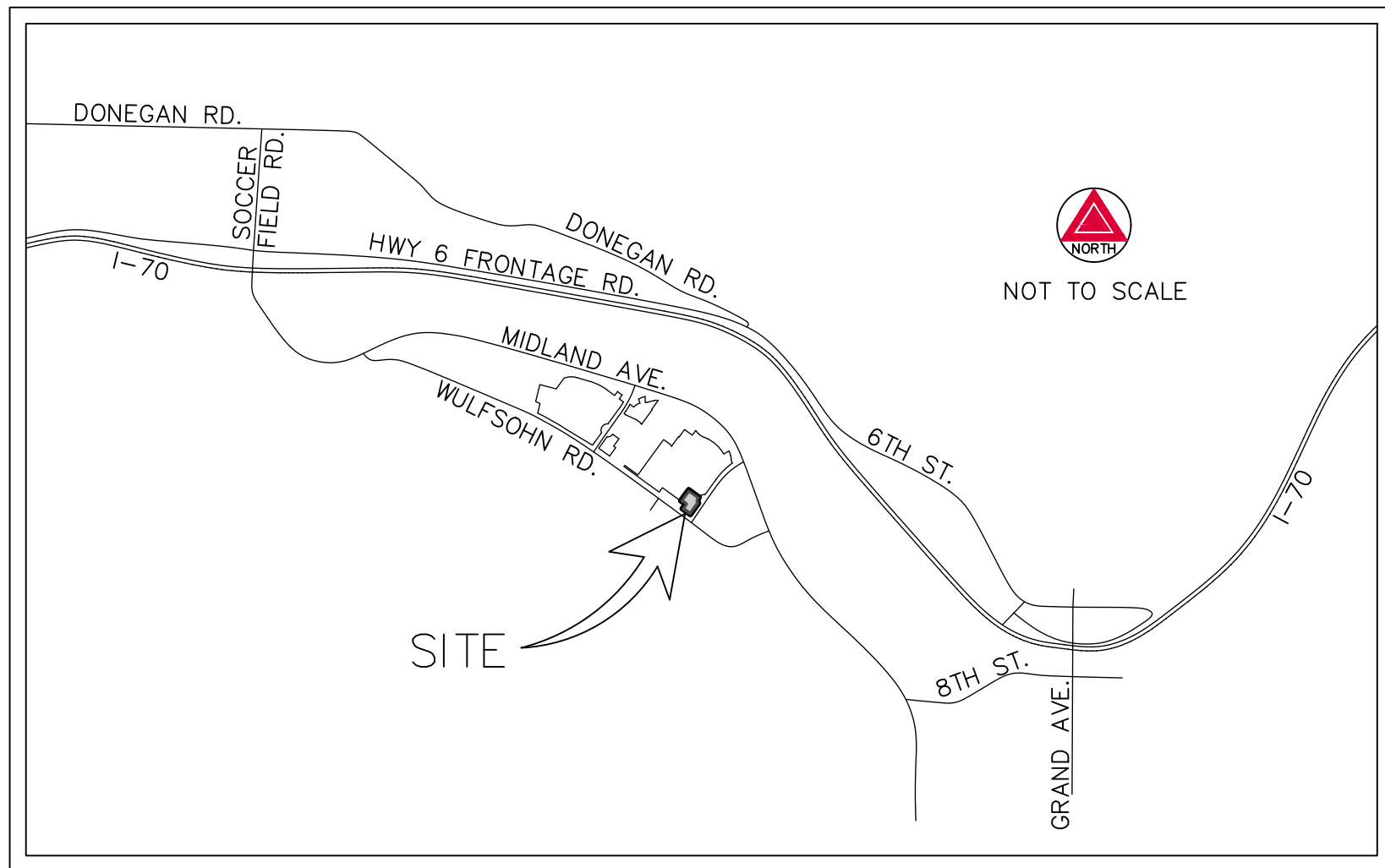
LAND TITLE GUARANTEE COMPANY COMMITMENT ORDER NO. ABS63014270-2, WITH AN EFFECTIVE DATE OF JUNE 30, 2020 AT 5:00 P.M. WAS RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES. THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY AZTEC CONSULTANTS, INC. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS OF PUBLIC RECORD.

NOTE: THE WORD "AFFECTS" AS USED BELOW, IS HEREBY DEFINED AS: "A DETERMINATION THAT THE PROPERTY OR INTERESTS DESCRIBED, WITHIN THE ITEMS LISTED AMONG THE SCHEDULE B - SECTION 2 PROVIDED, FALLS WITHIN OR TOUCHES THE SUBJECT PROPERTY".

ITEM NUMBERS BELOW REFER TO THOSE ITEMS AS LISTED IN SCHEDULE B - SECTION 2 OF SAID TITLE COMMITMENT.

ITEM NUMBERS 1-8 ARE STANDARD EXCEPTIONS NOT TO BE ADDRESSED AS A PART OF THIS SURVEY.

- RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 268.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
10. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 269.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
11. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 270.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
12. EASEMENTS AND RIGHTS OF WAY AS GRANTED TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY IN INSTRUMENT RECORDED JUNE 25, 1936 IN BOOK 183 AT PAGE 430.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
13. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN RIGHT OF WAY RECORDED JANUARY 31, 1962 UNDER RECEPTION NO. 216409.
DOES NOT AFFECT THE SUBJECT PROPERTY.
14. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY ACQUISITION AGREEMENT RECORDED SEPTEMBER 26, 1994 IN BOOK 916 AT PAGE 864.
DOES NOT AFFECT THE SUBJECT PROPERTY.
15. TERMS, CONDITIONS AND PROVISIONS OF ANNEXATION AGREEMENT RECORDED DECEMBER 06, 2002 IN BOOK 1414 AT PAGE 526 AND AMENDED MAY 6, 2004 IN BOOK 1585 AT PAGE 438 AND AS AMENDED JULY 26, 2004 IN BOOK 1607 AT PAGE 895 AND AMENDED AND RE-STATED THIRD AMENDMENT RECORDED AUGUST 16, 2011 AT RECEPTION NO. 806719 AND RERECORDED AUGUST 18, 2011 AT RECEPTION NO. 806794 AND FOURTH AMENDMENT RECORDED AUGUST 8, 2013 AT RECEPTION NO. 839074 AND RERECORDED APRIL 10, 2015 AT RECEPTION NO. 861345 AND MEMORANDUM OF UNDERSTANDING RECORDED JULY 18, 2013 AT RECEPTION NO. 838187.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
16. TERMS, CONDITIONS AND PROVISIONS OF SUBDIVISION IMPROVEMENTS AGREEMENT RECORDED AUGUST 9, 2004 IN BOOK 1611 AT PAGE 538.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
17. EASEMENTS, NOTES, AND RESTRICTIONS AS SHOWN ON THE PLAT FOR GLENWOOD MEADOWS NO. 1, RECORDED AUGUST 9, 2004 UNDER RECEPTION NO. 657438.
THERE ARE NO EASEMENTS LOCATED ON THE SUBJECT PROPERTY GRANTED BY THE REFERENCED DOCUMENT.
18. EASEMENTS, NOTES, AND RESTRICTIONS AS SHOWN ON THE PLAT FOR GLENWOOD MEADOWS NO. 2 RECORDED AUGUST 9, 2004 UNDER RECEPTION NO. 657439.
THERE ARE NO EASEMENTS LOCATED ON THE SUBJECT PROPERTY GRANTED BY THE REFERENCED DOCUMENT.
19. TERMS, CONDITIONS AND PROVISIONS OF EASEMENTS, CONDITIONS AND RESTRICTIONS AGREEMENT RECORDED AUGUST 9, 2004 IN BOOK 1611 AT PAGE 606, AND AFFIDAVIT RECORDED OCTOBER 21, 2005 IN BOOK 1737 AT PAGE 736 AND NOTICE OF TERMINATION OF RESTRICTION RECORDED JUNE 29, 2018 UNDER RECEPTION NO. 908661.
AFFECTS THE SUBJECT PROPERTY, BUT IS BLANKET IN NATURE AND THEREFORE IS NOT SHOWN HEREON.
20. TERMS, CONDITIONS AND PROVISIONS OF OPERATION AND EASEMENT AGREEMENT RECORDED AUGUST 9, 2004 IN BOOK 1611 AT PAGE 642 AND AMENDMENT RECORDED JULY 14, 2006 AT RECEPTION NO. 702077.
AFFECTS THE SUBJECT PROPERTY, BUT IS BLANKET IN NATURE AND THEREFORE IS NOT SHOWN HEREON.
21. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN QUIT CLAIM DEED RECORDED AUGUST 09, 2004 UNDER RECEPTION NO. 657441.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
22. TERMS, CONDITIONS AND PROVISIONS OF DECLARATION OF COVENANTS IMPOSING AND IMPLEMENTING THE GLENWOOD MEADOWS PUBLIC IMPROVEMENT FEE RECORDED AUGUST 9, 2004 IN BOOK 1611 AT PAGE 574 AND IN BOOK 1611 AT PAGE 590.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
23. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF LEASE RECORDED JUNE 06, 2005 IN BOOK 1694 AT PAGE 115.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.



24. TERMS, CONDITIONS AND PROVISIONS OF ZONING VARIANCE RECORDED NOVEMBER 04, 2004 IN BOOK 1637 AT PAGE 319.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
25. TERMS, CONDITIONS AND PROVISIONS OF ORDER OF EXCLUSION RECORDED FEBRUARY 03, 2005 IN BOOK 1660 AT PAGE 430.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
26. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED JUNE 13, 2005 IN BOOK 1696 AT PAGE 618.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
27. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF LEASE RECORDED JUNE 16, 2005 AT RECEPTION NO. 676369.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
28. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF SHOPPING CENTER LEASE RECORDED AUGUST 04, 2005 AT RECEPTION NO. 679538.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
29. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF LEASE RECORDED AUGUST 26, 2005 AT RECEPTION NO. 681017.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
30. TERMS, CONDITIONS AND PROVISIONS OF EASEMENT DEED RECORDED NOVEMBER 17, 2005 IN BOOK 1746 AT PAGE 862.
DOES NOT AFFECT THE SUBJECT PROPERTY.
31. TERMS, CONDITIONS AND PROVISIONS OF LEASE RECORDED MAY 15, 2006 IN BOOK 1800 AT PAGE 72.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
32. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF LEASE RECORDED OCTOBER 29, 2008 AT RECEPTION NO. 757895.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
33. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF LEASE RECORDED JUNE 29, 2012 AT RECEPTION NO. 820743.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.
34. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF LEASE RECORDED DECEMBER 01, 2015 AT RECEPTION NO. 870930.
AFFECTS THE SUBJECT PROPERTY, BUT IS NOT A PLOTTABLE ITEM.

THE SURVEYED PROPERTY SHOWN HEREIN LIES WITHIN FLOOD ZONE C - AREAS OF MINIMAL FLOODING, PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP (FIRM) NO. 080205 1432 B, WITH A REVISED DATE OF JANUARY 3, 1986. DETERMINATION OF FLOOD ZONE CLASSIFICATION IS DEPICTED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.

1. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED BY AN AZTEC CONSULTANTS, INC. SURVEY CREW AND COMPLETED ON SEPTEMBER 9, 2020.
2. PER C.R.S. 38-51-106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
3. AS TO TABLE A ITEM NO. 2: SUBJECT PROPERTY ADDRESS IS 405 EAST MEADOWS DRIVE, GLENWOOD SPRINGS, CO 81601.
4. AS TO TABLE A ITEM NO. 4: THE SURVEYED PARCEL CONTAINS A TOTAL OF 0.956 ACRES OR 41,655 SQUARE FEET, MORE OR LESS.
5. AS TO TABLE A ITEM NO. 11: THIS SURVEY DOES NOT CERTIFY TO SUBSURFACE FEATURES, IMPROVEMENTS, UTILITIES OR BURIED LINES OF ANY TYPE, LOCATION DEPICTED HEREON ARE DERIVED FROM FIELD SURVEY OF UTILITY FLAGGING / PAINT MARKING, PERFORMED BY AZTEC CONSULTANTS, INC. ON SEPTEMBER 9, 2020.
6. AS TO TABLE A ITEM NO. 16: THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME OF THIS SURVEY.
7. THE PROPERTY HAS DIRECT PHYSICAL ACCESS TO EAST MEADOWS DRIVE A DEDICATED PUBLIC STREET.
8. THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN LAND TITLE GUARANTEE COMPANY COMMITMENT NO. ABS63014270-2, WITH AN EFFECTIVE DATE OF JUNE 30, 2020 AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY
9. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE ABOVE PREMISES; THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON ADJACENT LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON AND WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF COLORADO.
10. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.

TO: STONELEIGH COMPANIES, LLC
WMG MEADOWS LLC
LAND TITLE GUARANTEE COMPANY
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-4, 8, 11, 13, 14, 16 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 8, 2020.

DATE OF PLAT OR MAP: 9/28/2020

BRADY J. MOORHEAD, PLS NO. 38668
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

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

NOTICE: PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 1.6.B.2 THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.

THIS ALTA WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF

GARFIELD COUNTY AT ____M. ON THE ____ DAY OF _____, 20____

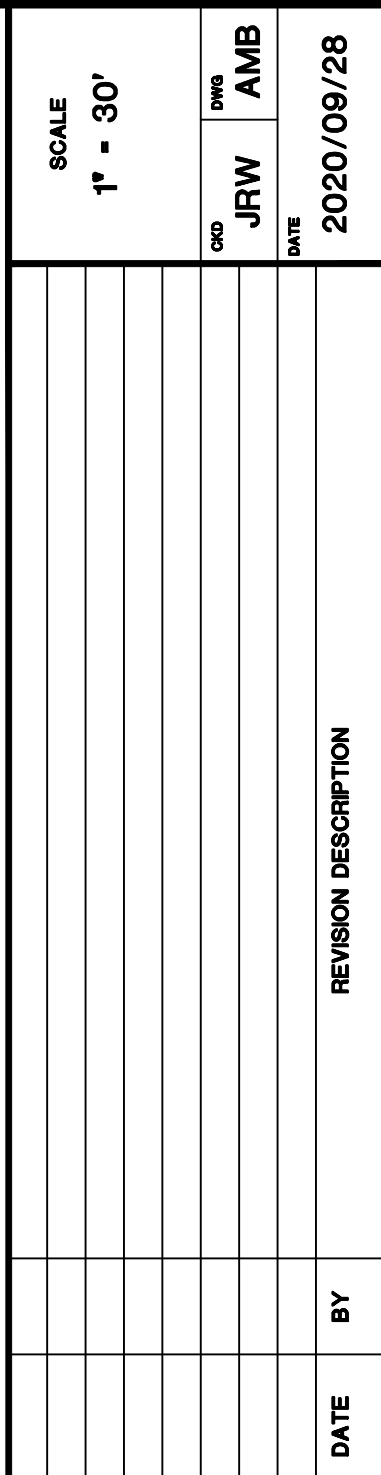
RECEPTION NO. _____

GARFIELD COUNTY CLERK AND RECORDER

BY: _____
DEPUTY

ALTA/NSPS LAND TITLE SURVEY GLENWOOD MEADOWS 2, LOT 8 GLENWOOD SPRINGS, COLORADO		AZTEC CONSULTANTS, INC.		300 East Mineral Ave., Suite 1 Littleton, Colorado 80122 Phone: (303) 713-1898 Fax: (303) 713-1897 www.aztecconsultants.com		SCALE N/A	
SHEET ONE		STONELEIGH COMPANIES, LLC 760 W. MAIN STREET, SUITE 140, BARRINGTON, IL 60010		DATE		2020/09/28	
OF 2 SHEETS		162020-01		DATE		2020/09/28	
JOB NO.		162020-01		DATE		2020/09/28	

LOT 8, GLENWOOD MEADOWS NO. 2
LOCATED IN THE NORTHEAST QUARTER OF SECTION 8,
TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



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Littleton, Colorado 80122
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www.aztecconsultants.com**



AZTEC
CONSULTANTS, INC.

ALTA/NSPS LAND TITLE SURVEY
GLENWOOD MEADOWS 2, LOT 8
GLENWOOD SPRINGS, COLORADO

PREPARED FOR
STONELEIGH COMPANIES, LLC
760 W. MAIN STREET, SUITE 140, BARRINGTON, IL 60010

SHEET
TWO
OF 2 SHEETS
162020-01
JOB NO.

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC



Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

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www.kumarus.com

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Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

**GEOTECHNICAL ENGINEERING STUDY
PROPOSED LOFTS AT RED MOUNTAIN
PHASE 3 BUILDINGS
LOT 8, GLENWOOD MEADOWS
WULFSOHN ROAD AND EAST MEADOWS DRIVE
GLENWOOD SPRINGS, COLORADO**

PROJECT NO. 19-7-521.01

OCTOBER 6, 2020

PREPARED FOR:

**STONELEIGH COMPANIES, LLC
ATTN: JOSH WOHLREICH, VP - DEVELOPMENT
760 WEST MAIN STREET, SUITE 140
BARRINGTON, ILLINOIS 60010
jwohlreich@stoneleighcos.com**

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PURPOSE AND SCOPE OF STUDY

This report presents the results of a geotechnical engineering study for the proposed Lofts at Red Mountain, Phase 3 Building located on Lot 8, Glenwood Meadows, Wulfsohn Road and East Meadows Drive, Glenwood Springs, Colorado. The project site is shown on Figure 1. The purpose of the study was primarily to develop recommendations for the foundation design of the buildings. The study was conducted in accordance with our proposal for geotechnical engineering services to Stoneleigh Companies, LLC dated August 10, 2020.

A field exploration program consisting of exploratory borings was conducted to obtain information on the subsurface conditions and ground settlement risks. Samples of the subsoils obtained during the field exploration were tested in the laboratory to determine their classification, compressibility or swell and other engineering characteristics. The results of the field exploration, laboratory testing and site characteristics were analyzed to develop recommendations for possible ground treatment methods to help mitigate settlement potential, foundation types and allowable pressures for the proposed building foundation design. This report summarizes the data obtained during this study and presents our conclusions, design recommendations and other geotechnical engineering considerations based on the proposed construction and the subsurface conditions encountered.

PROPOSED CONSTRUCTION

The proposed Phase 3 apartment building consists of a 4-story structure with parking at the lower level daylighting on the downhill, north side. The building will extend east from the proposed building on Lot 7 and include a rooftop swimming pool as shown on Figure 1. The elevation difference from the uphill, street side to the downhill parking lot side is about 10 feet. The site elevation is generally just below 5800 feet which indicates the property probably lies below the highest historic field irrigation of Wulfsohn Ranch based on the old ditch line at about elevation 5805 feet. The building is proposed to have a uniform lower floor level with the uphill wall and east end wall of the building retaining earth backfill. Foundation loading will be relatively heavy, around 14.5 kips per foot for exterior walls and up to 600 kips for columns. We understand that the developer, Stoneleigh Companies, and the design and construction team are familiar with the potential for ground shifting at the project site, and that a certain level of future movement and building distress likely requiring remediation is expected and accepted. A future retail building, assumed to be a relatively lightly loaded structure, is proposed just north of the apartment building as shown on Figure 1.

If the building locations, grading or other development plans change significantly from those described above, we should be notified to re-evaluate the recommendations contained in this report.

SITE CONDITIONS

The project site lies within the upper, mid area of the Glenwood Meadows development along the downhill side of Wulfsohn Road and along the west side of East Meadows Road as shown on Figure 1. The ground surface across the southern part of the lot is graded and moderately to gently sloping down to the north from Wulfsohn Road to the gently sloping asphalt paved parking lot in the north part. Vegetation consists mainly of grass and some small trees along the sidewalk that borders Wulfsohn Road.

SITE GEOLOGY

The Glenwood Meadows development is mainly located on a large alluvial fan complex that has formed below several coalescing drainage basins. The debris fan complex in this area is known to be relatively deep and prone to collapse when wetted and can result in settlement related distress to facilities constructed on the fan. Ground cracks can also result from differential settlement between wetted and naturally dry soils areas, and possibly between fine to coarse grained fan deposit areas. Our experience with previous development in the project area identified ground cracks near the top of the old irrigated fields located roughly at elevation 5810 feet.

The project site appears to be located in the lower part of the area impacted by the July 24, 1977 debris flow (Lincoln-DeVore, 1978). The debris flow impact risk to the Glenwood Meadows development has been mitigated by constructing consecutive drainage collection basins located several hundred feet uphill of the project site. The effectiveness of these basins to mitigate debris flow impacts to the project site has not been evaluated by us and is beyond the scope of our study. It is our assumption that the debris flow basins effectively contain storm event runoff and the site is considered to not be potentially impacted by debris flows.

The Eagle Valley Evaporite mapped as underlying the Glenwood Meadows development is believed to be associated with sinkhole development. The exploratory borings drilled for the current study and those drilled by us for Phases 1 and 2, and the earlier Phase 3 development did not encounter subsurface voids associated with caving or piping of soil into subsurface cavities in the underlying formation rock. To our knowledge, the project site is not impacted by existing

sinkholes and the risk of future sinkhole development is considered low throughout the service life of the project but the owner should be aware of the risk.

FIELD EXPLORATION

The field exploration for the project was conducted on September 8 and 14, 2020. Four exploratory borings were drilled at the locations shown on Figure 1 to evaluate the subsurface conditions. The borings were advanced with 4-inch diameter continuous flight augers powered by a truck-mounted CME-45B drill rig and were logged by a representative of Kumar & Associates.

Samples of the subsoils were taken with 1¾ and 2-inch I.D. spoon samplers. The samplers were driven into the subsoils at various depths with blows from a 140 pound hammer falling 30 inches. This test is similar to the standard penetration test described by ASTM Method D-1586. The penetration resistance values are an indication of the relative density or consistency of the subsoils. Depths at which the samples were taken and the penetration resistance values are shown on the Logs of Exploratory Borings, Figure 2. The samples were returned to our laboratory for review by the project engineer and testing.

SUBSURFACE PROFILE CONDITIONS

Graphic logs of the subsurface conditions encountered at the site are shown on Figure 2. Two borings were drilled in the lower part of the lot to a depth of 31 feet in the alluvial fan soils and 2 borings were drilled in the upper part of the lot to determine the depth to dense river gravel alluvium. The borings were sampled for laboratory testing to evaluate the collapse potential typical of alluvial fan deposits. The two deep borings showed the alluvial fan deposit to extend to depths of 57½ to 66 feet in Borings 6 and 7. The alluvial fan deposits were slightly moist to moist, typically 4 to 8% moisture content with some soils of 9 to 14% moisture content with depth, notably in the areas under the existing pavement. No free water was encountered in the borings. The slightly moist soils (roughly 25 to 40% saturation level) possess a collapse potential when wetted and the somewhat higher moisture content soils (roughly 45 to 70% saturation level) should be less compressible when wetted. Drilling in the coarse granular river gravel alluvium with auger equipment was difficult due to the cobbles and possible boulders.

The subsurface profiles were generally the same as encountered in exploratory borings drilled for the previous adjacent Phase 3 Building.

Laboratory testing performed on samples obtained from the borings included natural moisture content and density and gradation analyses. Results of swell-consolidation testing performed on relatively undisturbed drive samples of the more fine-grained soils, presented on Figures 4 through 6, indicate low compressibility under existing low moisture condition and minor to low collapse potential (settlement under constant load) when wetted. The samples were moderately compressible under additional loading after wetting. Results of gradation analyses performed on small diameter drive samples (minus 1½-inch fraction) of the more granular soils are shown on Figures 7 and 8. The laboratory testing is summarized in Table 1.

ENGINEERING ANALYSIS

The project site has inherent risks associated with geotechnical conditions which have been extensively studied for the existing developments at Glenwood Meadows and should be considered by the design and construction team for the current development. Consequently, the need for special foundation systems, such as structural post-tensioned slab foundations or deep foundation and structural slab, and the need for additional ground modification is recommended with the intent to achieve an acceptable risk of future settlement and building distress. Building at the site with special foundation types, even with ground modification, will be a calculated risk and the lowest cost option should not be the deciding factor in selecting the ground modification methods and structural foundation designs. Based on the proposed development plan and prior discussion with the design and construction team, the preferred foundation type for the apartment building consists of piles or piers with bearing down in the underlying dense, river gravel alluvium. If other ground mitigation methods and foundation types are desired for the apartment building, we should be contacted to provide additional analysis and recommendations.

Lightly loaded spread footings placed on the natural soils may be suitable for support of the retail building provided the risk of differential settlement and building distress is acceptable to the owner. If a low risk of building settlement and distress is desired, a deep pile or pier foundation support should be used.

DESIGN RECOMMENDATIONS

FOUNDATION

Piles or Piers: Piles that extend down into the underlying dense river gravel alluvium encountered at depths of about 57½ to 66 feet in the exploratory borings are a feasible foundation with low settlement potential. Deep foundations can consist of “screw piles” or

driven piles. A screw pile foundation is a heavy-duty helical pile (typically 5 to 6-inch diameter, high strength steel pipe with single or double 8 to 12-inch diameter helixes) that has been used in Colorado to provide relatively high load capacity and low foundation settlement risk. Driven piles typically used in this area consist of H-piles and concrete filled, closed-end pipe piles. The building ground level floor slab should also be supported on the pile foundation. We expect the piles will penetrate the dense river gravel up to around 5 feet to achieve the desired load capacity, but the pile installation contractor should be contacted for specific loading and design information. We expect downward allowable pile load capacity to be around 100 to 150 kips and will be achieved mainly by end bearing. Uplift capacity will depend on the pile section, helix size and embedment depth. Settlements or uplift under sustained loading are expected to be minor, ½ inch or less. Lateral capacity of screw piles is normally provided by battered piles. Pipe piles and H-piles can be analyzed for lateral load capacity based on horizontal subgrade modulus or L-Pile analysis. Piles should be spaced at least 3 feet from center to center to avoid reduction from group action. At least one pile should be load tested to confirm the assigned load capacity in both compression and tension (if used). The pile load testing should be performed under the supervision of a registered professional engineer and a summary report provided of their adequacy to support the design loading. A representative of the geotechnical engineer should observe the test pile and production pile installations. Grade beams and pile caps should have a minimum depth of 3 feet for frost cover and void form below them is not needed. When the pile or pier type has been selected, we can provide additional analysis and recommendations for the final design.

Shallow Spread Footings (Retail Building): Considering the subsurface conditions encountered in Borings 8 and 9, and the assumed lightly loaded construction, the retail building can be founded with spread footings bearing on the natural granular soils with potential for differential settlement and distress.

The design and construction criteria presented below can be used for preliminary design of a spread footing foundation system.

- 1) Footings placed on the undisturbed natural granular soils should be designed for an allowable bearing pressure of 1,500 psf. Based on experience, we expect initial settlement of footings designed and constructed as discussed in this section will be about 1 inch or less. Additional post-construction differential settlement of around 1 inch should be expected depending on the depth and extent of wetting below the foundation.

- 2) The footings should have a minimum width of 20 inches for continuous walls and 2 feet for isolated pads.
- 3) Exterior footings and footings beneath unheated areas should be provided with adequate soil cover above their bearing elevation for frost protection. Placement of foundations at least 36 inches below exterior grade is typically used in this area.
- 4) Continuous foundation walls should be heavily reinforced top and bottom to span local anomalies such as by assuming an unsupported length of at least 14 feet. Foundation walls acting as retaining structures should also be designed to resist lateral earth pressures as discussed in the "Foundation and Retaining Walls" section of this report.
- 5) All existing fill, topsoil and any loose or disturbed soils should be removed and the footing bearing level extended down to the natural granular soils. The exposed soils in footing area should then be moistened and compacted.
- 6) A representative of the geotechnical engineer should observe all footing excavations prior to concrete placement to evaluate bearing conditions.

GRADING AND DRAINAGE CONCEPTS

Extraordinary grading and drainage provisions are recommended regardless of the settlement mitigation methods selected. These should include a minimum 10% slope away from the buildings for at least 10 feet. Plantings and irrigation should be minimized and not include lawn. Swales needed to collect surface runoff should have a minimum invert slope of 2% and preferably 3%. Frequent drop inlets or yard drains with solid watertight piping could be needed to achieve the desired surface drainage. Roof runoff should be 100% contained by gutters and downspouts that discharge to solid watertight restrained-joint subsurface piping. Perimeter underdrains should not be provided for the slab-at-grade foundation areas. Site retaining walls for grade change should be protected with an underdrain. The underdrain should be lined with an impervious membrane such as 30 mil PVC to contain possible drain water flow and discharge to solid pipe. All pressure and sewer pipes should have mechanical restrained joints to prevent leakage in the event of some ground movement. Proper backfill compaction will be critical to maintain site grades since ground settlement will tend to reduce the effectiveness of the site grading provisions. Typically, backfill should be compacted to at least 95% of standard Proctor density at near optimum moisture content. Even with close attention to proper grading and drainage construction, regular maintenance will be needed to correct even the smallest changes

or to provide additional improvements. A rigorous maintenance program and budget will be required throughout the project life to ensure proper grading and drainage are maintained.

RETAINING WALLS

Retaining structures which are laterally supported and can be expected to undergo only a slight amount of deflection should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 50 pcf for backfill consisting of the on-site soils.

Cantilevered retaining structures which are separate from the buildings and can be expected to deflect sufficiently to mobilize the full active earth pressure condition should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 40 pcf for flat backslope and 45 pcf for sloping backslope of 3 horizontal to 1 vertical and backfill consisting of the on-site soils. A maximum allowable bearing pressure of 2,000 psf can be assumed for site retaining walls that can tolerate considerable differential settlement.

All retaining structures should be designed for appropriate hydrostatic and surcharge pressures such as adjacent footings, traffic, construction materials and equipment. The pressures recommended above assume drained conditions behind the walls. The buildup of water behind a wall or an upward sloping backfill surface will increase the lateral pressure imposed on a foundation wall or retaining structure. An underdrain should be provided to prevent hydrostatic pressure buildup behind walls.

Backfill should be placed in uniform lifts and compacted to at least 90% of the maximum standard Proctor density at a moisture content near optimum. Backfill placed in pavement and walkway areas should be compacted to at least 95% of the maximum standard Proctor density. Care should be taken not to overcompact the backfill or use large equipment near the wall, since this could cause excessive lateral pressure on the wall. Some settlement of deep foundation wall backfill should be expected, even if the material is placed correctly, and could result in distress to facilities constructed on the backfill.

The lateral resistance of foundation or retaining wall footings will be a combination of the sliding resistance of the footing on the foundation materials and passive earth pressure against the side of the footing. Resistance to sliding at the bottoms of the footings can be calculated based on a coefficient of friction of 0.40. Passive pressure of compacted backfill against the sides of the footings can be calculated using an equivalent fluid unit weight of 350 pcf. The coefficient of friction and passive pressure values recommended above assume ultimate soil

strength. Suitable factors of safety should be included in the design to limit the strain which will occur at the ultimate strength, particularly in the case of passive resistance. Fill placed against the sides of the footings to resist lateral loads should be a predominantly granular material compacted to at least 95% of the maximum standard Proctor density at a moisture content near optimum.

SLABS-ON-GRADE

We understand the ground floor of the apartment building will be a structural slab constructed on-grade and supported by the building foundation. The natural on-site soils can be used to support lightly loaded slab-on-grade construction exterior to the apartment building and possibly for the retail building with a risk of settlement and distress if the bearing soils are wetted. To reduce the effects of some differential movement, non-structural slabs should be separated from all foundations and walls with expansion joints which allow unrestrained vertical movement. Floor slab control joints should be used to reduce damage due to shrinkage cracking. The requirements for joint spacing and slab reinforcement should be established by the designer based on experience and the intended slab use. A minimum 4-inch layer of relatively well graded sand and gravel such as CDOT Class 6 road base should be placed beneath exterior slabs and the at-grade slab of the retail building for subgrade support. A minimum 4-inch layer of relatively free draining gravel should be provided below the interior floor slab of the apartment building to facilitate drainage. This material should consist of minus 2-inch aggregate with at least 50% retained on the No. 4 sieve and less than 2% passing the No. 200 sieve.

All fill materials for support of slabs should be compacted to at least 95% of maximum standard Proctor density at a moisture content near optimum. Required fill can consist of the on-site granular soils devoid of vegetation, topsoil and rock larger than about 4 inches.

UNDERDRAIN SYSTEM

Although free water was not encountered during our exploration, it has been our experience in this area that local perched groundwater can develop during times of heavy precipitation or seasonal runoff. Frozen ground during spring runoff can also create a perched condition. We recommend below-grade construction, such as retaining walls and basement areas, be protected from wetting and hydrostatic pressure buildup by an underdrain system. If shallow crawlspace is used, we do not recommend a perimeter underdrain system because the drain can result in collection of surface water sources and wetting of the bearing soils.

The drains should consist of rigid perforated drainpipe placed in the bottom of the wall backfill surrounded above the invert level with free-draining granular material. The drain should be placed at each level of excavation and at least 1 foot below lowest adjacent finish grade and sloped at a minimum ½% to a suitable gravity outlet with solid pipe. Free-draining granular material used in the underdrain system should contain less than 2% passing the No. 200 sieve, less than 50% passing the No. 4 sieve and have a maximum size of 2 inches. The drain gravel backfill should be at least 1½ feet deep. An impervious membrane such as 30 mil PVC should be placed beneath the drain gravel in a trough shape and attached to the foundation wall with mastic to prevent wetting of the bearing soils.

SITE GRADING

We assume cut and fill depths for the apartment building project will be up to about 15 feet. Embankment fills should consist of the onsite soils processed down to about minus 4-inch material and compacted to at least 95% of the maximum standard Proctor density near optimum moisture content. Prior to fill placement, the subgrade should be carefully prepared by removing all vegetation and topsoil and compacting to at least 95% of the maximum standard Proctor density. The fill should be benched into slopes that exceed 20% grade. Permanent unretained cut and fill slopes should be graded at 2 horizontal to 1 vertical or flatter and protected against erosion by revegetation or other means. This office should review site grading plans for the project prior to construction.

PAVEMENT DESIGN RECOMMENDATIONS

A pavement section is designed to distribute concentrated traffic loads to the subgrade. Pavement design procedures are based on strength properties of the subgrade and pavement materials assuming stable, uniform subgrade conditions. Certain soils such as the upper, silty matrix soils encountered on this site, are frost susceptible and could impact pavement performance. Frost susceptible soils are problematic when there is a free water source. If those soils are wetted, the resulting frost heave movements can be large and erratic. Therefore, pavement design procedures assume dry subgrade conditions by providing proper surface and subsurface drainage.

Subgrade Materials: The fine-grained matrix soils encountered at the site are mainly low plasticity which are considered a poor support for pavement materials. The soil classification tests indicate an AASHTO Soil Classification of A-4 and an 'R' value in the range of 10. For

design purposes, the soil support value of the subgrade was selected based on an Hveem 'R' value of 10 for flexible (asphalt) pavements and a modulus of subgrade reaction of 100 tcf was selected for rigid (portland cement) pavements. The soils are considered moderately to highly susceptible to frost action.

Pavement Section: Since anticipated traffic loading information was not available at the time of report preparation, an 18 kip equivalent daily load application (EDLA) of 5 was assumed for exterior automobile parking areas and an EDLA of 10 was assumed for combined automobile and truck traffic areas. These loadings should be checked by the project civil engineer. A Regional Factor of 2 was assumed for this area of Garfield County based on the site terrain, surface drainage and climatic conditions.

Based on the assumed parameters, the pavement section in driveway areas subjected to combined automobile and truck traffic should consist of 8 inches of high quality base course and 4 inches of asphalt surface and in parking areas should consist of 8 inches of high quality base course and 3 inches of asphalt.

As an alternative to asphalt pavement and in areas where truck turning movements are concentrated, the pavement section can consist of 6 inches of portland cement concrete above 4 inches of base course.

The section thicknesses assume structural coefficients of 0.14 for aggregate base course, 0.44 for asphalt surface and design strength of 4,500 psi for portland cement concrete. The material properties and compaction should be in accordance with the project specifications.

Subgrade Preparation: Design subgrade level should be established by placing and compacting at least 3 feet of the onsite soils processed to minus 4-inch material. Prior to fill placement, the entire subgrade area should be scarified to a depth of 8 inches, adjusted to a moisture content near optimum and compacted to at least 95% of the maximum standard Proctor density. The pavement subgrade should be proof-rolled with a heavily loaded pneumatic-tired vehicle. Pavement design procedures assume a stable subgrade. Areas which deform excessively under heavy wheel loads are not stable and should be removed and replaced to achieve a stable subgrade prior to placing structural fill or pavement materials.

Drainage: The collection and diversion of surface drainage away from paved areas is extremely important to the satisfactory performance of pavement. Drainage design should provide for the removal of water from paved areas and prevent wetting of the subgrade soils.

SIGNIFICANT ASSUMPTIONS

- 1) Stoneleigh Companies and the other design and construction team members for the project are aware of the potential for ground shifting due to the collapse potential of the extreme debris flow deposit depth that could result in future movements and distress of the constructed facilities requiring remedial repairs.
- 2) Our study has been conducted according to the standard of care ordinarily followed in this area for geotechnical engineering. By accepting our findings, recommendations, and conditions, it is accepted that our study meets the standard of care and no other higher standard will be imposed after completion of the project.
- 3) Kumar & Associates will be retained for additional evaluations as needed, and construction observation and testing services through substantial completion of the project. If another consultant is selected to complete the project, Kumar & Associates will not be the geotechnical engineer of record on the project.
- 4) Stoneleigh Companies is assumed to keep the project as apartments at least 8 years after substantial completion. If the property changes ownership prior to that time in the future, Kumar & Associates will be contacted for possible limitations on their services provided.
- 5) The potential debris flow impacts to the project site have been mitigated by the uphill, nearby debris basins.

LIMITATIONS

The findings and recommendations submitted in this letter are intended for selection of settlement risk mitigation methods and for preliminary foundation, grading and drainage designs based on the subsurface exploration findings and our experience with collapsible soils in this area. The risk of foundation movement may be greater than indicated in this report because of possible variations in the subsurface conditions. We encourage peer review of our findings and recommendations by a practicing professional engineer who has been the geotechnical engineer of record for multi-family housing projects built on collapsible soils requiring foundation settlement mitigation. The conclusions and recommendations submitted in this report are based upon the data obtained from the exploratory borings drilled at the locations indicated on Figure 1, the proposed type of construction and our experience in the area. Our services do not include determining the presence, prevention or possibility of mold or other biological contaminants (MOBC) developing in the future. If the client is concerned about MOBC, then a professional in this special field of practice should be consulted. Our findings include

interpolation and extrapolation of the subsurface conditions identified at the exploratory borings and variations in the subsurface conditions may not become evident until excavation is performed. If conditions encountered during construction appear different from those described in this report, we should be notified so that re-evaluation of the recommendations may be made.

This report has been prepared for the exclusive use by our client for design purposes. We are not responsible for technical interpretations by others of our information. As the project evolves, we should provide continued consultation and field services during construction to review and monitor the implementation of our recommendations, and to verify that the recommendations have been appropriately interpreted. Significant design changes may require additional analysis or modifications to the recommendations presented herein. We recommend on-site observation of excavations and foundation bearing strata and testing of structural fill by a representative of the geotechnical engineer.

Respectfully Submitted,

Kumar & Associates, Inc.

Steven L. Pawlak, P.E.

Reviewed by:

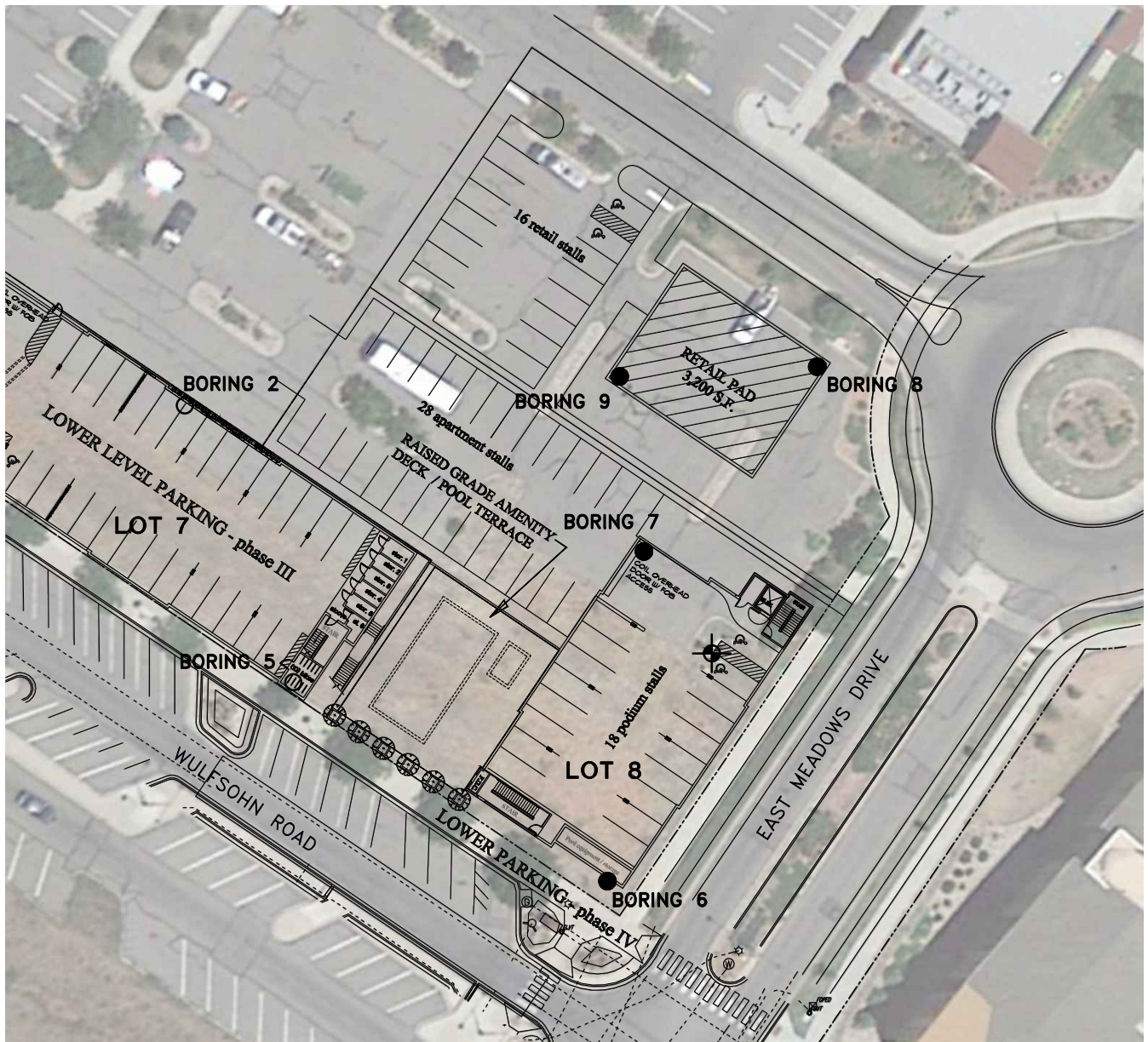
Daniel E. Hardin, P.E.

SLP/kac

cc: Stoneleigh Companies – Anthony Rodriguez (arodriguez@stoneleighcos.com)
Mark Cevaal (mcevaal@redland.com)
Andres Aldave (andresaldave@me.com)
KCB Architecture – Keith Bennett (kcbarch@comcast.net)
Dan Soelberg (dsoelberg@rvconst.com)

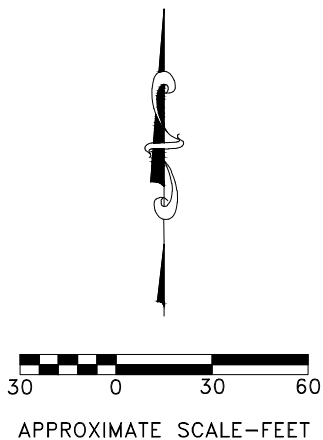
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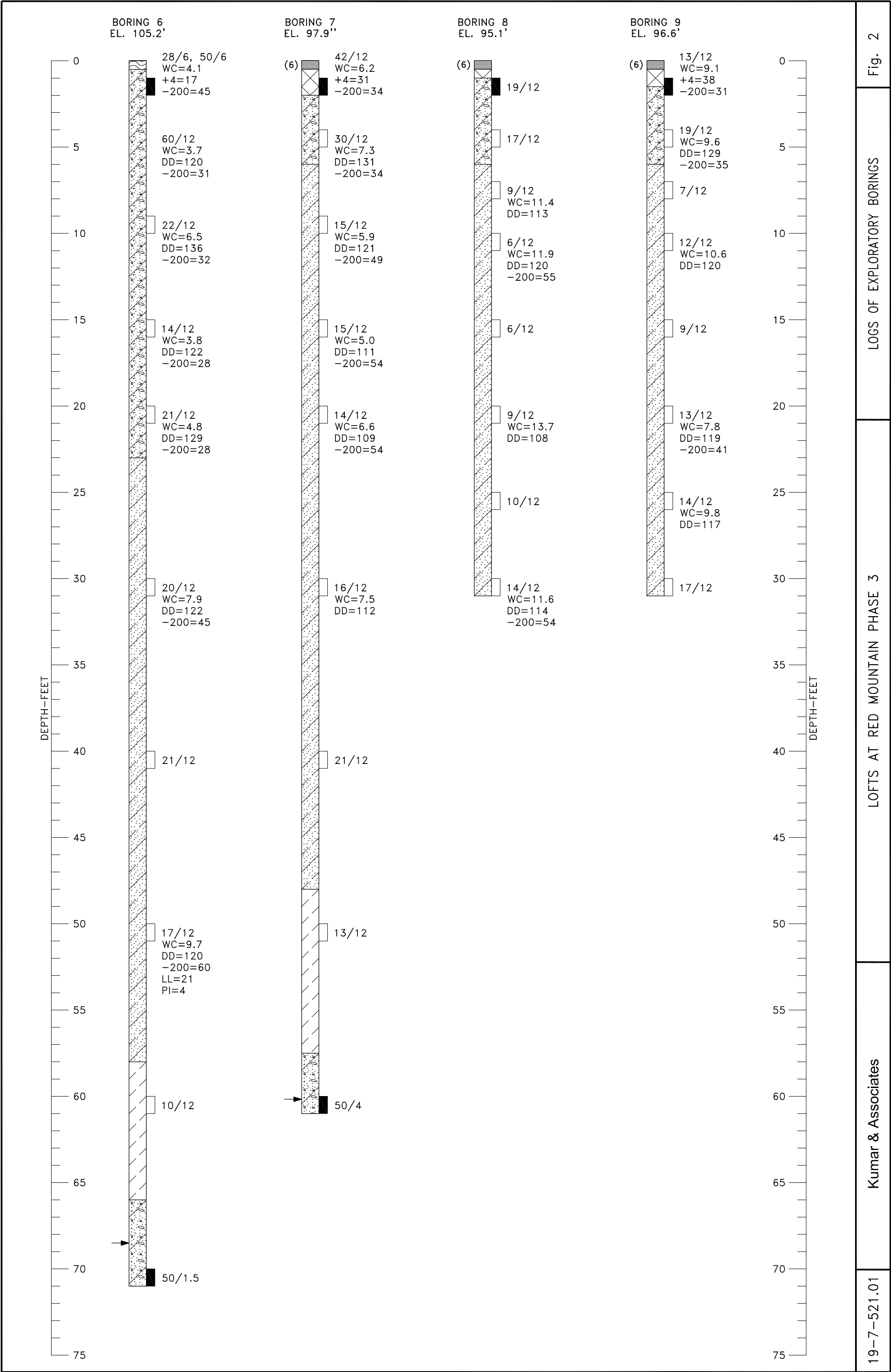
Lincoln-DeVore, 1978, *Geologic Hazards of the Glenwood Springs Metropolitan Area, Garfield County, Colorado*, Colorado Geologic Survey Open File Report 78-10.



LEGEND:

-  BENCHMARK SURFACE OF TRANSFORMER SLAB ELEVATION 100' ASSUMED.
-  BORING FOR CURRENT STUDY.
-  BORING FOR PREVIOUS STUDY, PROJECT NO. 19-7-521.





LEGEND

(6) ASPHALT, THICKNESS IN INCHES SHOWN IN PARENTHESES TO LEFT OF THE LOG.

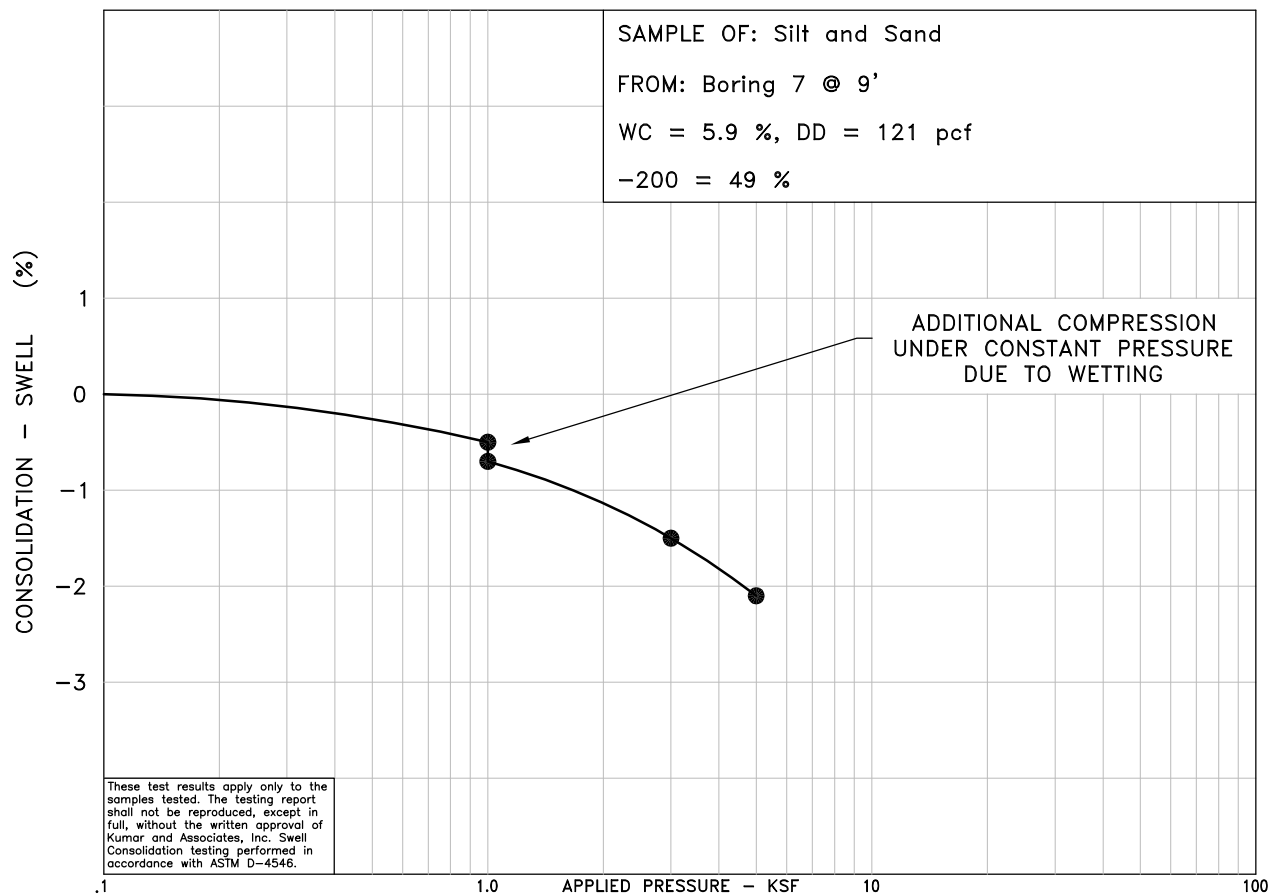
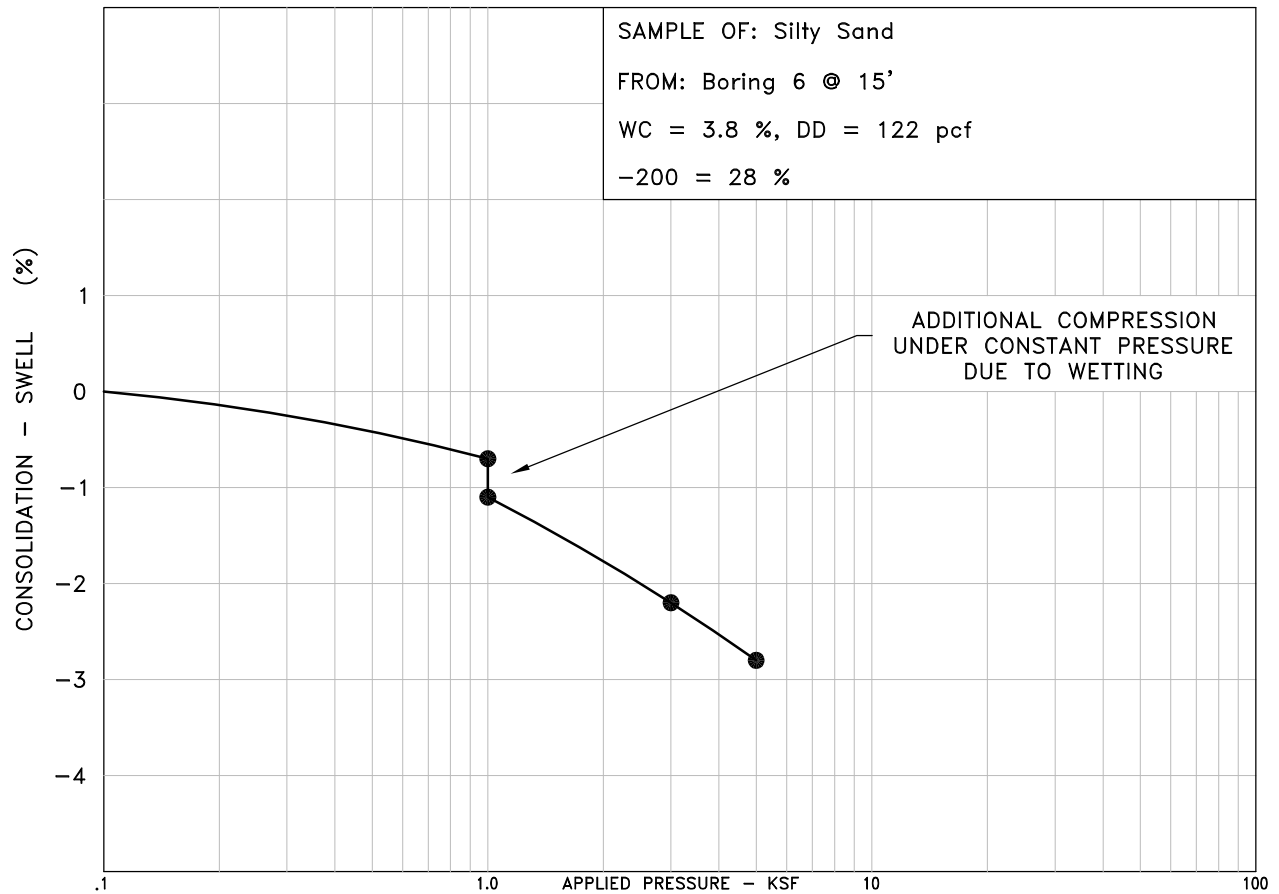


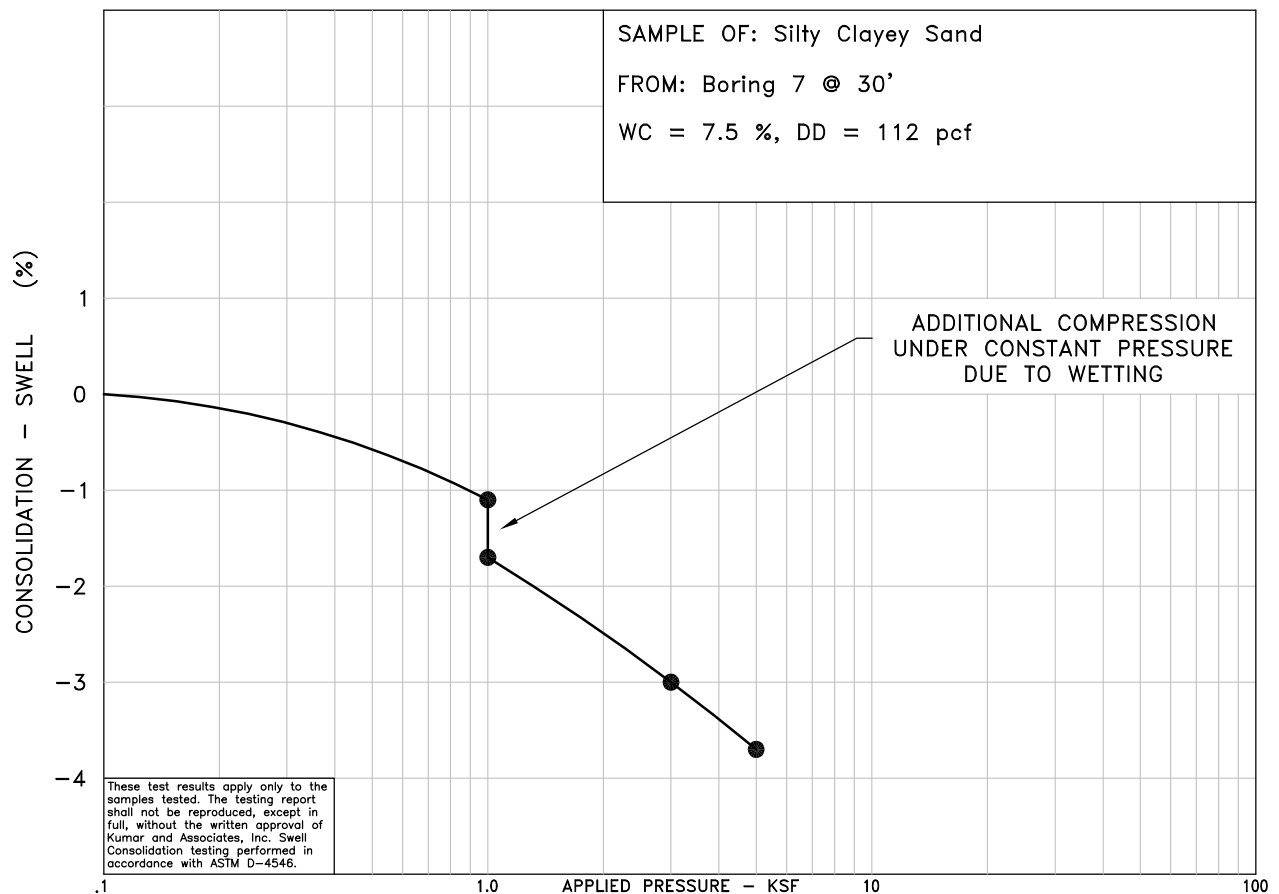
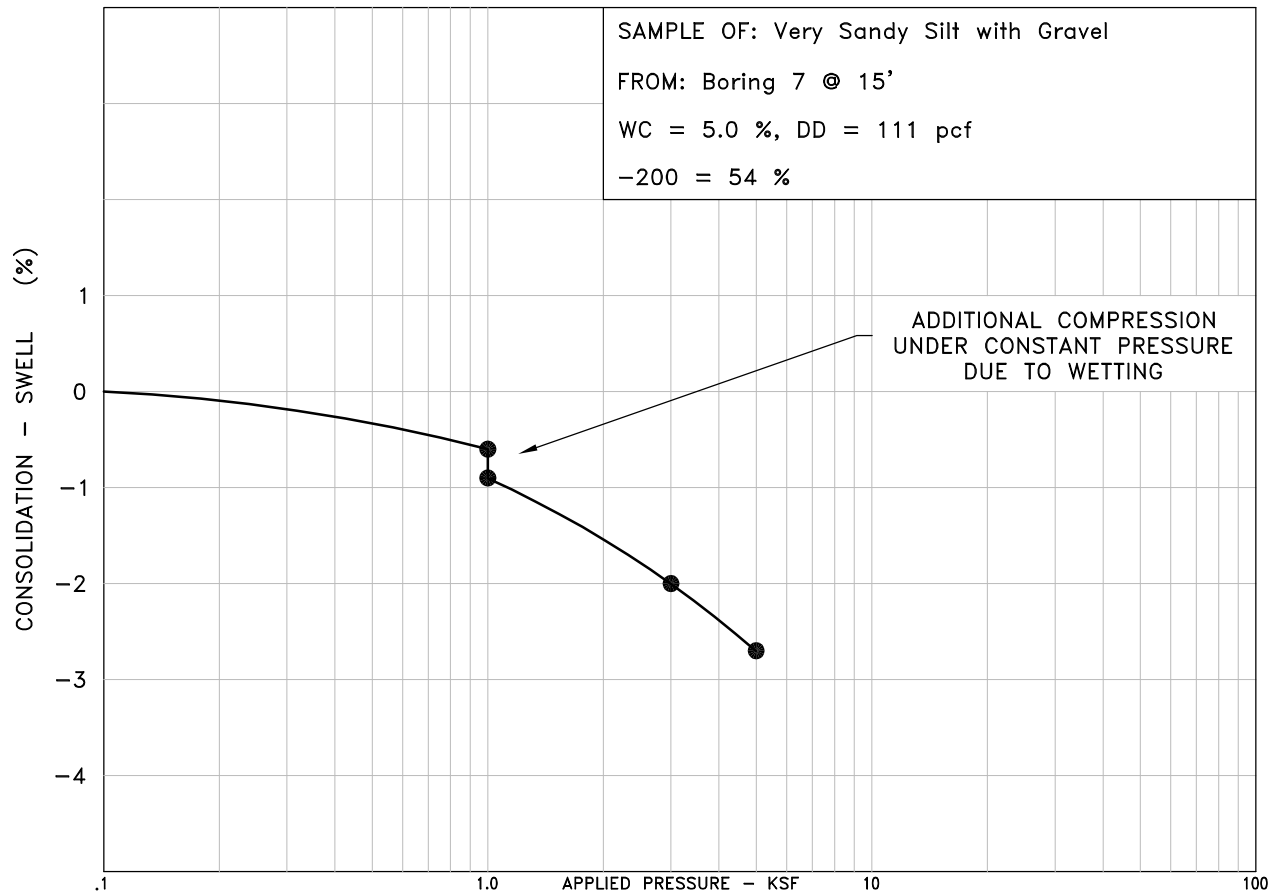
19/12 DRIVE SAMPLE BLOW COUNT. INDICATES THAT 19 BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE THE SAMPLER 12 INCHES.

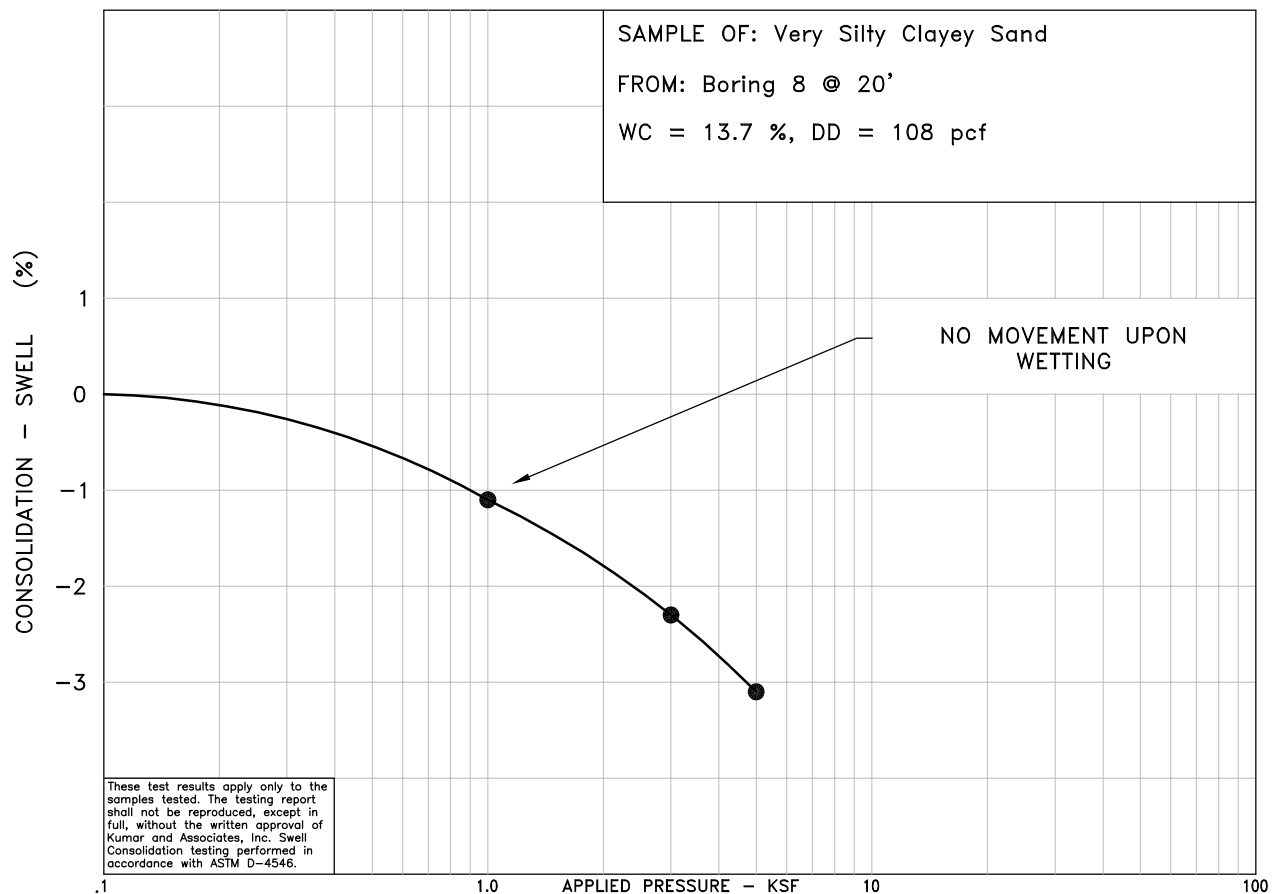
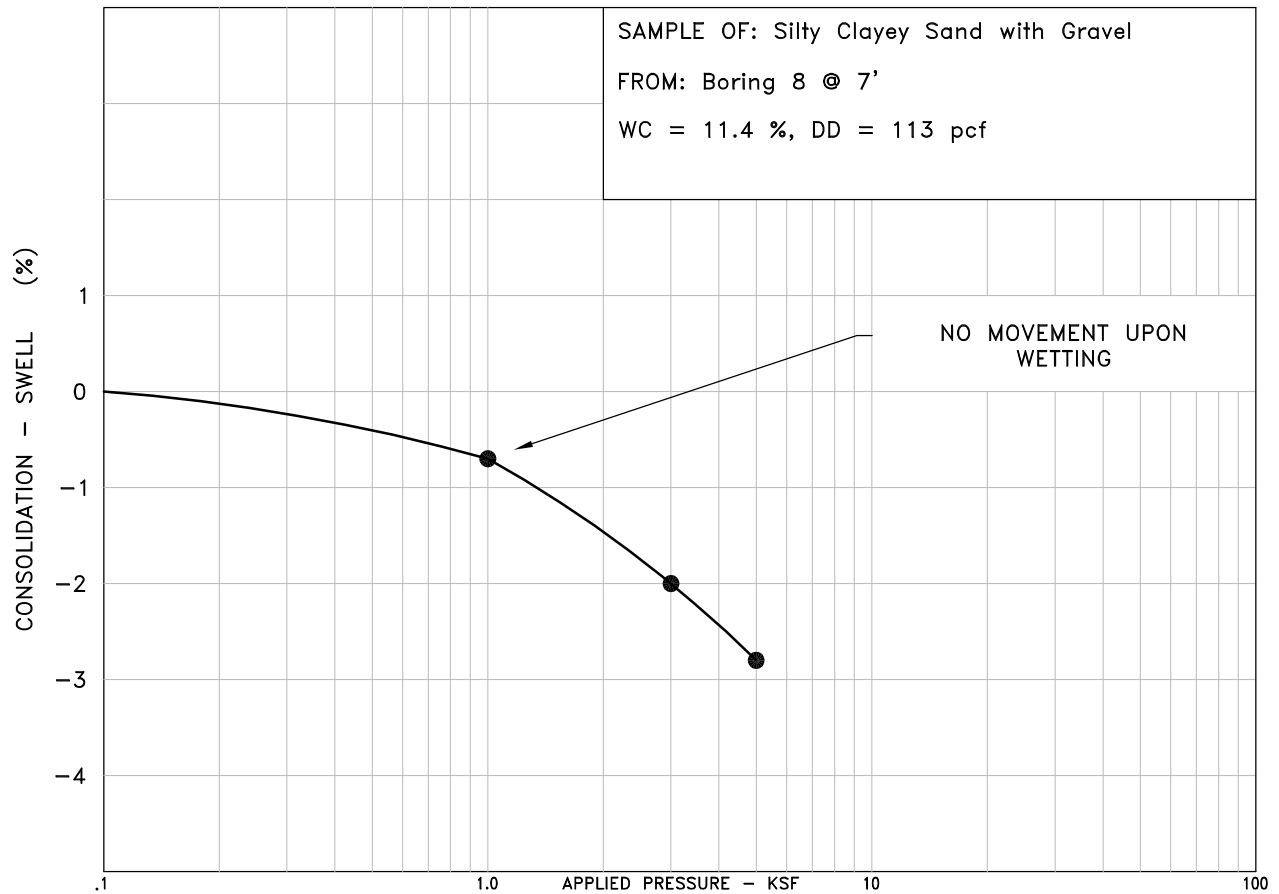


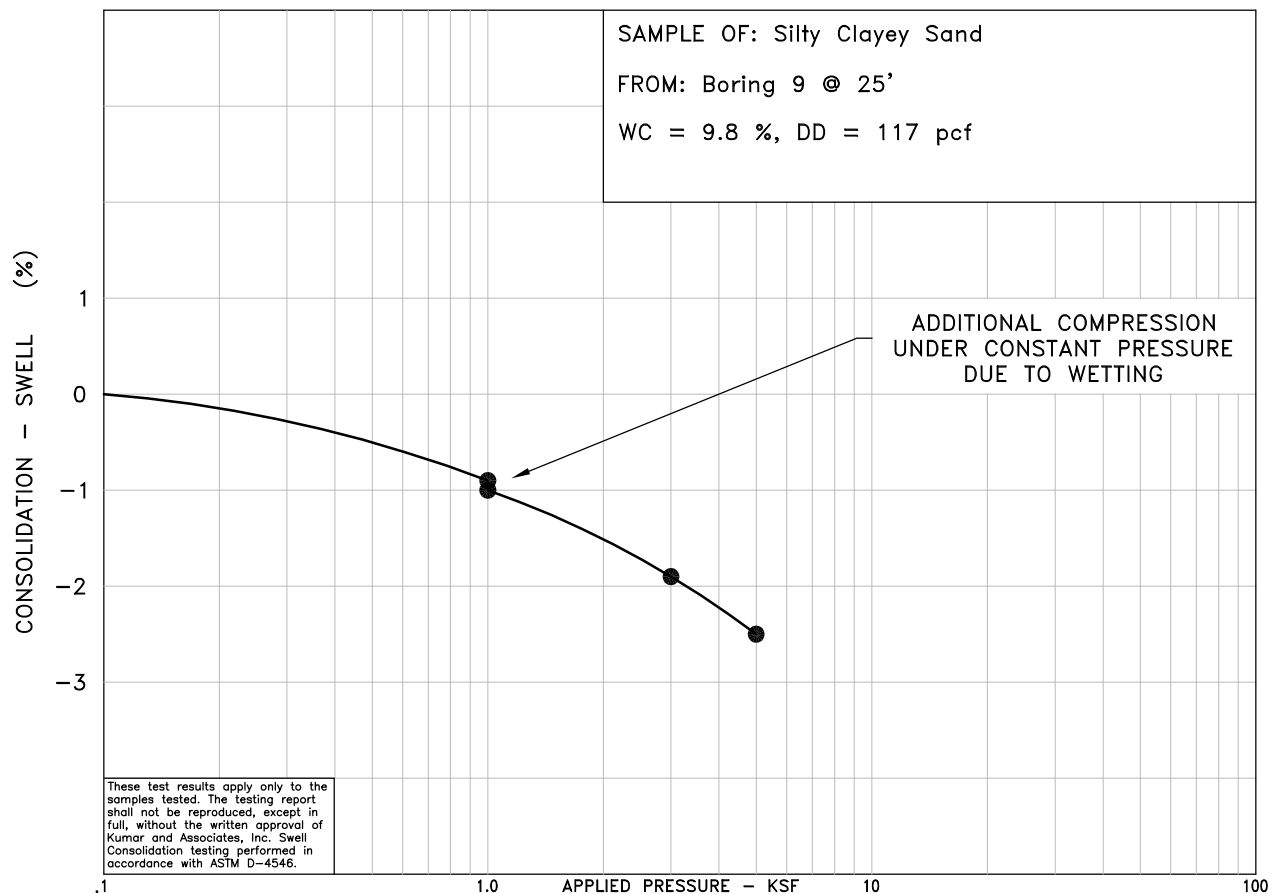
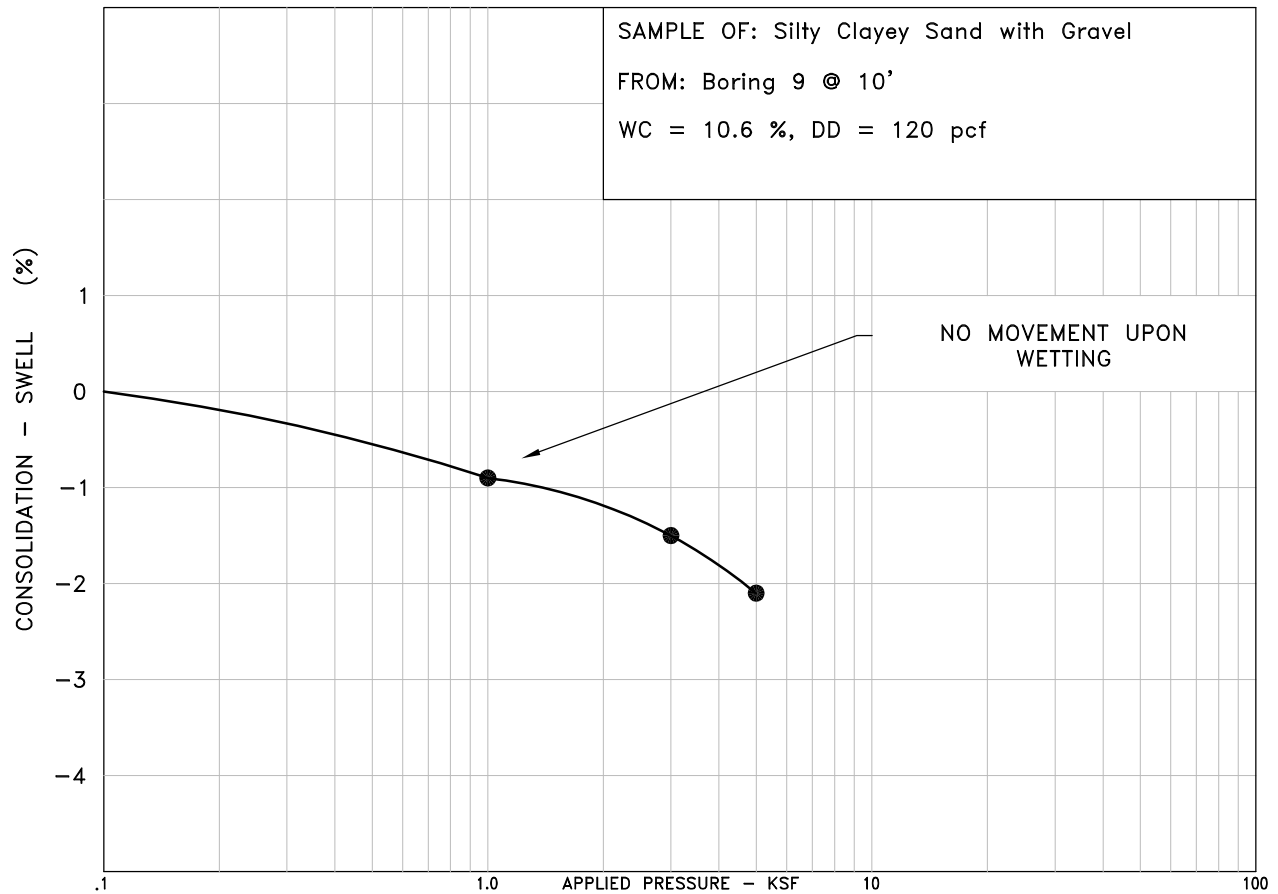
NOTES

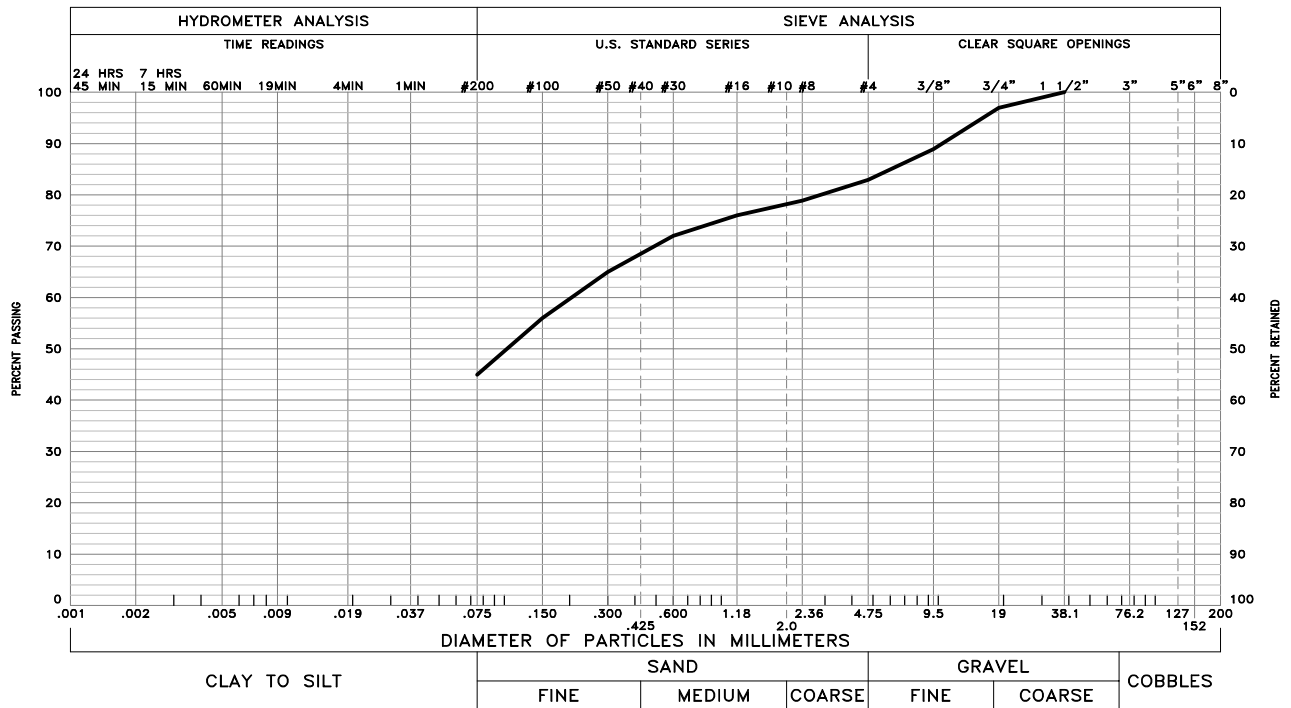
1. THE EXPLORATORY BORINGS WERE DRILLED ON SEPTEMBER 8 AND 14, 2020 WITH A 4-INCH-DIAMETER CONTINUOUS-FLIGHT POWER AUGER.
2. THE LOCATIONS OF THE EXPLORATORY BORINGS WERE MEASURED APPROXIMATELY BY PACING FROM FEATURES SHOWN ON THE SITE PLAN PROVIDED.
3. THE ELEVATIONS OF THE EXPLORATORY BORINGS WERE MEASURED BY HAND LEVEL AND REFER TO THE BENCHMARK ON FIG. 1.
4. THE EXPLORATORY BORING LOCATIONS AND ELEVATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.
5. THE LINES BETWEEN MATERIALS SHOWN ON THE EXPLORATORY BORING LOGS REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN MATERIAL TYPES AND THE TRANSITIONS MAY BE GRADUAL.
6. GROUNDWATER WAS NOT ENCOUNTERED IN THE BORINGS AT THE TIME OF DRILLING.
7. LABORATORY TEST RESULTS:
 - WC = WATER CONTENT (%) (ASTM D2216);
 - DD = DRY DENSITY (pcf) (ASTM D2216);
 - +4 = PERCENTAGE RETAINED ON NO. 4 SIEVE (ASTM D6913);
 - 200= PERCENTAGE PASSING NO. 200 SIEVE (ASTM D1140);
 - LL = LIQUID LIMIT (ASTM D4318);
 - PI = PLASTICITY INDEX (ASTM D4318).





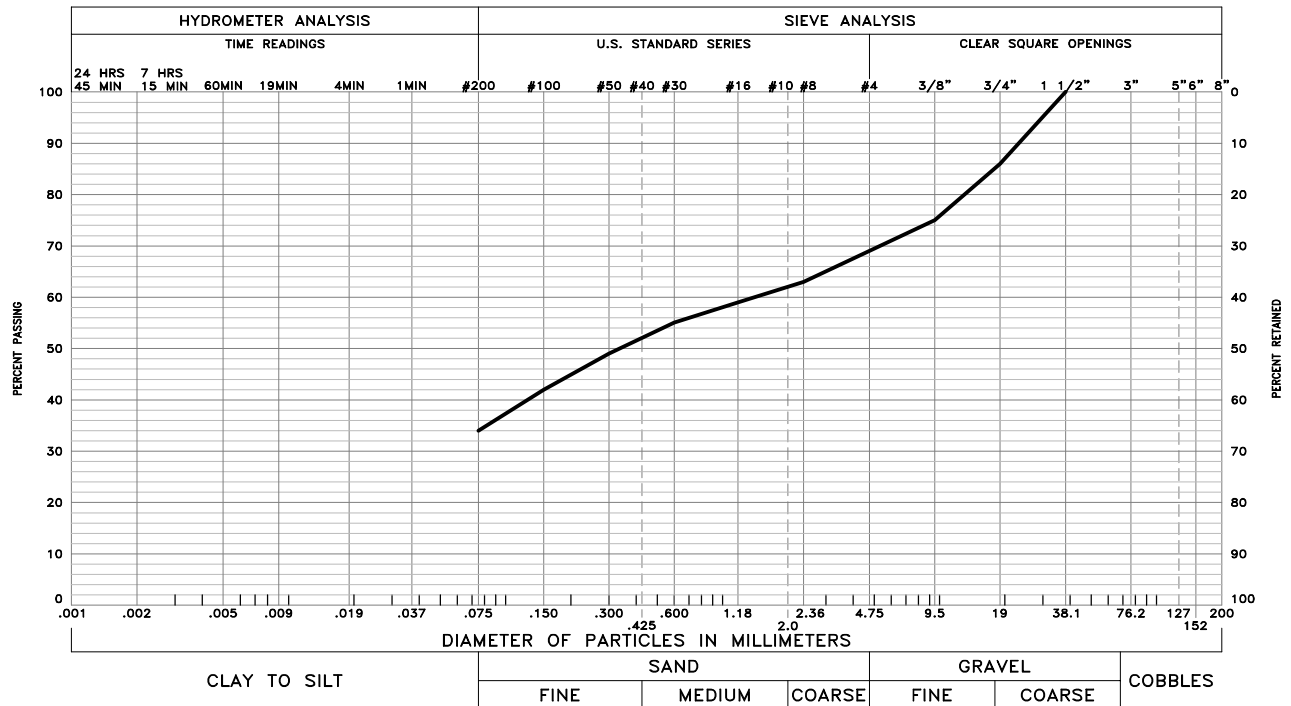






LIQUID LIMIT _____ PLASTICITY INDEX _____

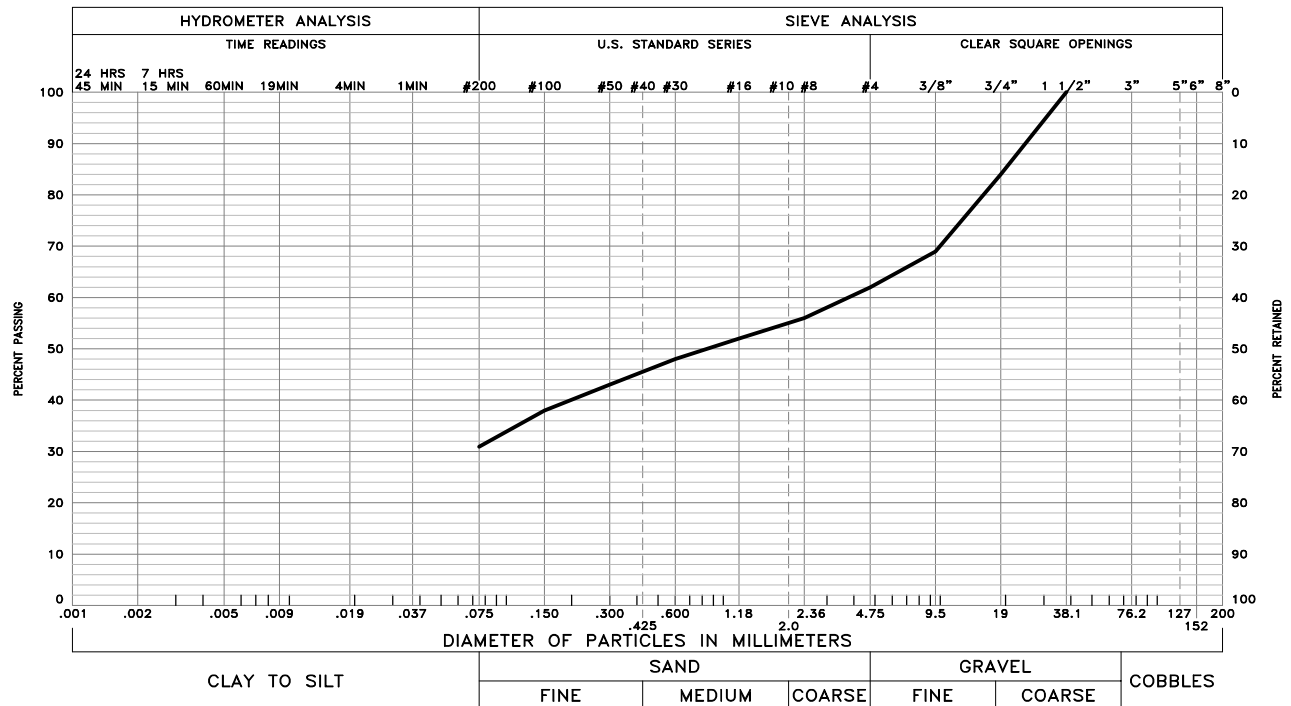
SAMPLE OF: Very Silty Sand with Gravel FROM: Boring 6 @ 1'



LIQUID LIMIT _____ PLASTICITY INDEX _____

SAMPLE OF: Silty Gravelly Sand (Fill) FROM: Boring 7 @ 1'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.



LIQUID LIMIT _____ PLASTICITY INDEX _____

SAMPLE OF: Silty Clayey Sandy Gravel (Fill) FROM: Boring 9 @ 1'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

Project No. 19-7-521.01
Page 1 of 2

SAMPLE LOCATION		NATURAL MOISTURE CONTENT (%)	NATURAL DRY DENSITY (pcf)	GRADATION		PERCENT PASSING NO. 200 SIEVE	ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH (psf)		SOIL TYPE
Boring	DEPTH (ft)			GRAVEL (%)	SAND (%)		LIQUID LIMIT (%)	PLASTIC INDEX (%)			
6	1	4.1		17	38	45					Very Silty Sand with Gravel
	4	3.7	120			31					Silty Gravel and Sand
	9	6.5	136			32					Silty Gravel and Sand
	15	3.8	122			28					Silty Sand
	20	4.8	129			28					Silty Clayey Gravel and Sand
	30	7.9	122			45					Very Silty Clayey Sand
	50	9.7	120			60	21	4			Very Sandy Silt and Clay
7	1	6.2		31	35	34					Silty Gravelly Sand (Fill)
	4	7.3	131			34					Silty Gravel and Sand
	9	5.9	121			49					Silt and Sand
	15	5.0	111			54					Very Sandy Silt with Gravel
	20	6.6	109			54					Very Sandy Silt with Gravel
	30	7.5	112								Silty Clayey Sand

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

Project No. 19-7-521.01
Page 2 of 2

SAMPLE LOCATION		NATURAL MOISTURE CONTENT	NATURAL DRY DENSITY	GRADATION		PERCENT PASSING NO. 200 SIEVE	ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH		SOIL TYPE
Boring	DEPTH (ft)			GRAVEL (%)	SAND (%)		LIQUID LIMIT (%)	PLASTIC INDEX (%)			
8	7	11.4	113								Silty Clayey Sand with Gravel
	10	11.9	120			55					Very Sandy Silt and Clay
	20	13.7	108								Very Silty Clayey Sand
	30	11.6	114			54					Very Sandy Silt and Clay
9	1	9.1		38	31	31					Silty Clayey Sandy Gravel (Fill)
	4	9.6	129			35					Silty Clayey Sand and Gravel
	10	10.6	120								Silty Clayey Sand with Gravel
	20	7.8	119			41					Silty Clayey Sand
	25	9.8	117								Silty Clayey Sand

February 26, 2021

Ms. Terri Partch
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Re: Drainage Compliance Letter for the Glenwood Meadows Lot 8 – The Lofts at Red Mountain Phase 4

Dear Ms. Partch:

This letter has been prepared to address drainage compliance for the proposed Glenwood Meadows Lot 8 - Lofts at Red Mountain Phase 4 project (Site). The Site is located in Lot 8 of Glenwood Meadows No. 2, in Section 8, Township 6 South, Range 89 West of the 6th Principal Meridian, City of Glenwood Springs, Garfield County, Colorado. The Site is located on the south corner of the Glenwood Meadows retail center (north of the intersection at Wulfsohn Road and East Meadows Drive). This compliance letter addresses the development of Lot 8 and the conformance of the drainage design to the Final Drainage Report for Glenwood Meadows Lots 1-10 and Tracts A, B, and C, by V3 Consultants, July 30, 2004 (Final Drainage Report).

The existing site consists of undeveloped land and existing parking lot adjacent to East Meadows Drive that was anticipated to be developed in the Final Drainage Report. An existing 5' Type R storm inlet was added to the north side of the Site's parking area and a 10" storm sewer stub was added to the storm sewer line in East Meadows Dr. during the construction of the Glenwood Meadows retail center; both of which will be utilized as a part of the drainage design for the Site. Phase 4 of the Lofts at Red Mountain consists of one 9,435 square-feet, 36-unit apartment building with garage parking and an overlot-graded future commercial pad to the north of the building. Pedestrian access will be achieved from the Wulfsohn Road right of way at the south side of the building and vehicle access to the parking garage will be through Lots 6 and 8 of Glenwood Meadows No. 2.

Proposed Site Drainage

Runoff from the Site was determined by using the rational method, with the minor storm being the 2-year event and the major storm being the 25-year event, in accordance with the Final Drainage Report for Glenwood Meadows and the City of Glenwood Springs Drainage Criteria. No on-site water quality has been provided since developed runoff from the Site was accounted for in existing Water Quality Ponds B and C along Midland Avenue per the Final Drainage Report for Glenwood Meadows Lots 1-10 and Tracts A, B, C prepared by V3 Consultants dated July 30, 2004 (see appendix).

Four drainage basins have been modified from the Final Drainage Report. These basins are Basins C4, C8, C10, and C20. One additional drainage basin has been added, Basin C20a.

Basin C4 contains 0.31 acres and consists of proposed parking lot, landscaping, and a future commercial pad. The design includes the future 5,550 building within the drainage calculations (see attachments). Runoff from this basin sheet flows to the north towards an existing single Type R inlet. The 25-year developed runoff from Basin C4 is 0.65 cfs. The Final Drainage Report assumed Basin C4 would be 0.37 acres with a 25-year developed runoff of 1.23 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C8 contains 0.69 acres and consists of existing drive aisle, parking lot, and landscaping. Runoff from this basin combines with runoff from Basin C7 from the Final Drainage Report and sheet flows to the north towards an existing single Type 13 sump inlet. The 25-year runoff from Basin C8 is 2.07 cfs. The combined 25-year runoff from Basins C7 and C8 is 6.37 cfs. The Final Drainage Report assumed the combined Basin C7 and C8 would be 2.43 acres with a 25-year developed runoff of 9.28 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C10 contains 0.50 acres and consists of existing drive aisles, parking lot, and landscaping. Runoff from this basin sheet flows to the north towards an existing 5' Type R sump inlet. The 25-year developed runoff from Basin C10 is 0.72 cfs. The Final Drainage Report assumed Basin C10 would be 0.21 acres with a 25-year developed runoff of 1.30 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C20 contains 0.22 acres and consists of the roof of the proposed building. Runoff from this basin is collected by 10" storm sewer stub which extends east of the existing storm sewer within East Meadows Road. The 25-year developed runoff from Basin C20 is 0.61 cfs. The Final Drainage Report assumed Basin C20 would be 0.21 acres with a 25-year developed runoff of 0.69 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C20a contains 0.07 acres and consists of the proposed building's roof. Runoff from this basin is discharged into an existing 12" RCP storm sewer stub located on the Site. The 25-year runoff from Basin C20a is 0.22 cfs. Runoff from this basin will enter Basin C1 and be collected by a 5' Type R Inlet at the intersection of Wulfsohn Road and East Meadows Road. According to the Final Drainage Report, this inlet, STIN 6-7 has a total capacity of 8.0 cfs which is enough to handle the 5.5 cfs flow from Basin C1 as well as the addition flow from C20a.

The proposed Lofts at Red Mountain Phase 4 drainage design is in conformance with the approved Final Drainage Report for Glenwood Meadows and the City of Glenwood Springs drainage criteria. Calculations and excerpts from previously approved reports are included with the attachments of this letter.

Sincerely,

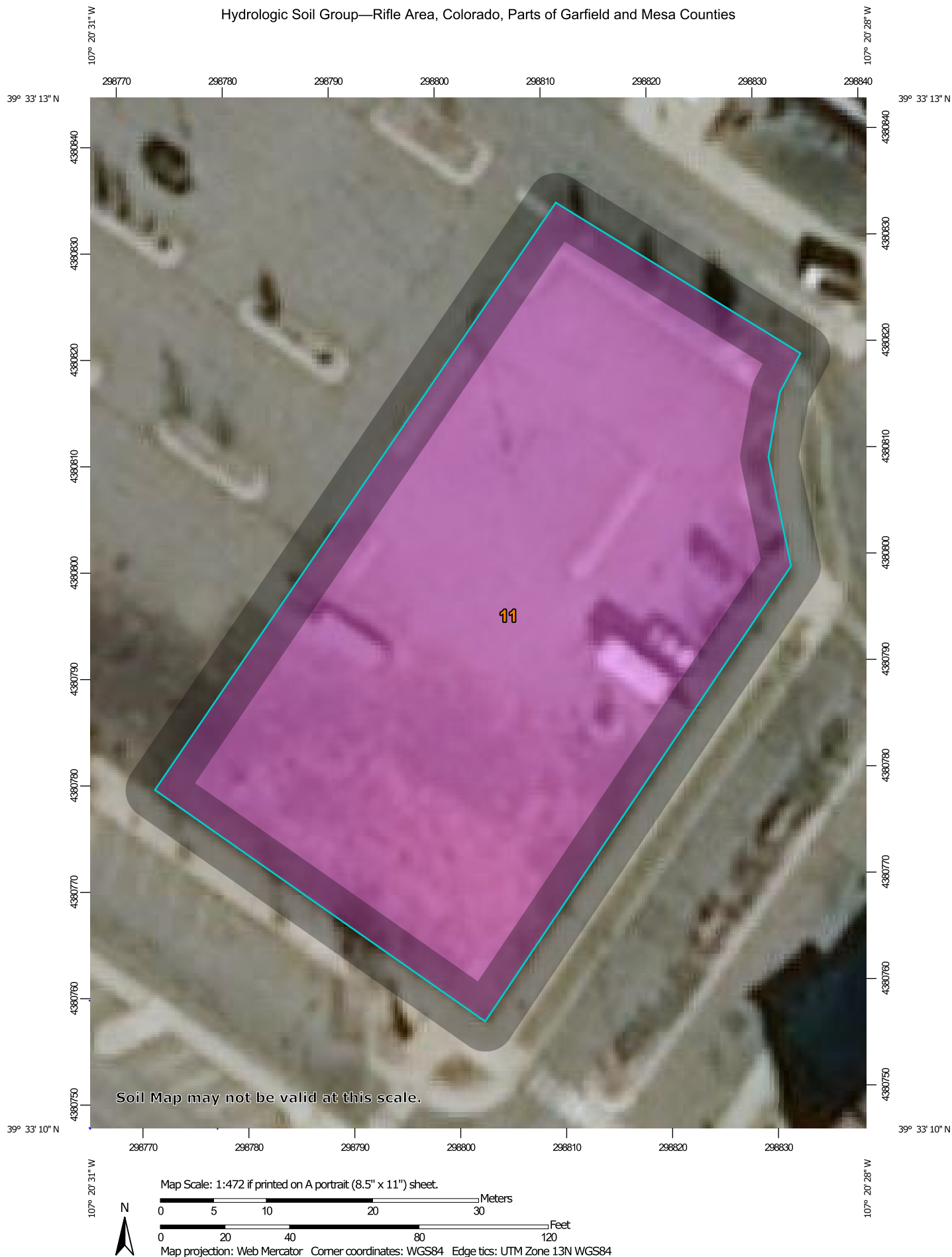


Mark D. Cevaal, P.E.
Sr. Project Manager

Attachments

- Soils Map
- SF1, SF2, and SF3 Forms
- Existing and Proposed Basin Comparison
- StormCAD Analysis
- Excerpts from related reports
- Final Drainage Report for Glenwood Meadows Lots 1-10 and Tracts A, B, and C
- Drainage Map

Hydrologic Soil Group—Rifle Area, Colorado, Parts of Garfield and Mesa Counties



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Rifle Area, Colorado, Parts of Garfield and Mesa Counties
 Survey Area Data: Version 13, Jun 5, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 24, 2015—Nov 2, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
11	Begay sandy loam, 6 to 12 percent slopes	A	0.6	100.0%
Totals for Area of Interest			0.6	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



SF-1
RUNOFF COEFFICIENTS - DEVELOPED

PROJECT NAME: Proposed - Lofts at Red Mountain Phase 4
PROJECT NUMBER: 12013.12
CALCULATED BY: WS
CHECKED BY: MDC

DATE: 2/26/2021

	Drives & Walks	Lawn	Roof	
LAND USE:	Area	Area	Area	
IMPERVIOUS %	100%	5%	90%	Calculations assume Type A soils per NRCS

OVERALL SITE STUDY AREA

DESIGN BASIN	DESIGN POINT	(AC)	(AC)	(AC)	TOTAL AREA (AC)	Cd(2)	Cd(5)	Cd(25)	Cd(100)	Impervious %
C4	C4	0.11	0.07	0.13	0.31	0.58	0.59	0.63	0.69	74.8%
C8	C8	0.66	0.03		0.69	0.80	0.81	0.84	0.86	95.9%
C10	C10	0.34	0.16		0.50	0.52	0.54	0.58	0.65	69.5%
C20	C20			0.22	0.22	0.73	0.75	0.78	0.81	90.0%
C20a	C20a	0.07			0.07	0.84	0.86	0.88	0.89	100.0%
OVERALL STUDY AREA		1.19	0.26	0.35	1.79	0.67	0.69	0.73	0.77	84.3%
		66.2%	14.5%	19.4%	100.0%					

Table 6-4. Runoff coefficient equations based on NRCS soil group and storm return period

NRCS Soil Group	Storm Return Period						
	2-Year	5-Year	10-Year	25-Year	50-Year	100-Year	500-Year
A	$C_A = 0.84i^{-1.302}$	$C_A = 0.86i^{1.276}$	$C_A = 0.87i^{1.232}$	$C_A = 0.88i^{1.124}$	$C_A = 0.85i+0.025$	$C_A = 0.78i+0.110$	$C_A = 0.65i+0.254$
B	$C_B = 0.84i^{1.169}$	$C_B = 0.86i^{1.088}$	$C_B = 0.81i+0.057$	$C_B = 0.63i+0.249$	$C_B = 0.56i+0.328$	$C_B = 0.47i+0.426$	$C_B = 0.37i+0.536$
C/D	$C_{C/D} = 0.83i^{1.122}$	$C_{C/D} = 0.82i+0.035$	$C_{C/D} = 0.74i+0.132$	$C_{C/D} = 0.56i+0.319$	$C_{C/D} = 0.49i+0.393$	$C_{C/D} = 0.41i+0.484$	$C_{C/D} = 0.32i+0.588$

Source: Mile High Flood District, Denver, Colorado, Urban Storm Drainage Criteria Manual, Volume 1, Chapter 6, Page 6-9, latest online addition.



STANDARD FORM SF-2 - DEVELOPED
Time of Concentration

PROJECT NAME: Proposed - Lofts at Red Mountain Phase 4
PROJECT NUMBER: 12013.12
CALCULATED BY: WS
CHECKED BY: MDC

DATE: 2/26/2021

SUB-BASIN DATA			INITIAL TIME (T _i)			TRAVEL TIME (T _t)						t _c CHECK (URBANIZED BASINS)			FINAL t _c		
DESIGN BASIN (1)	AREA A _c (2)	C ₅ (3)	LENGTH Ft* (4)	SLOPE % (5)	T _i Min. (6)	LENGTH Ft. (7)	SLOPE % (8)	C _v (9)	Land Surface (10)	VEL fps (11)	T _t Min. (12)	COMP. t _c (13)	TOTAL LENGTH (14)	$\frac{L}{T_c} = (26-17i) + \frac{60(14i+9)S_0^{1/2}}{60}$ (15)	Min. (16)	C5 (17)	C100 (18)
C4	0.31	0.59	105	4.3%	5.8	70	1.0%	20.0	Paved Areas	2.0	0.6	6.4	175	13.4	6.4	0.59	0.69
C8	0.69	0.81	15	4.6%	1.2	515	4.0%	20.0	Paved Areas	4.0	2.1	3.4	530	10.0	5.0	0.81	0.86
C10	0.50	0.54	167	1.0%	13.3	80	1.0%	20.0	Paved Areas	2.0	0.7	13.9	247	9.1	13.9	0.54	0.65
C20	0.22	0.75	40	2.0%	3.2	90	2.0%	20.0	Paved Areas	2.8	0.5	3.7	40	11.7	5.0	0.75	0.81
C20a	0.07	0.86	70	2.0%	2.9	0	1.0%	20.0	Paved Areas	2.0	0.0	2.9	70	26.0	5.0	0.86	0.89

* L = 500' max for non-urban land uses and 300' max for urban land uses

$$T_i = \frac{0.395(1.1-C)L^{1/2}}{S^{1/3}} \quad T_t = \frac{L}{60V} \quad t_c = \frac{L}{180} + 10 \quad V = C_v S_w^{0.5}$$

Table 6-2. NRCS Conveyance factors, K

Type of Land Surface	Conveyance Factor, K
Heavy meadow	2.5
Tillage/field	5
Short pasture and lawns	7
Nearly bare ground	10
Grassed waterway	15
Paved areas and shallow paved swales	20

Source: Mile High Flood District, Denver, Colorado, Urban Storm Drainage Criteria Manual, Volume 1, Chapter 6, Page 6-9, latest online addition.



STANDARD FORM SF-3 - DEVELOPED
STORM DRAINAGE DESIGN - RATIONAL METHOD 2 YEAR EVENT

PROJECT NAME: Proposed - Lofts at Red Mountain Phase 4
 PROJECT NUMBER: 12013.12
 CALCULATED BY: WS
 CHECKED BY: MDC

P₁ (1-Hour Rainfall) = 0.51

DATE: 2/26/2021

STORM LINE	DESIGN POINT	DIRECT RUNOFF							TOTAL RUNOFF				STREET		PIPE			TRAVEL TIME			REMARKS
		DESIGN BASIN	AREA (AC)	RUNOFF COEFF C2	t _c (min)	C*A(ac)	I (in/hr)	Q (cfs)	t _c (min)	S(C*A) (ac)	I (in/hr)	Q (cfs)	SLOPE (%)	STREET FLOW(cfs)	DESIGN FLOW(cfs)	SLOPE (%)	PIPE SIZE (in)	LENGTH (ft)	VELOCITY (fps)	t _t (min)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)
	C4	C4	0.31	0.58	6.43	0.18	1.61	0.29													
	C8	C8	0.69	0.80	5.00	0.55	1.73	0.95													
	C10	C10	0.50	0.52	13.93	0.26	1.20	0.31													
	C20	C20	0.22	0.73	5.00	0.16	1.73	0.28													
	C20a	C20a	0.07	0.84	5.00	0.06	1.73	0.10													



STANDARD FORM SF-3 - DEVELOPED
STORM DRAINAGE DESIGN - RATIONAL METHOD 25 YEAR EVENT

PROJECT NAME: Proposed - Lofts at Red Mountain Phase 4
 PROJECT NUMBER: 12013.12
 CALCULATED BY: WS
 CHECKED BY: MDC

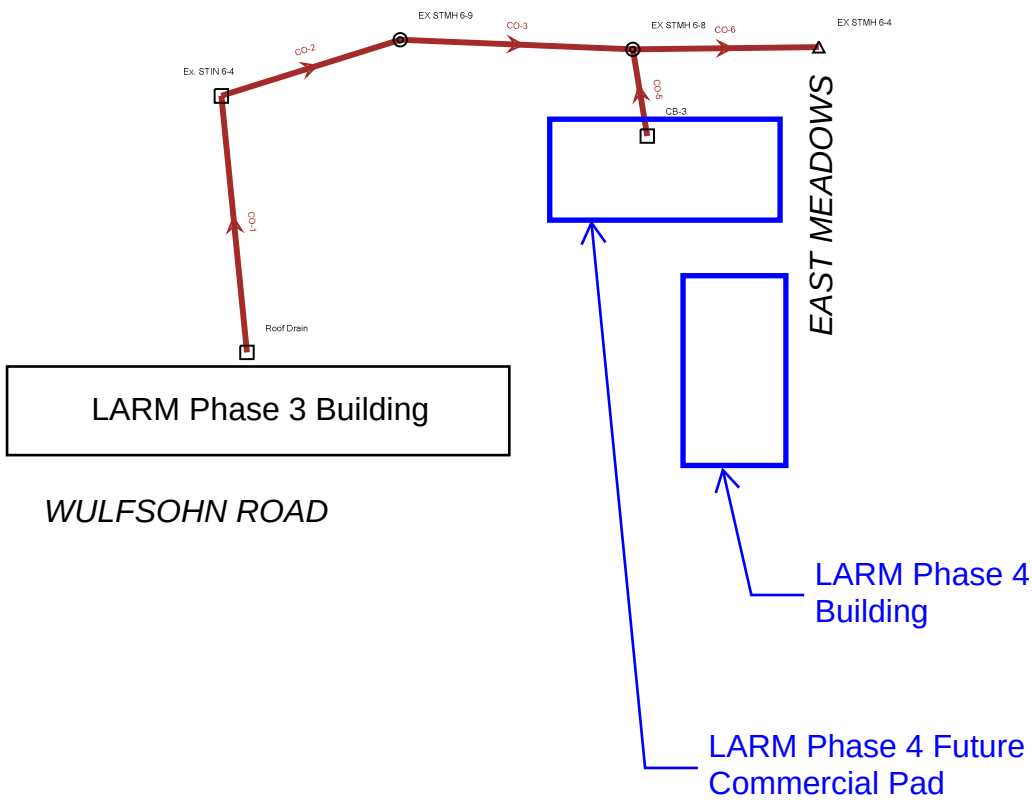
P₁ (1-Hour Rainfall) = **1.05**

DATE: 2/26/2021

STORM LINE	DESIGN POINT	DIRECT RUNOFF							TOTAL RUNOFF				STREET		PIPE		TRAVEL TIME			REMARKS	
		DESIGN BASIN	AREA (AC)	RUNOFF COEFF C ₂₅	t _c (min)	C*A(ac)	I (in/hr)	Q (cfs)	t _c (min)	S(C*A) (ac)	I (in/hr)	Q (cfs)	SLOPE (%)	STREET FLOW(cfs)	DESIGN FLOW(cfs)	SLOPE (%)	PIPE SIZE (in)	LENGTH (ft)	VELOCITY (fps)		t _t (min)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)
	C4	C4	0.31	0.63	6.43	0.20	3.32	0.65													
	C8	C8	0.69	0.84	5.00	0.58	3.56	2.07													
	C10	C10	0.50	0.58	13.93	0.29	2.47	0.72													
	C20	C20	0.22	0.78	5.00	0.17	3.56	0.61													
	C20a	C20a	0.07	0.88	5.00	0.06	3.56	0.22													

Basin Comparison Table							Basin Comparison Table- Existing						
Basin	Area (AC)	Runoff Coefficients		I (%)	Peak Flows (cfs)		Basin	Area (AC)	Runoff Coefficients		I (%)	Peak Flows (cfs)	
		C2	C25		Q2	Q25			C2	C25		Q2	Q25
C4	0.31	0.58	0.63	74.8%	0.29	0.65	C4	0.37	0.68	0.78	76.6%	1.07	1.23
C8	0.69	0.80	0.84	95.9%	0.95	2.07	C8	0.73	0.74	0.79	95.7%	1.00	2.17
C10	0.50	0.52	0.58	69.5%	0.31	0.72	C10	0.51	0.60	0.72	67.9%	1.30	1.56
C20	0.22	0.73	0.78	90.0%	0.28	0.61	C20	0.21	0.71	0.78	90.0%	0.63	0.69
C20a	0.07	0.84	0.88	100.0%	0.10	0.22							

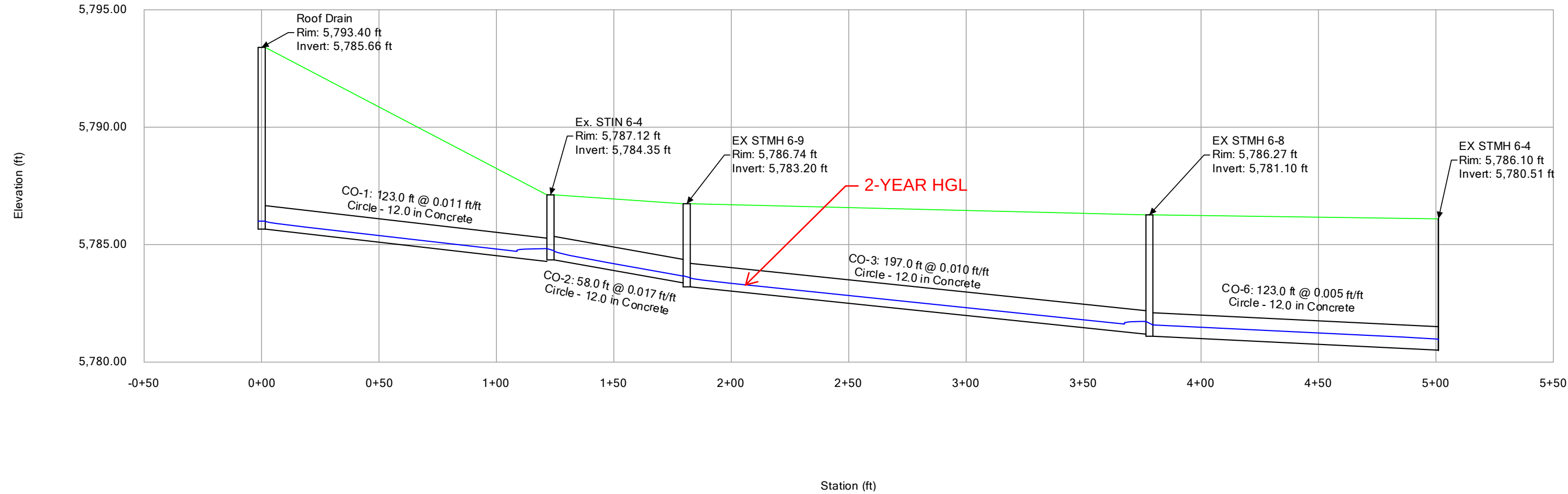
Scenario: Base



Conduit FlexTable: Table - 1
2-Year Storm Scenario

Label	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)	Length (User Defined) (ft)	Slope (Calculated) (ft/ft)	Diameter (in)	Manning's n	Flow (cfs)	Capacity (Full Flow) (cfs)	Velocity (ft/s)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)
CO-1	Roof Drain	Ex. STIN 6-4	5,785.66	5,784.28	123.0	0.011	12.0	0.013	0.67	3.77	3.63	5,793.40	5,787.12	5,786.00	5,784.83
CO-2	Ex. STIN 6-4	EX STMH 6-9	5,784.35	5,783.37	58.0	0.017	12.0	0.013	0.87	4.63	4.52	5,787.12	5,786.74	5,784.74	5,783.66
CO-3	EX STMH 6-9	EX STMH 6-8	5,783.20	5,781.19	197.0	0.010	12.0	0.013	0.87	3.60	3.77	5,786.74	5,786.27	5,783.59	5,781.73
CO-5	CB-3	EX STMH 6-8	5,783.61	5,781.32	26.0	0.088	12.0	0.013	0.29	10.57	5.86	5,787.39	5,786.27	5,783.83	5,781.73
CO-6	EX STMH 6-8	EX STMH 6-4	5,781.10	5,780.51	123.0	0.005	12.0	0.013	1.16	2.47	3.09	5,786.27	5,786.10	5,781.58	5,780.96

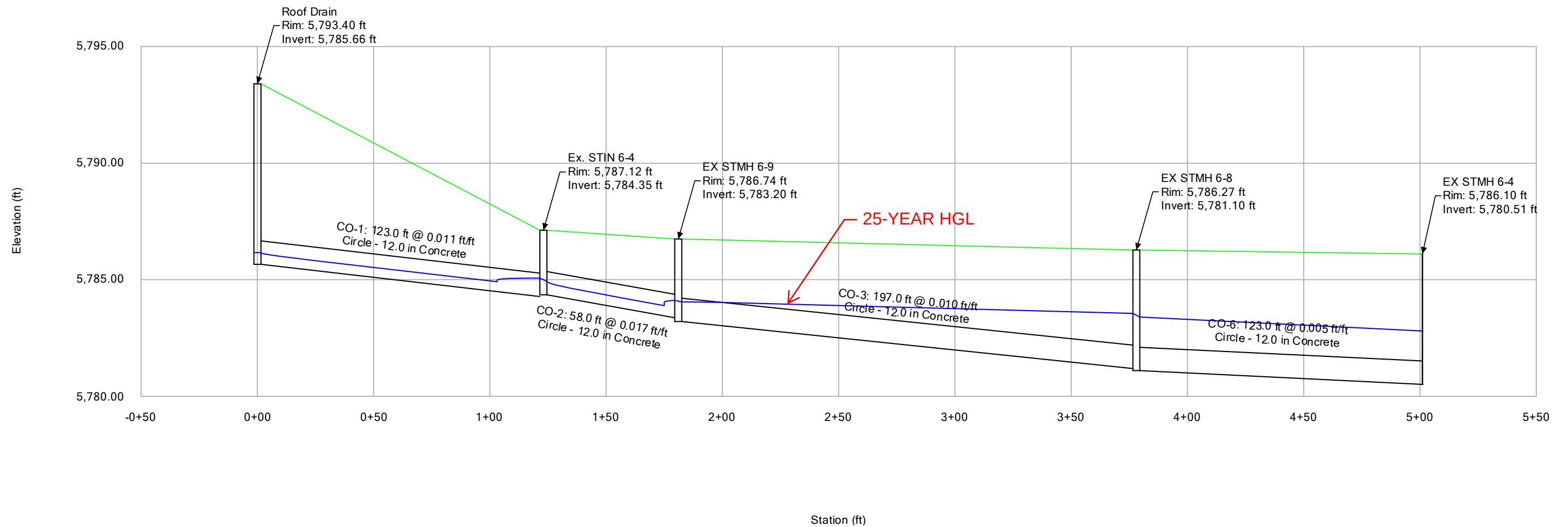
Profile Report
Engineering Profile - Profile - 1 (12013.12 Phase 4 - 2-year.stsw)
2-Year Storm Scenario



Conduit FlexTable: Table - 1
25-Year Storm Scenario

Label	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)	Length (User Defined) (ft)	Slope (Calculated) (ft/ft)	Diameter (in)	Manning's n	Flow (cfs)	Capacity (Full Flow) (cfs)	Velocity (ft/s)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (In) (ft)	Hydraulic Grade Line (Out) (ft)
CO-1	Roof Drain	Ex. STIN 6-4	5,785.66	5,784.28	123.0	0.011	12.0	0.013	1.41	3.77	4.46	5,793.40	5,787.12	5,786.16	5,785.07
CO-2	Ex. STIN 6-4	EX STMH 6-9	5,784.35	5,783.37	58.0	0.017	12.0	0.013	1.83	4.63	5.55	5,787.12	5,786.74	5,784.93	5,784.11
CO-3	EX STMH 6-9	EX STMH 6-8	5,783.20	5,781.19	197.0	0.010	12.0	0.013	1.83	3.60	4.60	5,786.74	5,786.27	5,784.05	5,783.55
CO-5	CB-3	EX STMH 6-8	5,783.61	5,781.32	26.0	0.088	12.0	0.013	0.65	10.57	7.47	5,787.39	5,786.27	5,783.95	5,783.55
CO-6	EX STMH 6-8	EX STMH 6-4	5,781.10	5,780.51	123.0	0.005	12.0	0.013	2.48	2.47	3.16	5,786.27	5,786.10	5,783.40	5,782.80

Profile Report **Engineering Profile - Profile - 1 (12013.12 Phase 4 - 25-year.stsw)** **25-Year Storm Scenario**



APPENDIX M

INLET SIZING

Glenwood Meadows
Inlet Sizing, 25-yr Storm Event
CALCULATED BY: TJH

INLET NAME	DESIGN POINT	DIRECT RUNOFF							INLET CHARACTERISTICS				NOTES
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C ₂₅)	t _c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q ₂₅ (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 1-1		A15	0.32	0.86	5.0	0.28	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 1-2		A44	0.14	0.94	5.0	0.13	4.25	0.5	0.75	SUMP	8.0	5' TYPE R	
STIN 1-3		A3	0.38	0.66	5.0	0.25	4.25	1.1	0.75	SUMP	8.0	5' TYPE R	
STIN 1-4		A2	0.33	0.82	5.0	0.27	4.25	1.1	1.00	SUMP	49.0	Trench Drain	Neenah 10"x26" R-4990-CX w/Type-A Grate
STIN 1-5		A1	0.95	0.47	7.0	0.45	4.25	1.9	0.75	SUMP	8.0	5' TYPE R	
STIN 2-1		A37	0.66	0.79	5.0	0.52	4.25	2.2	0.75	SUMP	8.0	5' TYPE R	
STIN 2-2		A45	0.39	0.28	5.0	0.11	4.25	0.5	0.75	SUMP	8.0	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 3-1		A36	0.87	0.91	5.0	0.79	4.25	3.4	0.75	SUMP	8.0	5' TYPE R	
STIN 3-2		A24	0.75	0.86	6.6	0.65	3.85	2.5	0.75	SUMP	8.0	5' TYPE R	
STIN 3-3		A22	0.67	0.84	5.0	0.56	4.25	2.4	0.75	SUMP	8.0	5' TYPE R	
STIN 3-4		A35	1.81	0.87	5.0	1.58	4.25	6.7	0.75	SUMP	8.0	5' TYPE R	
STIN 3-5		A33	0.95	0.78	5.0	0.74	4.25	3.1	0.75	SUMP	8.0	5' TYPE R	
STIN 3-6		A31	0.44	0.81	5.0	0.36	4.25	1.5	0.50	5.00	4.0	5' TYPE R	
STIN 3-7		A26	0.50	0.81	5.0	0.41	4.25	1.7	0.50	5.00	4.0	5' TYPE R	
STIN 3-8		A21	2.71	0.86	6.1	2.34	4.00	9.4	0.75	SUMP	18.0	10' TYPE R	
STIN 3-9		A32	0.35	0.79	5.0	0.28	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 3-10		A20	0.49	0.77	5.4	0.38	4.10	1.5	0.75	SUMP	8.0	5' TYPE R	
STIN 3-11		A42	0.31	0.81	5.0	0.25	4.25	1.1	0.50	5.00	4.0	5' TYPE R	
STIN 3-12		A41	0.25	0.81	5.0	0.20	4.25	0.9	0.50	5.00	4.0	5' TYPE R	
STIN 3-13		A16	0.40	0.47	5.0	0.19	4.25	0.8	0.75	SUMP	8.0	5' TYPE R	
STIN 3-14		A17	0.44	0.66	5.0	0.29	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 3-15		A30	0.24	0.93	5.0	0.22	4.25	0.9	0.75	SUMP	8.0	5' TYPE R	
STIN 3-16		A29	0.16	0.85	5.0	0.14	4.25	0.6	0.50	3.13	4.0	5' TYPE R	
STIN 3-17		A18	0.46	0.87	5.0	0.40	4.25	1.7	0.50	3.70	4.0	5' TYPE R	
STIN 3-18		A43	0.65	0.87	5.0	0.56	4.25	2.4	0.50	3.70	4.0	5' TYPE R	
STIN 3-19		OS1	3.77	0.28	14.2	1.06	2.80	3.0	1.00	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 3-20		OS2	8.18	0.54	9.1	4.42	3.35	14.8	1.00	SUMP	34.0	CDOT Type-C	
STIN 3-21		A19	1.15	0.77	5.1	0.88	4.25	3.7	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-1		B38	0.53	0.67	5.0	0.35	4.25	1.5	0.75	SUMP	8.0	5' TYPE R	

EXCERPT FROM FINAL DRAINAGE REPORT

INLET NAME	DESIGN POINT	DIRECT RUNOFF							INLET CHARACTERISTICS				NOTES
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C ₂₅)	t _c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q ₂₅ (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 4-2		B39	0.06	0.67	5.0	0.04	4.25	0.2	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 4-2A		B34	0.05	0.64	5.0	0.03	4.25	0.1	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 4-3		B19	0.77	0.86	5.0	0.66	4.25	2.8	0.75	SUMP	8.0	5' TYPE R	
STIN 4-4		B18	1.16	0.90	5.0	1.05	4.25	4.5	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-5		B17	1.70	0.88	5.0	1.50	4.25	6.4	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-6		B27	2.12	0.88	5.0	1.86	4.25	7.9	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-7		B26	0.08	0.91	5.0	0.07	4.25	0.3	0.75	SUMP	8.0	5' TYPE R	
STIN 4-8		B23	0.63	0.90	5.0	0.57	4.25	2.4	0.75	SUMP	8.0	5' TYPE R	
STIN 4-9		B22	0.70	0.90	5.0	0.63	4.25	2.7	0.75	SUMP	8.0	5' TYPE R	
STIN 4-10		B16	0.71	0.92	5.0	0.65	4.25	2.8	0.50	SUMP	13.0	3' TYPE-13	
STIN 4-11		B9	0.39	0.81	5.0	0.32	4.25	1.3	0.75	SUMP	8.0	5' TYPE R	
STIN 4-12		B8	0.49	0.78	5.0	0.38	4.25	1.6	0.75	SUMP	8.0	5' TYPE R	
STIN 4-13		B7	0.59	0.81	5.0	0.48	4.25	2.0	0.75	SUMP	8.0	5' TYPE R	
STIN 4-14		B1	1.25	0.92	5.0	1.15	4.25	4.9	0.75	SUMP	8.0	5' TYPE R	
STIN 4-15		B6	0.30	0.81	5.0	0.24	4.25	1.0	0.75	SUMP	8.0	5' TYPE R	
STIN 4-16		OS3	3.00	0.54	5.2	1.62	4.25	6.9	1.00	SUMP	34.0	CDOT Type-C	
STIN 4-17		OS4	5.23	0.54	9.1	2.82	3.35	9.5	1.00	SUMP	34.0	CDOT Type-C	
STIN 4-18		B35	1.07	0.68	6.6	0.73	4.25	3.1	0.75	SUMP	8.0	5' TYPE R	
STIN 4-19		--	--	--	--	--	--	--	--	--	--	--	REMOVED FROM PLANS
STIN 4-20		B13	0.35	0.93	5.0	0.32	4.25	1.4	0.50	2.80	3.9	5' TYPE R	
STIN 4-21		B12	0.40	0.93	5.0	0.37	4.25	1.6	0.50	2.80	3.9	5' TYPE R	
STIN 4-22		B4	0.38	0.91	5.0	0.35	4.25	1.5	0.75	SUMP	8.0	5' TYPE R	
STIN 4-23		B3	0.32	0.93	5.0	0.30	4.25	1.3	0.75	SUMP	8.0	5' TYPE R	
STIN 4-24		B2	0.47	0.91	5.0	0.43	4.25	1.8	0.75	SUMP	8.0	5' TYPE R	
STIN 5-1		C14	0.15	0.82	5.0	0.12	4.25	0.5	0.75	SUMP	8.0	5' TYPE R	
STIN 5-2		C13	0.09	0.78	5.0	0.07	4.25	0.3	0.75	SUMP	8.0	5' TYPE R	
STIN 5-3		C9	0.42	0.74	5.0	0.31	4.25	1.3	0.75	SUMP	8.0	5' TYPE R	
STIN 5-4		C8	2.43	0.89	5.0	2.16	4.25	9.2	0.75	SUMP	13.0	3' TYPE-13	
STIN 6-1		C10	0.51	0.72	5.0	0.37	4.25	1.6	0.50	4.25	4.1	5' TYPE R	
STIN 6-2		C11	0.39	0.88	5.0	0.34	4.25	1.5	0.50	4.25	4.1	5' TYPE R	
STIN 6-3		C4	0.37	0.78	5.0	0.29	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 6-4		C3	0.26	0.85	5.0	0.22	4.25	0.9	0.75	SUMP	8.0	5' TYPE R	
STIN 6-5		C5	0.18	0.82	5.0	0.15	4.25	0.6	0.50	4.25	4.1	5' TYPE R	
STIN 6-6		C6	0.15	0.83	5.0	0.12	4.25	0.5	0.50	4.25	4.1	5' TYPE R	
STIN 6-7		C1	1.39	0.93	5.0	1.29	4.25	5.5	0.75	SUMP	8.0	5' TYPE R	
		OS7	2.19	0.72	5.2	1.58	4.25	6.7		SUMP			
		OS8	8.78	0.54	9.3	4.74	3.30	15.6		SUMP			
STIN 6-8		OS7/OS8	10.97	0.58	9.3	6.32	3.3	20.8	1.00	SUMP	34.0	CDOT Type-C	
STIN 7-1		A27	0.40	0.92	5.0	0.37	4.25	1.6	0.50	5.00	4.1	5' TYPE R	

EXCERPT FROM FINAL DRAINAGE REPORT

INLET NAME	DESIGN POINT	DIRECT RUNOFF							INLET CHARACTERISTICS				NOTES
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C ₂₅)	t _c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q ₂₅ (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 7-2		A34	0.32	0.85	5.0	0.27	4.25	1.2	0.50	5.00	4.1	5' TYPE R	
STIN 8-1		C15	0.68	0.79	5.0	0.54	4.25	2.3	0.75	SUMP	8.0	5' TYPE R	
STIN 9-1		C18	0.28	0.88	5.0	0.25	4.00	1.0	0.50	4.25	4.1	5' TYPE R	
STIN 9-2		C17	0.48	0.93	5.0	0.45	4.00	1.8	0.50	4.25	4.1	5' TYPE R	
STIN 10-1		C19	1.50	0.88	6.9	1.32	4.00	5.3	0.75	SUMP	8.0	Area Drain	1.5 acres of C19 Neenah R-4340-B Beehive Area Drain
STIN 12-1		A25	0.92	0.53	5.5	0.49	4.25	2.1	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 13-1		C16	1.17	0.88	5.0	1.04	4.25	4.4	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 14-1		B40	0.94	0.28	5.0	0.26	4.25	1.1	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 15-1		A46	0.17	0.28	5.0	0.05	4.25	0.2	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain

- (1) Inlet Designation
- (2) Design Point Location
- (3) Basins Draining to Specified Inlet
- (4) Total Drainage Area
- (5) 25-year Runoff Coefficient, Weighted for Contributing Basins
- (6) Time of Concentration from $t_c = t_i + t_t$
- (7) Total C x A for All Contributing Basins
- (8) Rainfall Intensity from I-D-F Curve for Glenwood Meadows
- (9) Total Runoff from Contributing Basins
- (10) Depth of Ponding/Gutter Flow
- (11) Street Slope
- (12) Maximum Inlet Capacity
- (13) Required Inlet Type/Size
- (14) Notes

EXCERPT FROM FINAL DRAINAGE REPORT

**FINAL
DRAINAGE REPORT
FOR
GLENWOOD MEADOWS
LOTS 1-10 and TRACTS A, B, and C

GLENWOOD SPRINGS, COLORADO**

**Prepared For:
MILLER WEINGARTEN REALTY, LLC
850 ENGLEWOOD PARKWAY, SUITE 200
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**Prepared By:
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2399 BLAKE STREET, SUITE 130
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Thomas Henrikson, P.E.**

**May 6, 2004
Revised: July 30, 2004**

**FINAL
DRAINAGE REPORT
GLENWOOD MEADOWS
LOTS 1-10 and TRACTS A, B and C**

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1.0 INTRODUCTION

This Final Drainage Report for Glenwood Meadows Lots 1-10 and Tracts A, B and C (Site) will address the storm water management practices for this portion of the Glenwood Meadows property while maintaining the criteria set forth in the "Master Drainage Report for Glenwood Meadows" prepared by High Country Engineering, Inc., last revised on March 4, 2004 (Master Report).

1.1 Project Location

Glenwood Meadows is a 344-acre development located in Section 5 and 6, Township 6 South, Range 89 West of the 6th P.M. in the City of Glenwood Springs, County of Garfield, State of Colorado. Glenwood Meadows Lots 1-10 and Tracts A, B and C contains a total of 68.99 acres and is bordered on the north and east by Midland Avenue, on the west by the Colorado Department of Transportation (CDOT) easement, and on the south by Lot 11 and Tract E (see Appendix A). The lot and tract designations are based on the Final Plat for Glenwood Meadows No. 2 (see Appendix B). The proposed commercial development of Glenwood Meadows consists of retail and mixed-use buildings, parking lots and landscaped areas.

The Colorado River is located to the north of the proposed development. However, this project is not affected by the 100 year floodplain of the Colorado River. See the enclosed FEMA Map, Appendix C.

Glenwood Meadows consists of SCS hydrologic Type B Soils. See enclosed Soil Map, Appendix D.

1.2 Existing Conditions

The site is currently undeveloped and consists of native grass and groundcover. There are no permanent structures on the site and existing flow patterns consist of sheet flow and naturally occurring swales directing the runoff to the existing culverts under Midland Avenue.

The existing drainage, as described in the Master Report, consists of 9 subbasins below the elevation of 7,500 feet that drain to the northeast through 10 existing culverts under Midland Avenue. These culverts drain into a ditch on the north side of Midland Avenue that further drains to three existing CMP culverts that convey the flows under the Union Pacific Railroad tracks. The runoff then flows north and northeasterly to the Colorado River.

Runoff from the existing subbasins above the elevation of 7,500 feet will be collected by two Debris Basins that, as described in the Master Report, will capture and detain the majority of the off-site flow. Flow from the outfalls of Debris Flow Basin #1 and #2 will be piped at two separate locations to the proposed storm sewer system serving the Site. The Debris Basins will be designed by others and will be in place and

functioning prior to any vertical construction on the Site (see drawing DR1 from Master Report).

2.0 PROPOSED CONDITIONS

2.1 General Design Criteria

The developed on-site runoff flow rates were calculated using the Rational Method and flow routing, pipe sizing and hydraulic grade lines were determined through the use of the *Hydroflow Storm Sewers 2003* computer model. The Intensity-Duration-Frequency Curves for the City of Glenwood Springs were used to determine storm intensity with respect to the calculated time of concentration. Inlets were sized using the Urban Drainage and Flood Control District criteria for allowable inlet capacity. Storm pipes were designed to fully contain the 2-year storm runoff and runoff from the 25-year event will be full contained in the storm sewer system with no surface ponding at any inlets or manholes. Five Water Quality Ponds, located immediately south of Midland Avenue, have been designed to contain the 2-year developed runoff with a release rate equal to the 2-year historic rate of runoff. Outfalls from the Water Quality Ponds have been designed to convey the 100-year storm runoff to a series of culverts under Midland Avenue. The Pond A-1 outlet structure has been fitted with a restrictor plate to restrict the outfall to a maximum of 95.0 cfs during the 100-year flood event. This restrictor plate is required so as not to exceed the capacity of any downstream culverts.

2.2 Offsite Drainage Basins

There are 9 existing subbasins from the Master Report that together encompass the entire Site. The subbasins' existing drainage patterns, as described in the Master Report, will be maintained.

The runoff from subbasins OS1 and OS2 are tributary to Basin A, along the western portion of the site. Flows from these basins are routed through the proposed storm sewer system to the Water Quality Ponds A1 and A2. Offsite basins OS3, OS4, OS5 and OS6 are tributary to Basin B, which encompasses the center of the site. Runoff from these basins is routed through the proposed storm sewer system to Water Quality Pond B. Offsite basins OS7 and OS8 are tributary to Basin C along the eastern portion of the site. Storm runoff from these basins is routed through the site to Water Quality Ponds C1 and C2. Basin G at the eastern boundary of the site has been included in the sizing of Water Quality Ponds C1 and C2 and runoff from this basin has been calculated assuming a future developed condition. All runoff from the offsite basins is routed through the site by the proposed storm sewer system, through the water quality ponds, under Midland Avenue and the Railroad property and ultimately to the Colorado River. Storm sewer pipes on-site have been sized to include these flows.

2.3 Onsite Drainage Basins

The proposed development is divided into three Major Basins - A, B and C. Runoff from each basin is collected by a series of inlets throughout the site and routed by the storm sewer system to the five Water Quality Ponds. Runoff from Basin A is routed to Water Quality Ponds A1 and A2. Runoff from Basin B is routed to Water Quality Pond B. Similarly, runoff from Major Basin C is routed to Water Quality Ponds C1 and C2. All water quality ponds have been designed to contain the 2-year storm runoff with a historic 2-year release rate. Historic runoff rates have been calculated using the Rational Method assuming an undeveloped condition. Each Water Quality Pond will be equipped with an impermeable polyethylene liner up to the limits of the 2-year water surface elevation. Outlet structure for Ponds A1, B and C2 have been designed with a 2-year water quality orifice that restricts the release rate and a baffle system to promote water quality enhancements. The 25- and 100-year storm events will flow through a grate at the top of each outlet structure and be conveyed to the Midland Avenue culverts.

Basin D is located south of Midland Avenue and east of West Meadows Drive and includes the southern half of Midland Avenue and the adjacent landscaped area. This basin flows to the existing 18" CMP, Midland Culvert No. 8 (see Master Report).

Basin E is also located south of Midland Avenue and east of West Meadows Drive, adjacent to Basin D. This basin collects a portion of the runoff from Midland Avenue along with the adjacent landscaped area. Flow from this basin is conveyed under Midland Avenue by the existing 18" CMP, Midland Culvert No. 9 (see Master Report).

Basin F is located south of Midland Avenue and west of East Meadows Drive. Runoff from this basin is conveyed under Midland Avenue by the existing 18" CMP, Midland Culvert No. 13 (see master Report).

2.4 Water Quality – Best Management Practices

The primary water quality enhancements will be provided by a baffle system in the outlet structures of Ponds A1, B and C1. This baffle system will trap sediment at the bottom of each structure, as well as inhibit the release of oils and other particles on the surface of the stormwater runoff. Periodic maintenance will be required after major storm events to remove any sediment or debris which has been trapped in the outlet structure.

Water quality enhancement will also be provided in the ponds, where sediment and silt suspended in the storm runoff will settle out and be prevented from being transported downstream to the Colorado River.

Sedimentation and erosion protection will also be provided during construction to prevent sediment from flowing off of the site or into the storm sewer system by use of silt fences, check dams, vehicle tracking

control devices and inlet protection. This design is included in Sheet C310 and C311 of the Glenwood Meadows Construction Documents.

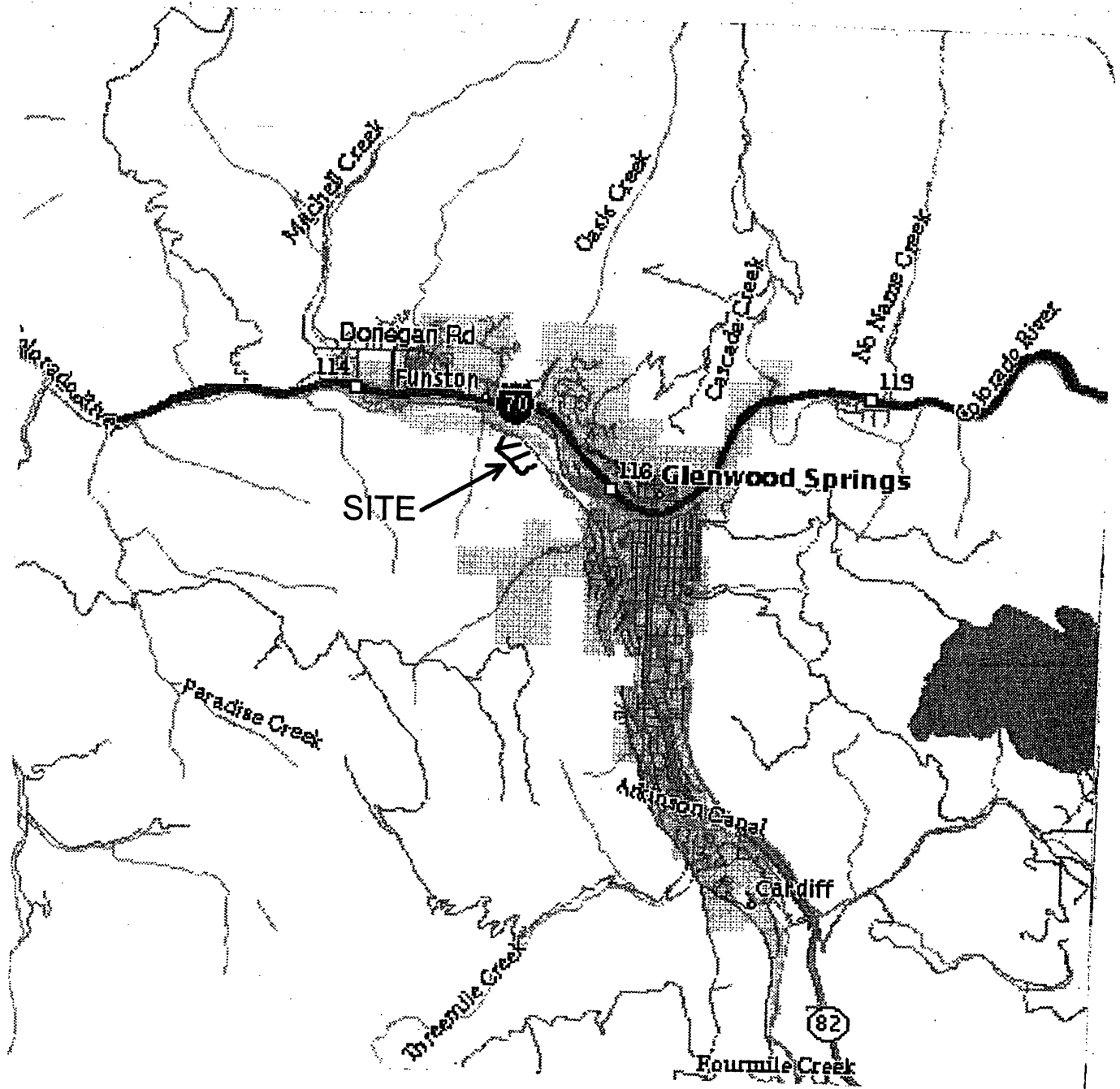
Permanent erosion control measures will be incorporated into the water quality ponds by the addition of rip rap at each outfall into the ponds. This will prevent erosion out each outfall from a storm sewer pipe.

3.0 SUMMARY

This report presents a description and calculations for the Final Drainage Report for Glenwood Meadows Lots 1-10 and Tracts A, B and C. The drainage system was designed to protect all on-site and downstream facilities from potential damage due to excessive storm runoff. The storm sewer system of inlets, storm pipes, water quality ponds, outlet structures, swales and culverts has been designed to promote the efficient and safe conveyance of storm runoff while providing water quality enhancements prior to releasing the runoff downstream of the site. The drainage patterns and the stormwater runoff quantities presented herein are in conformance with the *Master Drainage Report for Glenwood Meadows*, prepared by High Country Engineering, Inc., revised March 4, 2004.

APPENDIX A

VICINITY MAP

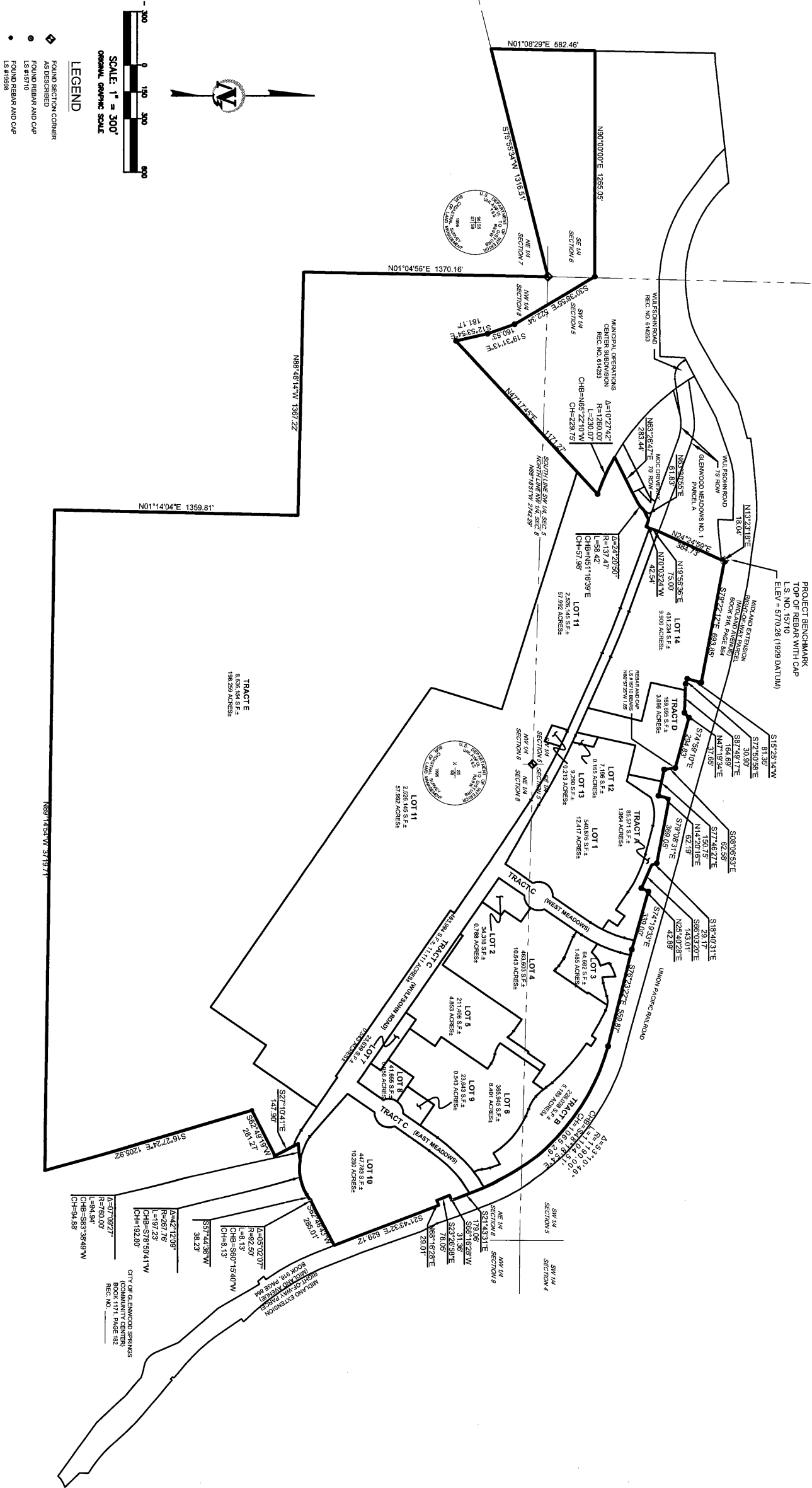


VICINITY MAP

(NTS)

APPENDIX B
FINAL PLAT FOR GLENWOOD
MEADOWS NO.2

GLENWOOD MEADOWS NO. 2
A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



REVISIONS		
NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/09/2004	REVISED PER COMMENTS
5	7/15/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS



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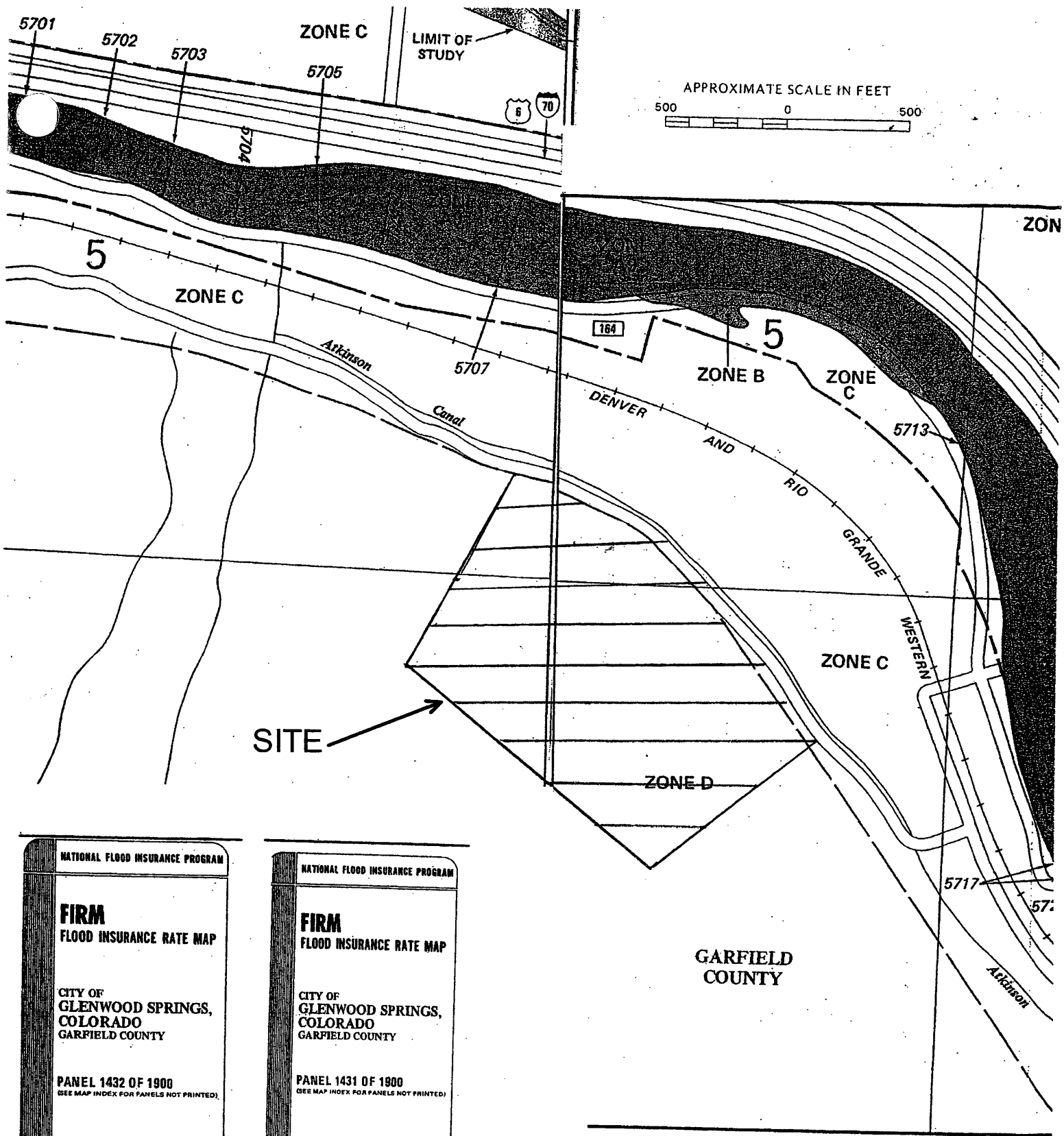
PROJ. NO.: D02049	DESIGNED BY:	SEAL:
FILE NAME: 02049FPLAT	DRAWN BY: SEH	
DATE: 08/05/03	CHECKED BY:	
SCALE: 1"=300'	PROJ. MANAGER: GB	

FINAL PLAT	
GLENWOOD MEADOWS NO. 2	
GLENWOOD SPRINGS	COLORADO

DRAWING NO.
2 OF 8

APPENDIX C

FEMA MAP



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
GLENWOOD SPRINGS,
COLORADO
GARFIELD COUNTY

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

COMMUNITY-PANEL NUMBER
080071 1432 C

MAP REVISED:
OCTOBER 15, 1985


Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
GLENWOOD SPRINGS,
COLORADO
GARFIELD COUNTY

PANEL 1431 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
080071 1431 C

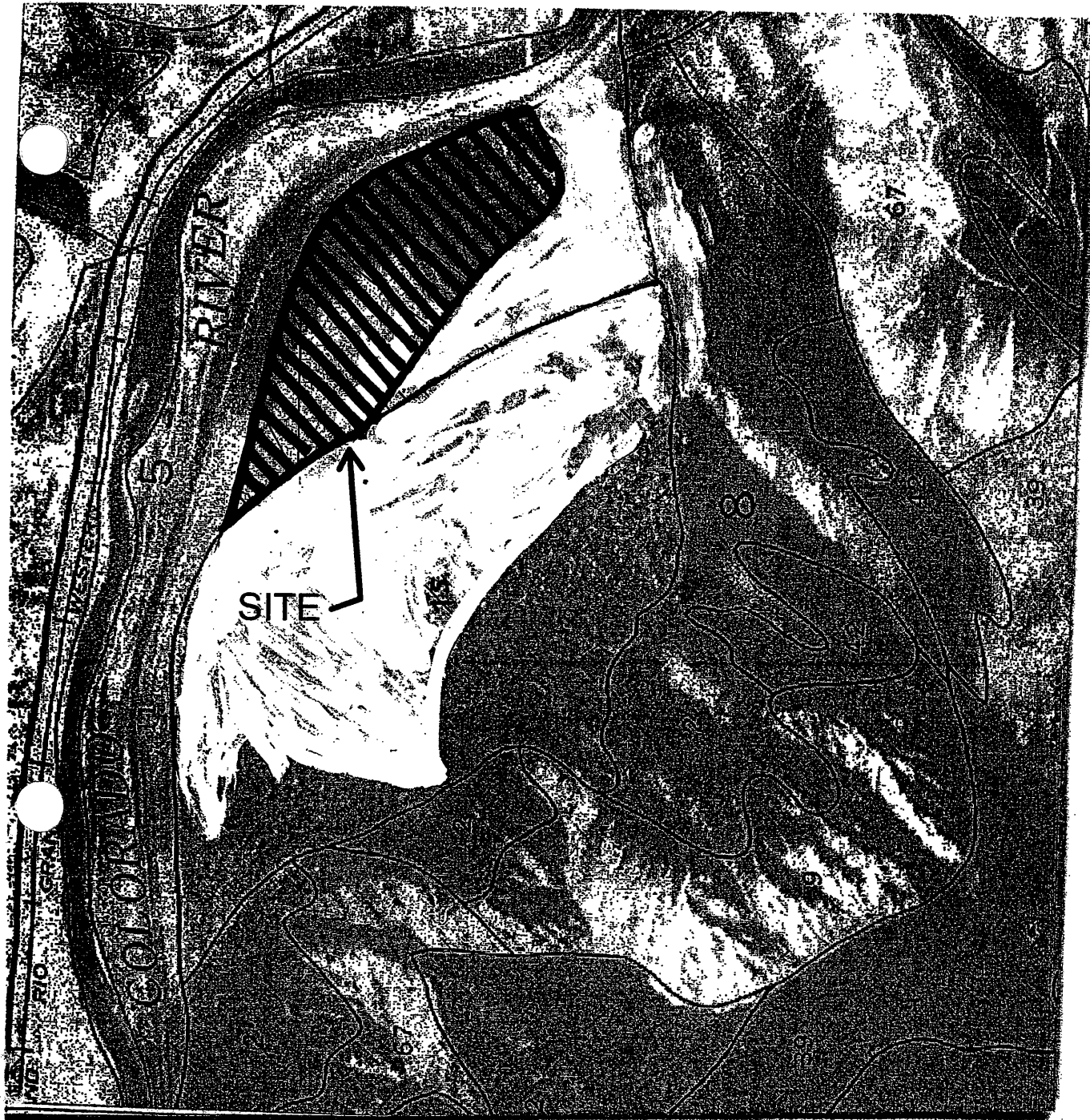
MAP REVISED:
OCTOBER 15, 1985


Federal Emergency Management Agency

FEMA MAP

APPENDIX D

SOIL MAP



SCS SOIL MAP

APPENDIX E

PERCENT IMPERVIOUS CALCULATIONS

GLENWOOD MEADOWS
PERCENT IMPERVIOUS CALCULATIONS

TYPE OF AREA	PERCENT IMP.
PAVEMENT	100
ROOF	90
LANDSCAPE	5

MAJOR BASIN A

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
A1	0.95	11958	0.275	0	0.000	29424	0.675	32.5
A2	0.33	11755	0.270	0	0.000	2620	0.060	82.7
A3	0.38	9540	0.219	0	0.000	7081	0.163	59.5
A4	2.15	14013	0.322	0	0.000	79641	1.828	19.2
A5	0.27	0	0.000	11806	0.271	0	0.000	90.0
A6	0.27	0	0.000	11806	0.271	0	0.000	90.0
A7	0.27	0	0.000	11806	0.271	0	0.000	90.0
A8	0.27	0	0.000	11806	0.271	0	0.000	90.0
A9	0.27	0	0.000	11806	0.271	0	0.000	90.0
A10	0.27	0	0.000	11806	0.271	0	0.000	90.0
A11	0.27	0	0.000	11806	0.271	0	0.000	90.0
A12	0.27	0	0.000	11806	0.271	0	0.000	90.0
A13	0.27	0	0.000	11806	0.271	0	0.000	90.0
A14	0.27	0	0.000	11806	0.271	0	0.000	90.0
A15	0.32	12384	0.284	0	0.000	1673	0.038	88.7
A16	0.40	5035	0.116	0	0.000	12389	0.284	32.5
A17	0.44	11171	0.256	0	0.000	7995	0.184	60.4
A18	0.46	18038	0.414	0	0.000	2000	0.046	90.5
A19	1.15	36963	0.849	0	0.000	13131	0.301	75.1
A20	0.49	15771	0.362	0	0.000	5573	0.128	75.2
A21	2.71	104252	2.393	0	0.000	13796	0.317	88.9
A22	0.67	24864	0.571	0	0.000	4321	0.099	85.9
A23	0.27	0	0.000	11761	0.270	0	0.000	90.0
A24	0.75	28722	0.659	0	0.000	3948	0.091	88.5
A25	0.92	15442	0.355	0	0.000	24633	0.565	41.6
A26	0.50	17642	0.405	0	0.000	6362	0.095	82.0
A27	0.40	16858	0.387	0	0.000	566	0.013	96.9
A28	0.77	2609	0.060	0	0.000	30932	0.710	12.4
A29	0.16	6044	0.139	0	0.000	926	0.021	87.4
A30	0.24	10233	0.235	0	0.000	221	0.005	98.0
A31	0.44	15525	0.356	0	0.000	3642	0.084	82.0
A32	0.35	11743	0.270	0	0.000	3503	0.080	78.2
A33	0.95	31150	0.715	0	0.000	10232	0.235	76.5
A34	0.32	11989	0.275	0	0.000	1950	0.045	86.7

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
A35	1.81	70722	1.624	0	0.000	8122	0.186	90.2
A36	0.87	36205	0.831	0	0.000	1692	0.039	95.8
A37	0.66	22095	0.507	0	0.000	6655	0.153	78.0
A38	0.83	5215	0.089	0	0.000	32278	0.741	15.2
A39	0.16	0	0.000	6970	0.160	0	0.000	90.0
A40	0.23	0	0.000	10019	0.230	0	0.000	90.0
A41	0.25	8821	0.203	0	0.000	2069	0.048	82.0
A42	0.31	10938	0.251	0	0.000	2566	0.059	82.0
A43	0.65	25258	0.580	0	0.000	3000	0.069	89.7
A44	0.14	5954	0.137	0	0.000	0	0.000	100.0
A45	0.39	0	0.000	0	0.000	16988	0.390	5.0
A46	0.17	0	0.000	0	0.000	7405	0.170	5.0
A	25.70		14.41		3.37		7.92	69.4

MAJOR BASIN B

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
B1	1.25	52879	1.214	0	0.000	1571	0.036	97.3
B2	0.47	19473	0.447	0	0.000	1000	0.023	95.4
B3	0.32	13755	0.316	0	0.000	184	0.004	98.7
B4	0.38	15851	0.364	0	0.000	702	0.016	96.0
B5	2.34	10779	0.247	0	0.000	91151	2.093	15.0
B6	0.30	0	0.000	0	0.000	13068	0.300	5.0
B7	0.59	20651	0.474	0	0.000	5049	0.116	81.3
B8	0.49	16217	0.372	0	0.000	5127	0.118	77.2
B9	0.39	13604	0.312	0	0.000	3384	0.078	81.1
B10	0.10	0	0.000	4356	0.100	0	0.000	90.0
B11	0.11	0	0.000	4792	0.110	0	0.000	90.0
B12	0.40	17085	0.392	0	0.000	339	0.008	98.2
B13	0.35	14909	0.342	0	0.000	337	0.008	97.9
B14	0.10	0	0.000	4356	0.100	0	0.000	90.0
B15	0.12	0	0.000	5227	0.120	0	0.000	90.0
B16	0.71	29804	0.684	0	0.000	1124	0.026	96.5
B17	1.70	67431	1.548	0	0.000	6621	0.152	91.5
B18	1.16	47710	1.095	0	0.000	2820	0.065	94.7
B19	0.77	29380	0.674	0	0.000	4161	0.096	88.2
B20	0.12	0	0.000	5227	0.120	0	0.000	90.0
B21	0.12	0	0.000	5227	0.120	0	0.000	90.0
B22	0.70	28819	0.662	0	0.000	1673	0.038	94.8
B23	0.63	25770	0.592	0	0.000	1673	0.038	94.2
B24	0.12	0	0.000	5227	0.120	0	0.000	90.0
B25	0.12	0	0.000	5227	0.120	0	0.000	90.0
B26	0.08	3329	0.076	0	0.000	156	0.004	95.7
B27	2.12	83894	1.926	0	0.000	8453	0.194	91.3

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
B28	0.03	0	0.000	1307	0.030	0	0.000	90.0
B29	0.58	0	0.000	25265	0.580	0	0.000	90.0
B30	0.58	0	0.000	25265	0.580	0	0.000	90.0
B31	1.15	0	0.000	50094	1.150	0	0.000	90.0
B32	0.02	0	0.000	871	0.020	0	0.000	90.0
B33	0.58	0	0.000	25265	0.580	0	0.000	90.0
B34	0.05	1285	0.029	0	0.000	1081	0.025	56.6
B35	1.07	28493	0.654	0	0.000	18116	0.416	63.1
B36	0.21	0	0.000	9148	0.210	0	0.000	90.0
B37	0.72	0	0.000	31363	0.720	0	0.000	90.0
B38	0.53	13549	0.311	0	0.000	9538	0.219	60.8
B39	0.06	1453	0.033	0	0.000	1025	0.024	60.7
B40	0.94	0	0.000	0	0.000	1025	0.940	5.0
B41	1.22	0	0.000	0	0.000	1025	1.220	5.0
B	23.80		12.77		4.78		6.25	73.0

MAJOR BASIN C

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
C1	1.39	59634	1.369	0	0.000	914	0.021	98.6
C2	0.47	0	0.000	20473	0.470	0	0.000	90.0
C3	0.26	9698	0.223	0	0.000	1628	0.037	86.3
C4	0.37	12153	0.279	0	0.000	3984	0.091	76.6
C5	0.18	6365	0.146	0	0.000	1476	0.034	82.1
C6	0.15	5422	0.124	0	0.000	1112	0.026	83.8
C7	1.66	66094	1.517	0	0.000	6216	0.143	91.8
C8	0.77	32023	0.735	0	0.000	1518	0.035	95.7
C9	0.42	12888	0.296	0	0.000	5407	0.124	71.9
C10	0.51	14715	0.338	0	0.000	7501	0.172	67.9
C11	0.39	15516	0.356	0	0.000	1472	0.034	91.8
C12	0.55	0	0.000	23958	0.550	0	0.000	90.0
C13	0.09	2960	0.068	0	0.000	960	0.022	76.7
C14	0.15	5374	0.123	0	0.000	1160	0.027	83.1
C15	0.68	22764	0.523	0	0.000	6857	0.157	78.0
C16	1.17	46697	1.072	0	0.000	4268	0.098	92.0
C17	0.48	20652	0.474	0	0.000	257	0.006	98.8
C18	0.28	11060	0.254	0	0.000	1137	0.026	91.1
C19	6.24	246985	5.670	0	0.000	24829	0.570	91.3
C20	0.21	0	0.000	9148	0.210	0	0.000	90.0
C21	0.15	0	0.000	6534	0.150	0	0.000	90.0
C	16.57		13.57		1.38		1.62	89.9

MAJOR BASIN D

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
D1	0.51	7318	0.168	0	0.000	14898	0.342	36.3
D	0.51		0.17		0.00		0.34	

MAJOR BASIN E

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
E1	0.65	4577	0.105	0	0.000	23737	0.545	20.4
E	0.65		0.11		0.00		0.54	

MAJOR BASIN F

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
F1	1.07	27318	0.627	0	0.000	19291	0.443	60.7
F	1.07		0.63		0.00		0.44	

MAJOR BASIN G

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
G1	6.55	259182	5.950	0	0.000	26136	0.600	91.3
G	6.55		5.95		0.00		0.60	

OFF-SITE BASINS*

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
OS1	3.77							5.0
OS2	8.18							65.0
OS3	3.00							65.0
OS4	5.23							65.0
OS5	1.58							85.0
OS6	10.02							65.0
OS7	1.31							85.0
OS8	8.78							65.0

*NOTE: Percent Impervious for Off-Site Basins OS1-OS8 is estimated for future developed open space, commercial and residential areas.

5.0% = Open Space

65.0% = Residential

85.0% = Commercial

APPENDIX F

WIEGHTED RUNOFF COEFFICIENT CALCULATIONS

GLENWOOD MEADOWS
2, 5, 25 AND 100 YEAR WEIGHTED RUNOFF COEFFICIENTS

TYPE OF AREA	2-YR "C" FACTOR	5-YR "C" FACTOR	25-YR "C" FACTOR	100-YR "C" FACTOR
PAVEMENT	0.89	0.90	0.94	0.96
ROOF	0.71	0.73	0.78	0.81
LANDSCAPE	0.04	0.10	0.28	0.38

MAJOR BASIN A

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
A1	0.95	0.27	0.00	0.68	0.29	0.33	0.47	0.55
A2	0.33	0.27	0.00	0.06	0.74	0.75	0.82	0.85
A3	0.38	0.22	0.00	0.16	0.53	0.56	0.66	0.71
A4	2.15	0.32	0.00	1.83	0.17	0.22	0.38	0.47
A5	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A6	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A7	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A8	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A9	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A10	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A11	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A12	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A13	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A14	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A15	0.32	0.28	0.00	0.04	0.79	0.80	0.86	0.89
A16	0.40	0.12	0.00	0.28	0.29	0.33	0.47	0.55
A17	0.44	0.26	0.00	0.18	0.54	0.57	0.66	0.72
A18	0.46	0.41	0.00	0.05	0.81	0.82	0.87	0.90
A19	1.15	0.85	0.00	0.30	0.67	0.69	0.77	0.81
A20	0.49	0.36	0.00	0.13	0.67	0.69	0.77	0.81
A21	2.71	2.39	0.00	0.32	0.79	0.81	0.86	0.89
A22	0.67	0.57	0.00	0.10	0.76	0.78	0.84	0.87
A23	0.27	0.00	0.27	0.00	0.71	0.73	0.78	0.81
A24	0.75	0.66	0.00	0.09	0.79	0.80	0.86	0.89
A25	0.92	0.35	0.00	0.57	0.37	0.41	0.53	0.60
A26	0.50	0.41	0.00	0.10	0.73	0.75	0.81	0.85
A27	0.40	0.39	0.00	0.01	0.86	0.87	0.92	0.94
A28	0.77	0.06	0.00	0.71	0.11	0.16	0.33	0.43
A29	0.16	0.14	0.00	0.02	0.78	0.79	0.85	0.88
A30	0.24	0.23	0.00	0.01	0.87	0.88	0.93	0.95
A31	0.44	0.36	0.00	0.08	0.73	0.75	0.81	0.85
A32	0.35	0.27	0.00	0.08	0.69	0.72	0.79	0.83
A33	0.95	0.72	0.00	0.23	0.68	0.70	0.78	0.82
A34	0.32	0.28	0.00	0.04	0.77	0.79	0.85	0.88
A35	1.81	1.62	0.00	0.19	0.80	0.82	0.87	0.90
A36	0.87	0.83	0.00	0.04	0.85	0.86	0.91	0.93
A37	0.66	0.51	0.00	0.15	0.69	0.71	0.79	0.83
A38	0.83	0.09	0.00	0.74	0.13	0.19	0.35	0.44
A39	0.16	0.00	0.16	0.00	0.71	0.73	0.78	0.81
A40	0.23	0.00	0.23	0.00	0.71	0.73	0.78	0.81
A41	0.25	0.20	0.00	0.05	0.73	0.75	0.81	0.85
A42	0.31	0.25	0.00	0.06	0.73	0.75	0.81	0.85
A43	0.65	0.58	0.00	0.07	0.80	0.81	0.87	0.90
A44	0.14	0.14	0.00	0.00	0.89	0.90	0.94	0.96
A45	0.39	0.00	0.00	0.39	0.04	0.10	0.28	0.38

A46	0.17	0.00	0.00	0.17	0.04	0.10	0.28	0.38
A	25.70	14.41	3.37	7.92	0.60	0.63	0.72	0.76

MAJOR BASIN B

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
B1	1.25	1.21	0.00	0.04	0.87	0.88	0.92	0.94
B2	0.47	0.45	0.00	0.02	0.85	0.86	0.91	0.93
B3	0.32	0.32	0.00	0.00	0.88	0.89	0.93	0.95
B4	0.38	0.36	0.00	0.02	0.85	0.87	0.91	0.94
B5	2.34	0.25	0.00	2.09	0.13	0.18	0.35	0.44
B6	0.30	0.00	0.00	0.30	0.74	0.78	0.81	0.88
B7	0.59	0.47	0.00	0.12	0.72	0.74	0.81	0.85
B8	0.49	0.37	0.00	0.12	0.69	0.71	0.78	0.82
B9	0.39	0.31	0.00	0.08	0.72	0.74	0.81	0.84
B10	0.10	0.00	0.10	0.00	0.71	0.73	0.78	0.81
B11	0.11	0.00	0.11	0.00	0.71	0.73	0.78	0.81
B12	0.40	0.39	0.00	0.01	0.87	0.88	0.93	0.95
B13	0.35	0.34	0.00	0.01	0.87	0.88	0.93	0.95
B14	0.10	0.00	0.10	0.00	0.71	0.73	0.78	0.81
B15	0.12	0.00	0.12	0.00	0.71	0.73	0.78	0.81
B16	0.71	0.68	0.00	0.03	0.86	0.87	0.92	0.94
B17	1.70	1.55	0.00	0.15	0.81	0.83	0.88	0.91
B18	1.16	1.10	0.00	0.06	0.84	0.86	0.90	0.93
B19	0.77	0.67	0.00	0.10	0.78	0.80	0.86	0.89
B20	0.12	0.00	0.12	0.00	0.71	0.73	0.78	0.81
B21	0.12	0.00	0.12	0.00	0.71	0.73	0.78	0.81
B22	0.70	0.66	0.00	0.04	0.84	0.86	0.90	0.93
B23	0.63	0.59	0.00	0.04	0.84	0.85	0.90	0.92
B24	0.12	0.00	0.12	0.00	0.71	0.73	0.78	0.81
B25	0.12	0.00	0.12	0.00	0.71	0.73	0.78	0.81
B26	0.08	0.08	0.00	0.00	0.85	0.86	0.91	0.93
B27	2.12	1.93	0.00	0.19	0.81	0.83	0.88	0.91
B28	0.03	0.00	0.03	0.00	0.71	0.73	0.78	0.81
B29	0.58	0.00	0.58	0.00	0.71	0.73	0.78	0.81
B30	0.58	0.00	0.58	0.00	0.71	0.73	0.78	0.81
B31	1.15	0.00	1.15	0.00	0.71	0.73	0.78	0.81
B32	0.02	0.00	0.02	0.00	0.71	0.73	0.78	0.81
B33	0.58	0.00	0.58	0.00	0.71	0.73	0.78	0.81
B34	0.05	0.03	0.00	0.02	0.50	0.53	0.64	0.70
B35	1.07	0.65	0.00	0.42	0.56	0.59	0.68	0.73
B36	0.21	0.00	0.21	0.00	0.71	0.73	0.78	0.81
B37	0.72	0.00	0.72	0.00	0.71	0.73	0.78	0.81
B38	0.53	0.31	0.00	0.22	0.54	0.57	0.67	0.72
B39	0.06	0.03	0.00	0.02	0.54	0.57	0.67	0.72
B40	0.94	0.00	0.00	0.94	0.04	0.10	0.28	0.38
B41	1.22	0.00	0.00	1.22	0.04	0.10	0.28	0.38
B	23.80	12.77	4.78	6.25	0.63	0.66	0.73	0.78

MAJOR BASIN C

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
C1	1.39	1.37	0.00	0.02	0.88	0.89	0.93	0.95
C2	0.47	0.00	0.47	0.00	0.71	0.73	0.78	0.81
C3	0.26	0.22	0.00	0.04	0.77	0.79	0.85	0.88
C4	0.37	0.28	0.00	0.09	0.68	0.70	0.78	0.82
C5	0.18	0.15	0.00	0.03	0.73	0.75	0.82	0.85
C6	0.15	0.12	0.00	0.03	0.75	0.76	0.83	0.86
C7	1.66	1.52	0.00	0.14	0.82	0.83	0.88	0.91
C8	0.77	0.74	0.00	0.03	0.85	0.86	0.91	0.93
C9	0.42	0.30	0.00	0.12	0.64	0.66	0.74	0.79
C10	0.51	0.34	0.00	0.17	0.60	0.63	0.72	0.76
C11	0.39	0.36	0.00	0.03	0.82	0.83	0.88	0.91
C12	0.55	0.00	0.55	0.00	0.71	0.73	0.78	0.81
C13	0.09	0.07	0.00	0.02	0.68	0.70	0.78	0.82
C14	0.15	0.12	0.00	0.03	0.74	0.76	0.82	0.86
C15	0.68	0.52	0.00	0.16	0.69	0.71	0.79	0.83
C16	1.17	1.07	0.00	0.10	0.82	0.83	0.88	0.91
C17	0.48	0.47	0.00	0.01	0.88	0.89	0.93	0.95
C18	0.28	0.25	0.00	0.03	0.81	0.83	0.88	0.91
C19	6.24	5.67	0.00	0.57	0.81	0.83	0.88	0.91
C20	0.21	0.00	0.21	0.00	0.71	0.73	0.78	0.81
C21	0.15	0.00	0.15	0.00	0.71	0.73	0.78	0.81
C	16.57	13.57	1.38	1.62	0.79	0.81	0.86	0.89

MAJOR BASIN D

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
D1	0.51	0.17	0.00	0.34	0.32	0.36	0.50	0.57
D	0.51	0.17	0.00	0.34	0.32	0.36	0.50	0.57

MAJOR BASIN E

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
E1	0.65	0.11	0.00	0.54	0.18	0.23	0.39	0.47
E	0.65	0.11	0.00	0.54	0.18	0.23	0.39	0.47

MAJOR BASIN F

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
F1	1.07	0.63	0.00	0.44	0.54	0.57	0.67	0.72
F	1.07	0.63	0.00	0.44	0.54	0.57	0.67	0.72

MAJOR BASIN G

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
G1	6.55	5.95	0.00	0.60	0.81	0.83	0.88	0.91
G	6.55	5.95	0.00	0.60	0.81	0.83	0.88	0.91

OFF-SITE BASINS

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
OS1	3.77				0.04	0.10	0.28	0.38
OS2	8.18				0.41	0.45	0.54	0.59
OS3	3.00				0.41	0.45	0.54	0.59
OS4	5.23				0.41	0.45	0.54	0.59
OS5	1.58				0.63	0.66	0.72	0.75
OS6	6.93				0.41	0.45	0.54	0.59
OS7	2.19				0.63	0.66	0.72	0.75
OS8	8.78				0.41	0.45	0.54	0.59

*NOTE: Runoff Coefficients for Off-Site Basins OS1-OS8 is estimated for future developed open space, commercial and residential areas.

Open Space = 0.04(2-yr), 0.10(5-yr), 0.28(25-yr), 0.38(100-yr)

Residential = 0.41(2-yr), 0.45(5-yr), 0.54(25-yr), 0.59(100-yr)

Commercial = 0.63(2-yr), 0.66(5-yr), 0.72(25-yr), 0.75(100-yr)

APPENDIX G

TIME OF CONCENTRATION

**GLENWOOD MEADOWS
STANDARD FORM SF-1, TIME OF CONCENTRATION**

$t_c = t_i + t_o$, t_i =Initial Overland Flow Time, t_o =Overland Travel Time

SUBBASIN DATA				INITIAL/OVERLAND TIME (t_i)			TRAVEL TIME (t_o)				t_c CHECK			FINAL t_c
DESIGN (1)	AREA (AC) (2)	C_s (3)	LENGTH (FT) (4)	SLOPE % (5)	t_i (MIN) (6)	LENGTH (FT) (7)	SLOPE % (8)	CONV. COEFF. C_v (9)	VELOCITY (FPS) (10)	t_o (MIN) (11)	COMP t_c (12)	TOTAL LENGTH (FT) (13)	$t_c = (L/180)+10$ (MIN) (14)	
A1	0.95	0.33	200	25.0	6.8	30	2.0	20.0	2.8	0.2	7.0	230	11.3	7.0
A2	0.33	0.75	45	33.0	1.3	165	4.0	20.0	4.0	0.7	2.0	210	11.2	5.0
A3	0.38	0.56	60	33.0	2.4	105	2.0	20.0	2.8	0.6	3.0	165	10.9	5.0
A4	2.15	0.22	300	15.0	11.3	500	15.0	15.0	5.8	1.4	12.7	800	14.4	12.7
A5	0.27	0.73	0	0.0	0.0	250	1.0	20.0	2.0	2.1	2.1	250	11.4	5.0
A6	0.27	0.73	0	0.0	0.0	250	1.0	20.0	2.0	2.1	2.1	250	11.4	5.0
A7	0.27	0.73	0	0.0	0.0	250	1.0	20.0	2.0	2.1	2.1	250	11.4	5.0
A8	0.27	0.73	0	0.0	0.0	285	1.0	20.0	2.0	2.4	2.4	285	11.6	5.0
A9	0.27	0.73	0	0.0	0.0	285	1.0	20.0	2.0	2.4	2.4	285	11.6	5.0
A10	0.27	0.73	0	0.0	0.0	335	1.0	20.0	2.0	2.8	2.8	335	11.9	5.0
A11	0.27	0.73	0	0.0	0.0	335	1.0	20.0	2.0	2.8	2.8	335	11.9	5.0
A12	0.27	0.73	0	0.0	0.0	335	1.0	20.0	2.0	2.8	2.8	335	11.9	5.0
A13	0.27	0.73	0	0.0	0.0	335	1.0	20.0	2.0	2.8	2.8	335	11.9	5.0
A14	0.27	0.73	0	0.0	0.0	335	1.0	20.0	2.0	2.8	2.8	335	11.9	5.0
A15	0.32	0.80	50	33.0	1.2	75	2.0	20.0	2.8	0.4	1.6	125	10.7	5.0
A16	0.40	0.33	100	33.0	4.4	50	2.0	20.0	2.8	0.3	4.7	150	10.8	5.0
A17	0.44	0.57	75	33.0	2.6	60	2.0	20.0	2.8	0.4	3.0	135	10.8	5.0
A18	0.46	0.82	20	2.0	1.8	825	5.5	20.0	4.7	2.9	4.7	845	14.7	5.0
A19	1.15	0.69	100	3.0	5.1	0	0.0	0.0	0.0	0.0	5.1	100	10.6	5.1
A20	0.49	0.69	65	3.0	4.1	215	2.0	20.0	2.8	1.3	5.4	280	11.6	5.4
A21	2.71	0.81	75	3.0	3.2	595	3.0	20.0	3.5	2.9	6.1	670	13.7	6.1
A22	0.67	0.78	65	3.0	3.2	350	3.0	20.0	3.5	1.7	4.9	415	12.3	5.0
A23	0.27	0.73	0	0.0	0.0	150	1.0	20.0	2.0	1.3	1.3	150	10.8	5.0
A24	0.75	0.80	100	2.0	4.3	400	2.0	20.0	2.8	2.4	6.6	500	12.8	6.6
A25	0.92	0.41	150	33.0	4.8	225	15.0	15.0	5.8	0.6	5.5	375	12.1	5.5
A26	0.50	0.75	50	2.0	3.6	320	5.0	20.0	4.5	1.2	4.8	370	12.1	5.0
A27	0.40	0.87	45	3.0	1.9	340	5.0	20.0	4.5	1.3	3.2	385	12.1	5.0
A28	0.77	0.16	200	25.0	8.3	0	0.0	0.0	0.0	0.0	8.3	200	11.1	8.3
A29	0.16	0.79	50	3.0	2.7	155	3.0	20.0	3.5	0.7	3.5	205	11.1	5.0
A30	0.24	0.88	25	3.0	1.4	150	3.0	20.0	3.5	0.7	2.1	175	11.0	5.0
A31	0.44	0.75	40	3.0	2.8	260	5.0	20.0	4.5	1.0	3.8	300	11.7	5.0

SUBBASIN DATA				INITIAL/OVERLAND TIME (t _i)			TRAVEL TIME (t _t)				t _c CHECK			FINAL t _c
DESIGN (1)	AREA (AC) (2)	C _s (3)	LENGTH (FT) (4)	SLOPE % (5)	t _i (MIN) (6)	LENGTH (FT) (7)	SLOPE % (8)	CONV. COEFF. C _v (9)	VELOCITY (FPS) (10)	t _t (MIN) (11)	COMP t _c (12)	TOTAL LENGTH (FT) (13)	t _c = (L/180)+10 (MIN) (14)	(15)
A32	0.35	0.72	25	3.0	2.4	130	4.0	20.0	4.0	0.5	3.0	155	10.9	5.0
A33	0.95	0.70	25	3.0	2.5	510	4.0	20.0	4.0	2.1	4.6	535	13.0	5.0
A34	0.32	0.79	60	5.0	2.6	320	6.5	20.0	5.1	1.0	3.6	380	12.1	5.0
A35	1.81	0.82	25	3.0	1.8	575	4.0	20.0	4.0	2.4	4.2	600	13.3	5.0
A36	0.87	0.86	30	3.0	1.6	300	4.0	20.0	4.0	1.3	2.9	330	11.8	5.0
A37	0.66	0.71	20	2.0	2.5	150	4.0	20.0	4.0	0.6	3.1	170	10.9	5.0
A38	0.83	0.19	65	33.0	4.2	110	25.0	15.0	7.5	0.2	4.4	175	11.0	5.0
A39	0.16	0.73	0	0.0	0.0	90	1.0	20.0	2.0	0.8	0.8	90	10.5	5.0
A40	0.23	0.73	0	0.0	0.0	135	1.0	20.0	2.0	1.1	1.1	135	10.8	5.0
A41	0.25	0.75	15	2.0	2.0	245	5.0	20.0	4.5	0.9	2.9	260	11.4	5.0
A42	0.31	0.75	15	2.0	2.0	245	5.0	20.0	4.5	0.9	2.9	260	11.4	5.0
A43	0.65	0.81	20	2.0	1.8	860	5.0	20.0	4.5	3.2	5.0	880	14.9	5.0
A44	0.14	0.90	40	2.0	1.8	20	2.0	20.0	2.8	0.1	1.9	60	10.3	5.0
A45	0.39	0.10	50	33.0	4.0	150	4.0	15.0	3.0	0.8	4.9	200	11.1	5.0
A46	0.17	0.10	75	33.0	4.9	50	33.0	15.0	8.6	0.1	5.0	125	10.7	5.0

B1	1.25	0.88	10	3.0	0.9	225	4.0	20.0	4.0	0.9	1.8	235	11.3	5.0
B2	0.47	0.86	10	3.0	0.9	185	3.5	20.0	3.7	0.8	1.8	195	11.1	5.0
B3	0.32	0.89	20	3.0	1.2	250	3.0	20.0	3.5	1.2	2.4	270	11.5	5.0
B4	0.38	0.87	25	3.0	1.5	250	3.0	20.0	3.5	1.2	2.7	275	11.5	5.0
B5	2.34	0.18	10	3.0	3.6	185	3.5	20.0	3.7	0.8	4.5	195	11.1	5.0
B6	0.30	0.78	20	3.0	1.8	200	3.2	20.0	3.6	0.9	2.7	220	11.2	5.0
B7	0.59	0.74	25	3.0	2.2	245	4.0	20.0	4.0	1.0	3.3	270	11.5	5.0
B8	0.49	0.71	25	3.0	2.5	240	4.0	20.0	4.0	1.0	3.5	265	11.5	5.0
B9	0.39	0.74	25	3.0	2.3	195	4.0	20.0	4.0	0.8	3.1	220	11.2	5.0
B10	0.10	0.73	0	0.0	0.0	85	1.0	20.0	2.0	0.7	0.7	85	10.5	5.0
B11	0.11	0.73	0	0.0	0.0	100	1.0	20.0	2.0	0.8	0.8	100	10.6	5.0
B12	0.40	0.88	20	3.0	1.2	300	4.0	20.0	4.0	1.3	2.5	320	11.8	5.0
B13	0.35	0.88	20	3.0	1.2	300	4.0	20.0	4.0	1.3	2.5	320	11.8	5.0
B14	0.10	0.73	0	0.0	0.0	85	1.0	20.0	2.0	0.7	0.7	85	10.5	5.0
B15	0.12	0.73	0	0.0	0.0	100	1.0	20.0	2.0	0.8	0.8	100	10.6	5.0
B16	0.71	0.87	55	3.0	2.1	190	4.0	20.0	4.0	0.8	2.9	245	11.4	5.0
B17	1.70	0.83	20	3.0	1.5	490	4.0	20.0	4.0	2.0	3.6	510	12.8	5.0
B18	1.16	0.86	20	3.0	1.4	490	4.0	20.0	4.0	2.0	3.4	510	12.8	5.0
B19	0.77	0.80	10	3.0	1.2	305	4.0	20.0	4.0	1.3	2.5	315	11.8	5.0
B20	0.12	0.73	0	0.0	0.0	100	1.0	20.0	2.0	0.8	0.8	100	10.6	5.0
B21	0.12	0.73	0	0.0	0.0	110	1.0	20.0	2.0	0.9	0.9	110	10.6	5.0
B22	0.70	0.86	20	3.0	1.4	300	4.0	20.0	4.0	1.3	2.6	320	11.8	5.0
B23	0.63	0.85	20	3.0	1.4	310	4.0	20.0	4.0	1.3	2.7	330	11.8	5.0
B24	0.12	0.73	0	0.0	0.0	100	1.0	20.0	2.0	0.8	0.8	100	10.6	5.0

SUBBASIN DATA				INITIAL/OVERLAND TIME (t _i)				TRAVEL TIME (t _t)				t _c CHECK			FINAL t _c
DESIGN (1)	AREA (AC) (2)	C _s (3)	LENGTH (FT) (4)	SLOPE % (5)	t _i (MIN) (6)	LENGTH (FT) (7)	SLOPE % (8)	CONV. COEFF. C _v (9)	VELOCITY (FPS) (10)	t _t (MIN) (11)	COMP t _c (12)	TOTAL LENGTH (FT) (13)	t _c = (L/180)+10 (MIN) (14)		
B25	0.12	0.73	0	0.0	0.0	110	1.0	20.0	2.0	0.9	0.9	110	10.6	5.0	
B26	0.08	0.86	15	3.0	1.1	75	4.0	20.0	4.0	0.3	1.5	90	10.5	5.0	
B27	2.12	0.83	40	2.0	2.5	470	4.0	20.0	4.0	2.0	4.4	510	12.8	5.0	
B28	0.03	0.73	0	0.0	0.0	125	1.0	20.0	2.0	1.0	1.0	125	10.7	5.0	
B29	0.58	0.73	0	0.0	0.0	275	1.0	20.0	2.0	2.3	2.3	275	11.5	5.0	
B30	0.58	0.73	0	0.0	0.0	275	1.0	20.0	2.0	2.3	2.3	275	11.5	5.0	
B31	1.15	0.73	0	0.0	0.0	275	1.0	20.0	2.0	2.3	2.3	275	11.5	5.0	
B32	0.02	0.73	0	0.0	0.0	100	1.0	20.0	2.0	0.8	0.8	100	10.6	5.0	
B33	0.58	0.73	0	0.0	0.0	275	1.0	20.0	2.0	2.3	2.3	275	11.5	5.0	
B34	0.05	0.53	20	2.0	3.6	0	0.0	0.0	0.0	0.0	3.6	20	10.1	5.0	
B35	1.07	0.59	85	3.0	5.9	135	3.0	20.0	3.5	0.6	6.6	220	11.2	6.6	
B36	0.21	0.73	0	0.0	0.0	110	1.0	20.0	2.0	0.9	0.9	110	10.6	5.0	
B37	0.72	0.73	0	0.0	0.0	210	1.0	20.0	2.0	1.8	1.8	210	11.2	5.0	
B38	0.53	0.57	35	33.0	1.8	210	2.0	20.0	2.8	1.2	3.0	245	11.4	5.0	
B39	0.06	0.57	20	2.0	3.4	0	0.0	0.0	0.0	0.0	3.4	20	10.1	5.0	
B40	0.94	0.10	50	33.0	4.0	100	0.0	0.0	0.0	0.0	4.0	150	10.8	5.0	
B41	1.22	0.10	50	33.0	4.0	150	0.0	0.0	0.0	0.0	4.0	200	11.1	5.0	

C1	1.39	0.89	25	3.0	1.3	300	3.0	20.0	3.5	1.4	2.8	325	11.8	5.0	
C2	0.47	0.73	25	2.0	2.7	300	3.0	20.0	3.5	1.4	4.1	325	11.8	5.0	
C3	0.26	0.79	55	3.0	2.9	145	4.0	20.0	4.0	0.6	3.5	200	11.1	5.0	
C4	0.37	0.70	20	3.0	2.2	110	4.0	20.0	4.0	0.5	2.7	130	10.7	5.0	
C5	0.18	0.75	15	3.0	1.7	165	4.0	20.0	4.0	0.7	2.4	180	11.0	5.0	
C6	0.15	0.76	10	3.0	1.3	170	4.0	20.0	4.0	0.7	2.0	180	11.0	5.0	
C7	1.66	0.83	55	3.0	2.5	460	4.0	20.0	4.0	1.9	4.4	515	12.9	5.0	
C8	0.77	0.86	15	3.0	1.1	515	4.0	20.0	4.0	2.1	3.3	530	12.9	5.0	
C9	0.42	0.66	25	3.0	2.7	155	4.0	20.0	4.0	0.6	3.4	180	11.0	5.0	
C10	0.51	0.63	15	3.0	2.3	375	3.5	20.0	3.7	1.7	4.0	390	12.2	5.0	
C11	0.39	0.83	15	3.0	1.3	380	3.5	20.0	3.7	1.7	3.0	395	12.2	5.0	
C12	0.55	0.73	0	0.0	0.0	200	1.0	20.0	2.0	1.7	1.7	200	11.1	5.0	
C13	0.09	0.70	10	2.0	1.8	65	3.0	20.0	3.5	0.3	2.1	75	10.4	5.0	
C14	0.15	0.76	25	3.0	2.1	185	4.5	20.0	4.2	0.7	2.9	210	11.2	5.0	
C15	0.68	0.71	45	3.0	3.2	145	3.0	20.0	3.5	0.7	3.9	190	11.1	5.0	
C16	1.17	0.83	100	33.0	1.5	55	10.0	15.0	4.7	0.2	1.7	155	10.9	5.0	
C17	0.48	0.89	10	3.0	0.8	355	6.5	20.0	5.1	1.2	2.0	365	12.0	5.0	
C18	0.28	0.83	15	3.0	1.3	335	6.5	20.0	5.1	1.1	2.4	350	11.9	5.0	
C19	6.24	0.83	200	4.0	4.4	600	4.0	20.0	4.0	2.5	6.9	800	14.4	6.9	
C20	0.21	0.73	0	0.0	0.0	85	1.0	20.0	2.0	0.7	0.7	85	10.5	5.0	
C21	0.15	0.73	0	0.0	0.0	65	1.0	20.0	2.0	0.5	0.5	65	10.4	5.0	

SUBBASIN DATA				INITIAL/OVERLAND TIME (t _i)				TRAVEL TIME (t _t)				t _c CHECK			FINAL t _c
DESIGN (1)	AREA (AC) (2)	C _s (3)	LENGTH (FT) (4)	SLOPE % (5)	t _i (MIN) (6)	LENGTH (FT) (7)	SLOPE % (8)	CONV. COEFF. C _v (9)	VELOCITY (FPS) (9)	t _t (MIN) (10)	COMP t _c (11)	TOTAL LENGTH (FT) (12)	t _c = (L/180)+10 (MIN) (13)		(14)
D1	0.51	0.36	35	3	5.5	140	4	15.0	3.0	0.8	6.3	175	11.0		6.3
E1	0.65	0.23	85	33	4.6	175	5	15.0	3.4	0.9	5.4	260	11.4		5.4
F1	1.07	0.57	75	3	5.8	280	6	15.0	3.7	1.3	7.0	355	12.0		7.0
G1	6.55	0.83	200	4	4.4	600	4	20.0	4.0	2.5	6.9	800	14.4		6.9

APPENDIX H

HISTORIC RUNOFF COEFFICIENTS

GLENWOOD MEADOWS

2, 5, 25 AND 100 YEAR HISTORIC WEIGHTED RUNOFF COEFFICIENTS

TYPE OF AREA	2-YR "C" FACTOR	5-YR "C" FACTOR	25-YR "C" FACTOR	100-YR "C" FACTOR
PAVEMENT	0.89	0.90	0.94	0.96
ROOF	0.71	0.73	0.78	0.81
NATURAL COVER	0.03	0.09	0.26	0.36

WQ POND A

HISTORIC DRAINAGE AREA	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	NATURAL COVER acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
Basin A	25.70	0	0	25.70	0.03	0.09	0.26	0.36
Basin OS1	3.77	0	0	3.77	0.03	0.09	0.26	0.36
Basin OS2	8.18	0	0	8.18	0.03	0.09	0.26	0.36
A	37.65	0.00	0.00	37.65	0.03	0.09	0.26	0.36

WQ POND B

HISTORIC DRAINAGE AREA	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
Basin B	23.80	0	0	23.80	0.03	0.09	0.26	0.36
Basin OS3	3.00	0	0	3.00	0.03	0.09	0.26	0.36
Basin OS4	5.23	0	0	5.23	0.03	0.09	0.26	0.36
Basin OS5	1.58	0	0	1.58	0.03	0.09	0.26	0.36
Basin OS6	10.02	0	0	10.02	0.03	0.09	0.26	0.36
B	43.63	0.00	0.00	43.63	0.03	0.09	0.26	0.36

WQ POND C

HISTORIC DRAINAGE BASIN	TOTAL AREA acres	PAVEMENT AREA acres	ROOF AREA acres	LANDSCAPE AREA acres	2-YR RUNOFF COEFFICIENT	5-YR RUNOFF COEFFICIENT	25-YR RUNOFF COEFFICIENT	100-YR RUNOFF COEFFICIENT
Basin C	16.57	0	0	16.57	0.03	0.09	0.26	0.36
Basin G	6.55	0	0	6.55	0.03	0.09	0.26	0.36
Basin OS7	1.31	0	0	1.31	0.03	0.09	0.26	0.36
Basin OS8	8.78	0	0	8.78	0.03	0.09	0.26	0.36
C	33.21	0.00	0.00	33.21	0.03	0.09	0.26	0.36

APPENDIX I

HISTORIC RUNOFF FLOW RATES

GLENWOOD MEADOWS
2 YEAR HISTORIC RUNOFF FLOW RATES

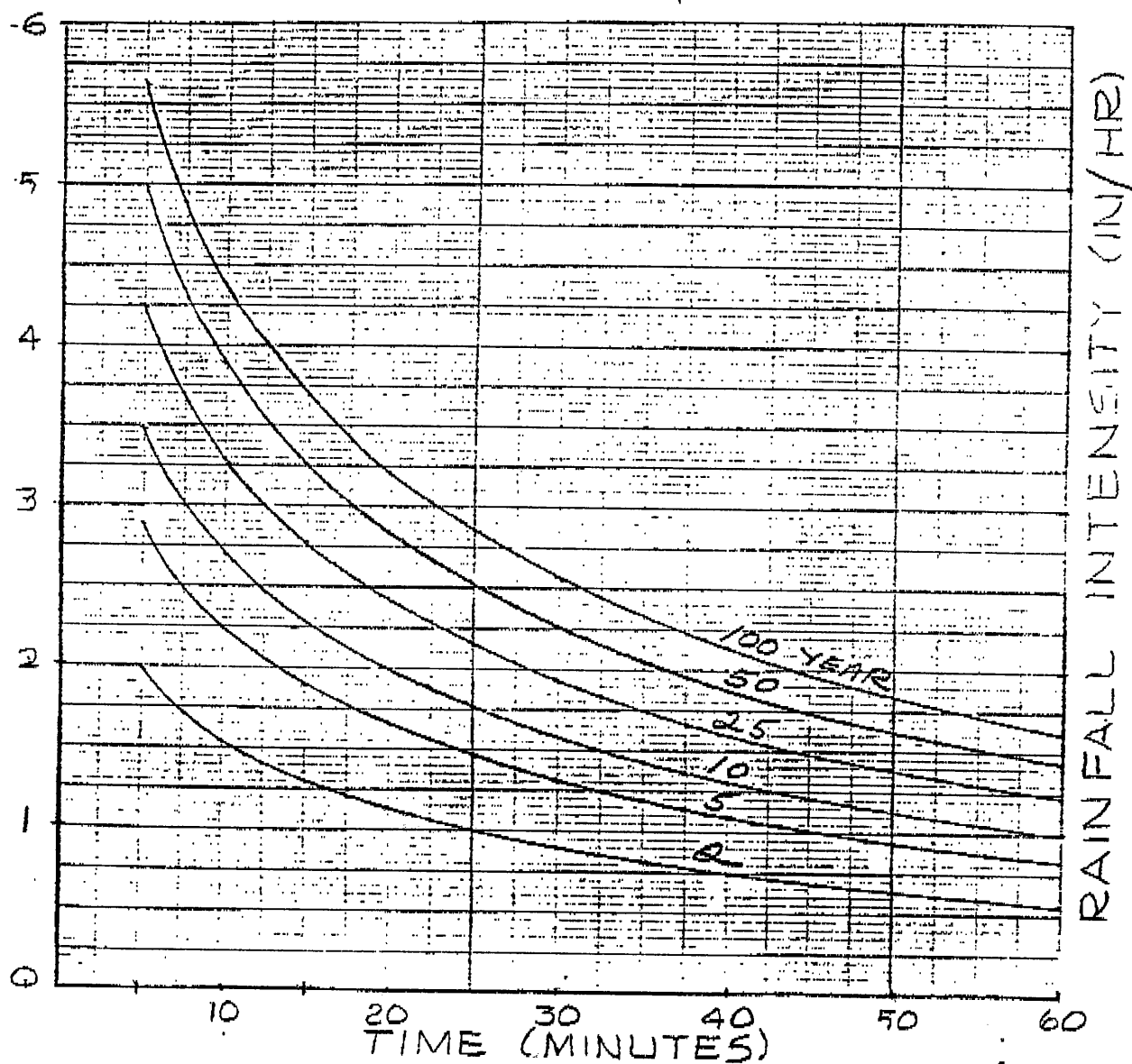
W.Q. POND A	TOTAL AREA acres	TIME OF CONC. t_c , min	2-YR RUNOFF COEFFICIENT	INTENSITY I, in/hr	2-YR RUNOFF Q, cfs
A	37.65	21.70	0.03	1.25	1.4

W.Q. POND B	TOTAL AREA acres	TIME OF CONC. t_c , min	2-YR RUNOFF COEFFICIENT	INTENSITY I, in/hr	2-YR RUNOFF Q, cfs
B	43.63	24.30	0.03	1.15	1.5

W.Q. POND C	TOTAL AREA acres	TIME OF CONC. t_c , min	2-YR RUNOFF COEFFICIENT	INTENSITY I, in/hr	2-YR RUNOFF Q, cfs
C	33.21	17.70	0.03	1.30	1.30

100-YR DET. POND A	TOTAL AREA acres	TIME OF CONC. t_c , min	100-YR RUNOFF COEFFICIENT	INTENSITY I, in/hr	2-YR RUNOFF Q, cfs
A	37.65	21.70	0.36	3.20	43.4

INTENSITY-DURATION-FREQUENCY CURVES



GLENWOOD SPRINGS, COLORADO

5/8/79

APPENDIX J

BASIN A WATER QUALITY POND

Glenwood Meadows: Basin-A, Water Quality Volume Required

Area (ac)= 37.7
 C_2 = 0.50
 Area x C_2 = 18.83 Rel. Rate (cfs)= 1.41

TIME (min)	TIME (sec)	INTENSITY (in/hr)	INFLOW (cu-ft)	OUTFLOW (cu-ft)	STORAGE (cu-ft)	STORAGE (ac-ft)
5	300	2.00	11295	424	10872	0.25
10	600	1.55	17508	847	16661	0.38
15	900	1.30	22026	1271	20755	0.48
20	1200	1.15	25979	1694	24285	0.56
25	1500	1.00	28238	2118	26120	0.60
30	1800	0.90	30497	2541	27956	0.64
35	2100	0.80	31627	2965	28662	0.66
40	2400	0.75	33886	3389	30497	0.70
45	2700	0.70	35580	3812	31768	0.73
50	3000	0.65	36710	4236	32474	0.75
55	3300	0.60	37274	4659	32615	0.75
60	3600	0.55	37274	5083	32192	0.74

<--WQ Vol. Req'd.*

* Pond A1 and Pond A2 are combined to provide this volume.

Glenwood Meadows: Basin-A, Water Quality Volume Provided

POND A1

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5742.87	0					
		629	0.13	54	54	0.00
5743.00	1,257					
		2,836	1.00	2,676	2,730	0.06
5744.00	4,414					
		5,514	1.00	5,477	8,207	0.19
5745.00	6,613					
		7,313	1.00	7,302	15,508	0.36
5746.00	8,013					
		9,060	1.00	9,040	24,548	0.56
5747.00	10,107					

POND A2

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5744.50	0					
		824	0.50	275	275	0.01
5745.00	1,648					
		3,704	1.00	3,496	3,496	0.08
5746.00	5,759					
		6,399	1.00	6,388	9,884	0.23
5747.00	7,039					

Total Volume Required =	0.75
Total Volume Provided =	0.79
2-yr WQWSEL =	5747.0

Glenwood Meadows: Basin-A, 100-yr Detention Volume Required

Area (ac)= **37.7**

C₁₀₀ = **0.69**

Area x C₂ = **25.98**

Rel. Rate (cfs)= **95.00**

TIME (min)	TIME (sec)	INTENSITY (in/hr)	INFLOW (cu-ft)	OUTFLOW (cu-ft)	STORAGE (cu-ft)	STORAGE (ac-ft)
5	300	5.65	44035	28500	15535	0.36
10	600	4.40	68585	57000	11585	0.27
15	900	3.70	86511	85500	1011	0.02
20	1200	3.20	99760	99760	0	0.00
25	1500	2.85	111061	111061	0	0.00
30	1800	2.60	121582	121582	0	0.00
35	2100	2.35	128207	128207	0	0.00
40	2400	2.15	134052	134052	0	0.00
45	2700	1.95	136780	136780	0	0.00
50	3000	1.85	144184	144184	0	0.00
55	3300	1.70	145743	145743	0	0.00
60	3600	1.65	154316	154316	0	0.00

<--WQ Vol. Req'd.*

* Pond A1 and Pond A2 are combined to provide this volume.

Glenwood Meadows: Basin-A, Water Quality Volume Provided

POND A1

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5742.87	0					
		629	0.13	54	54	0.00
5743.00	1,257					
		2,836	1.00	2,676	2,730	0.06
5744.00	4,414					
		5,514	1.00	5,477	8,207	0.19
5745.00	6,613					
		7,313	1.00	7,302	15,508	0.36
5746.00	8,013					
		9,060	1.00	9,040	24,548	0.56
5747.00	10,107					

POND A2

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5744.50	0					
		824	0.50	275	275	0.01
5745.00	1,648					
		3,704	1.00	3,496	3,496	0.08
5746.00	5,759					
		6,399	1.00	6,388	9,884	0.23
5747.00	7,039					

Total Volume Required =	0.36
Total Volume Provided =	0.79

APPENDIX K

BASIN B WATER QUALITY POND

Glenwood Meadows: Basin-B, Water Quality Volume Required

Area (ac)= **43.6**
 $C_2 =$ **0.55**
 Area x $C_2 =$ **24.00** Rel. Rate (cfs)= **1.51**

TIME (min)	TIME (sec)	INTENSITY (in/hr)	INFLOW (cu-ft)	OUTFLOW (cu-ft)	STORAGE (cu-ft)	STORAGE (ac-ft)
5	300	2.00	14398	452	13947	0.32
10	600	1.55	22317	903	21414	0.49
15	900	1.30	28077	1355	26722	0.61
20	1200	1.15	33116	1806	31310	0.72
25	1500	1.00	35996	2258	33738	0.77
30	1800	0.90	38875	2709	36166	0.83
35	2100	0.80	40315	3161	37154	0.85
40	2400	0.75	43195	3613	39582	0.91
45	2700	0.70	45355	4064	41290	0.95
50	3000	0.65	46794	4516	42279	0.97
55	3300	0.60	47514	4967	42547	0.98
60	3600	0.55	47514	5419	42095	0.97

<--WQ Vol. Req'd.

Glenwood Meadows: Basin-B, Water Quality Volume Provided

POND B1

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5740.50	0					
		2,028	0.50	676	676	0.02
5741.00	4,056					
		6,824	1.00	6,628	7,304	0.17
5742.00	9,592					
		11,581	1.00	11,523	18,828	0.43
5743.00	13,569					
		14,631	1.00	14,618	33,445	0.77
5744.00	15,692					
		16,705	1.00	16,694	50,140	1.15
5745.00	17,717					

Total Volume Required =	0.977
Total Volume Provided =	1.151
2-yr WQWSEL =	5744.8

APPENDIX L

BASIN C WATER QUALITY POND

Glenwood Meadows: Basin-C, Water Quality Volume Required

Area (ac)= 33.2
 $C_2 = 0.58$
 Area x $C_2 = 19.10$ Rel. Rate (cfs)= 1.30

TIME (min)	TIME (sec)	INTENSITY (in/hr)	INFLOW (cu-ft)	OUTFLOW (cu-ft)	STORAGE (cu-ft)	STORAGE (ac-ft)
5	300	2.00	11457	389	11069	0.25
10	600	1.55	17759	777	16982	0.39
15	900	1.30	22342	1166	21176	0.49
20	1200	1.15	26352	1554	24798	0.57
25	1500	1.00	28644	1943	26701	0.61
30	1800	0.90	30935	2331	28604	0.66
35	2100	0.80	32081	2720	29361	0.67
40	2400	0.75	34372	3108	31264	0.72
45	2700	0.70	36091	3497	32594	0.75
50	3000	0.65	37237	3886	33351	0.77
55	3300	0.60	37810	4274	33535	0.77
60	3600	0.55	37810	4663	33147	0.76

<--WQ Vol. Req'd.*

* Pond C1 and Pond C2 are combined to provide this volume.

Glenwood Meadows: Basin-C, Water Quality Volume Provided

POND C1

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5744.50	0					
		1,069	0.50	356	356	0.01
5745.00	2,137					
		3,592	1.00	3,489	3,846	0.09
5746.00	5,047					
		6,228	1.00	6,190	9,680	0.22
5747.00	7,409					

POND C2

ELEVATION (ft)	AREA (sq-ft)	Avg. Area (sq-ft)	Incremental Depth (ft)	Incremental Volume (cf)	Cum. Volume (cf)	Cum. Volume (ac-ft)
5742.50	0					
		653	0.50	218	218	0.00
5743.00	1,306					
		3,119	1.00	2,925	3,143	0.07
5744.00	4,931					
		5,576	1.00	5,564	8,706	0.20
5745.00	6,221					
		6,858	1.00	6,848	15,554	0.36
5746.00	7,495					
		8,135	1.00	8,127	23,681	0.54
5747.00	8,775					

Total Volume Required =	0.77
Total Volume Provided =	0.77
2-yr WQWSEL =	5747.0

APPENDIX M

INLET SIZING

Glenwood Meadows
Inlet Sizing, 25-yr Storm Event
CALCULATED BY: TJH

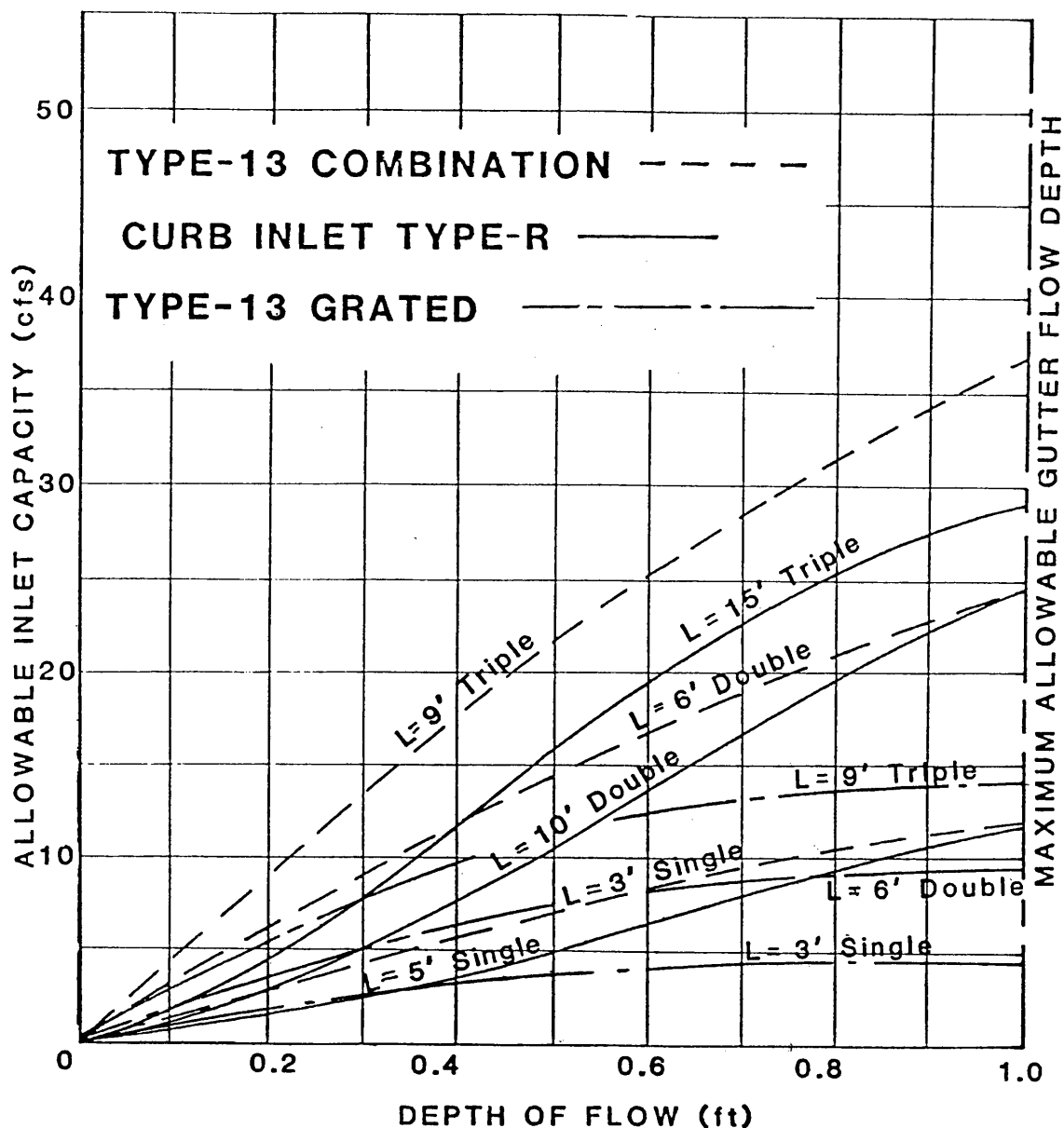
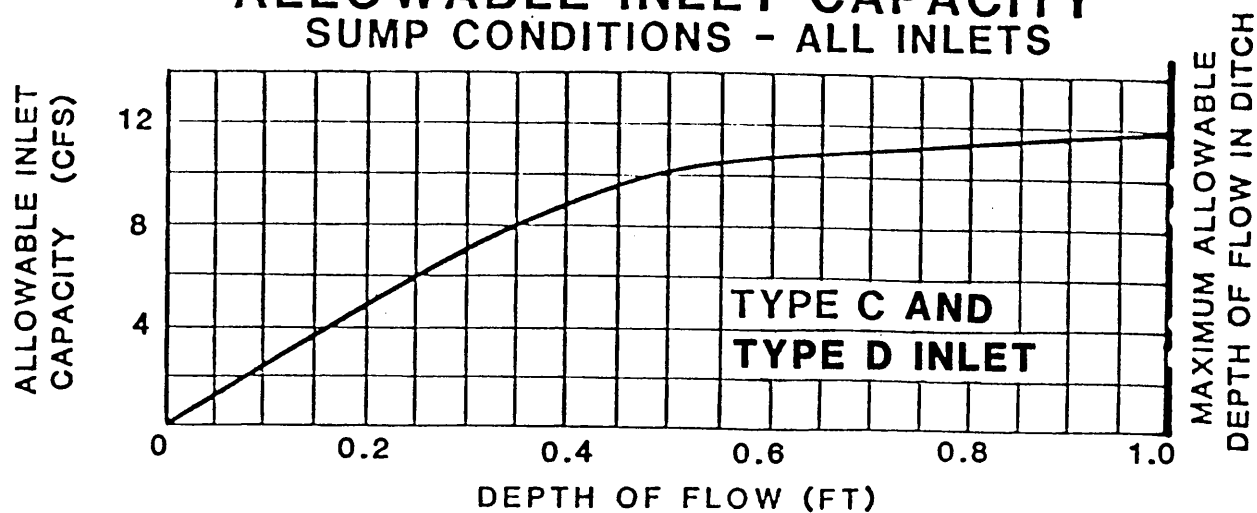
INLET NAME	DESIGN POINT	DIRECT RUNOFF						INLET CHARACTERISTICS					NOTES
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C ₂₅)	t _c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q ₂₅ (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 1-1		A15	0.32	0.86	5.0	0.28	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 1-2		A44	0.14	0.94	5.0	0.13	4.25	0.5	0.75	SUMP	8.0	5' TYPE R	
STIN 1-3		A3	0.38	0.66	5.0	0.25	4.25	1.1	0.75	SUMP	8.0	5' TYPE R	
STIN 1-4		A2	0.33	0.82	5.0	0.27	4.25	1.1	1.00	SUMP	49.0	Trench Drain	Neenah 10"x26" R-4990-CX w/Type-A Grate
STIN 1-5		A1	0.95	0.47	7.0	0.45	4.25	1.9	0.75	SUMP	8.0	5' TYPE R	
STIN 2-1		A37	0.66	0.79	5.0	0.52	4.25	2.2	0.75	SUMP	8.0	5' TYPE R	
STIN 2-2		A45	0.39	0.28	5.0	0.11	4.25	0.5	0.75	SUMP	8.0	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 3-1		A36	0.87	0.91	5.0	0.79	4.25	3.4	0.75	SUMP	8.0	5' TYPE R	
STIN 3-2		A24	0.75	0.86	6.6	0.65	3.85	2.5	0.75	SUMP	8.0	5' TYPE R	
STIN 3-3		A22	0.67	0.84	5.0	0.56	4.25	2.4	0.75	SUMP	8.0	5' TYPE R	
STIN 3-4		A35	1.81	0.87	5.0	1.58	4.25	6.7	0.75	SUMP	8.0	5' TYPE R	
STIN 3-5		A33	0.95	0.78	5.0	0.74	4.25	3.1	0.75	SUMP	8.0	5' TYPE R	
STIN 3-6		A31	0.44	0.81	5.0	0.36	4.25	1.5	0.50	5.00	4.0	5' TYPE R	
STIN 3-7		A26	0.50	0.81	5.0	0.41	4.25	1.7	0.50	5.00	4.0	5' TYPE R	
STIN 3-8		A21	2.71	0.86	6.1	2.34	4.00	9.4	0.75	SUMP	18.0	10' TYPE R	
STIN 3-9		A32	0.35	0.79	5.0	0.28	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 3-10		A20	0.49	0.77	5.4	0.38	4.10	1.5	0.75	SUMP	8.0	5' TYPE R	
STIN 3-11		A42	0.31	0.81	5.0	0.25	4.25	1.1	0.50	5.00	4.0	5' TYPE R	
STIN 3-12		A41	0.25	0.81	5.0	0.20	4.25	0.9	0.50	5.00	4.0	5' TYPE R	
STIN 3-13		A16	0.40	0.47	5.0	0.19	4.25	0.8	0.75	SUMP	8.0	5' TYPE R	
STIN 3-14		A17	0.44	0.66	5.0	0.29	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 3-15		A30	0.24	0.93	5.0	0.22	4.25	0.9	0.75	SUMP	8.0	5' TYPE R	
STIN 3-16		A29	0.16	0.85	5.0	0.14	4.25	0.6	0.50	3.13	4.0	5' TYPE R	
STIN 3-17		A18	0.46	0.87	5.0	0.40	4.25	1.7	0.50	3.70	4.0	5' TYPE R	
STIN 3-18		A43	0.65	0.87	5.0	0.56	4.25	2.4	0.50	3.70	4.0	5' TYPE R	
STIN 3-19		OS1	3.77	0.28	14.2	1.06	2.80	3.0	1.00	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 3-20		OS2	8.18	0.54	9.1	4.42	3.35	14.8	1.00	SUMP	34.0	CDOT Type-C	
STIN 3-21		A19	1.15	0.77	5.1	0.88	4.25	3.7	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-1		B38	0.53	0.67	5.0	0.35	4.25	1.5	0.75	SUMP	8.0	5' TYPE R	

INLET NAME	DESIGN POINT	DIRECT RUNOFF					INLET CHARACTERISTICS					NOTES	
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C ₂₅)	t _c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q ₂₅ (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)		INLET LENGTH TYPE
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 4-2		B39	0.06	0.67	5.0	0.04	4.25	0.2	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 4-2A		B34	0.05	0.64	5.0	0.03	4.25	0.1	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 4-3		B19	0.77	0.86	5.0	0.66	4.25	2.8	0.75	SUMP	8.0	5' TYPE R	
STIN 4-4		B18	1.16	0.90	5.0	1.05	4.25	4.5	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-5		B17	1.70	0.88	5.0	1.50	4.25	6.4	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-6		B27	2.12	0.88	5.0	1.86	4.25	7.9	1.00	SUMP	13.0	3' TYPE-13	
STIN 4-7		B26	0.08	0.91	5.0	0.07	4.25	0.3	0.75	SUMP	8.0	5' TYPE R	
STIN 4-8		B23	0.63	0.90	5.0	0.57	4.25	2.4	0.75	SUMP	8.0	5' TYPE R	
STIN 4-9		B22	0.70	0.90	5.0	0.63	4.25	2.7	0.75	SUMP	8.0	5' TYPE R	
STIN 4-10		B16	0.71	0.92	5.0	0.65	4.25	2.8	0.50	SUMP	13.0	3' TYPE-13	
STIN 4-11		B9	0.39	0.81	5.0	0.32	4.25	1.3	0.75	SUMP	8.0	5' TYPE R	
STIN 4-12		B8	0.49	0.78	5.0	0.38	4.25	1.6	0.75	SUMP	8.0	5' TYPE R	
STIN 4-13		B7	0.59	0.81	5.0	0.48	4.25	2.0	0.75	SUMP	8.0	5' TYPE R	
STIN 4-14		B1	1.25	0.92	5.0	1.15	4.25	4.9	0.75	SUMP	8.0	5' TYPE R	
STIN 4-15		B6	0.30	0.81	5.0	0.24	4.25	1.0	0.75	SUMP	8.0	5' TYPE R	
STIN 4-16		OS3	3.00	0.54	5.2	1.62	4.25	6.9	1.00	SUMP	34.0	CDOT Type-C	
STIN 4-17		OS4	5.23	0.54	9.1	2.82	3.35	9.5	1.00	SUMP	34.0	CDOT Type-C	
STIN 4-18		B35	1.07	0.68	6.6	0.73	4.25	3.1	0.75	SUMP	8.0	5' TYPE R	
STIN 4-19		--	--	--	--	--	--	--	--	--	--	--	REMOVED FROM PLANS
STIN 4-20		B13	0.35	0.93	5.0	0.32	4.25	1.4	0.50	2.80	3.9	5' TYPE R	
STIN 4-21		B12	0.40	0.93	5.0	0.37	4.25	1.6	0.50	2.80	3.9	5' TYPE R	
STIN 4-22		B4	0.38	0.91	5.0	0.35	4.25	1.5	0.75	SUMP	8.0	5' TYPE R	
STIN 4-23		B3	0.32	0.93	5.0	0.30	4.25	1.3	0.75	SUMP	8.0	5' TYPE R	
STIN 4-24		B2	0.47	0.91	5.0	0.43	4.25	1.8	0.75	SUMP	8.0	5' TYPE R	
STIN 5-1		C14	0.15	0.82	5.0	0.12	4.25	0.5	0.75	SUMP	8.0	5' TYPE R	
STIN 5-2		C13	0.09	0.78	5.0	0.07	4.25	0.3	0.75	SUMP	8.0	5' TYPE R	
STIN 5-3		C9	0.42	0.74	5.0	0.31	4.25	1.3	0.75	SUMP	8.0	5' TYPE R	
STIN 5-4		C8	2.43	0.89	5.0	2.16	4.25	9.2	0.75	SUMP	13.0	3' TYPE-13	
STIN 6-1		C10	0.51	0.72	5.0	0.37	4.25	1.6	0.50	4.25	4.1	5' TYPE R	
STIN 6-2		C11	0.39	0.88	5.0	0.34	4.25	1.5	0.50	4.25	4.1	5' TYPE R	
STIN 6-3		C4	0.37	0.78	5.0	0.29	4.25	1.2	0.75	SUMP	8.0	5' TYPE R	
STIN 6-4		C3	0.26	0.85	5.0	0.22	4.25	0.9	0.75	SUMP	8.0	5' TYPE R	
STIN 6-5		C5	0.18	0.82	5.0	0.15	4.25	0.6	0.50	4.25	4.1	5' TYPE R	
STIN 6-6		C6	0.15	0.83	5.0	0.12	4.25	0.5	0.50	4.25	4.1	5' TYPE R	
STIN 6-7		C1	1.39	0.93	5.0	1.29	4.25	5.5	0.75	SUMP	8.0	5' TYPE R	
		OS7	2.19	0.72	5.2	1.58	4.25	6.7		SUMP			
		OS8	8.78	0.54	9.3	4.74	3.30	15.6		SUMP			
STIN 6-8		OS7/OS8	10.97	0.58	9.3	6.32	3.3	20.8	1.00	SUMP	34.0	CDOT Type-C	
STIN 7-1		A27	0.40	0.92	5.0	0.37	4.25	1.6	0.50	5.00	4.1	5' TYPE R	

INLET NAME	DESIGN POINT	DIRECT RUNOFF						INLET CHARACTERISTICS					NOTES
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C ₂₅)	t _c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q ₂₅ (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 7-2		A34	0.32	0.85	5.0	0.27	4.25	1.2	0.50	5.00	4.1	5' TYPE R	
STIN 8-1		C15	0.68	0.79	5.0	0.54	4.25	2.3	0.75	SUMP	8.0	5' TYPE R	
STIN 9-1		C18	0.28	0.88	5.0	0.25	4.00	1.0	0.50	4.25	4.1	5' TYPE R	
STIN 9-2		C17	0.48	0.93	5.0	0.45	4.00	1.8	0.50	4.25	4.1	5' TYPE R	
													1.5 acres of C19
STIN 10-1		C19	1.50	0.88	6.9	1.32	4.00	5.3	0.75	SUMP	8.0	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 12-1		A25	0.92	0.53	5.5	0.49	4.25	2.1	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 13-1		C16	1.17	0.88	5.0	1.04	4.25	4.4	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 14-1		B40	0.94	0.28	5.0	0.26	4.25	1.1	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain
STIN 15-1		A46	0.17	0.28	5.0	0.05	4.25	0.2	0.50	SUMP	5.3	Area Drain	Neenah R-4340-B Beehive Area Drain

- (1) Inlet Designation
- (2) Design Point Location
- (3) Basins Draining to Specified Inlet
- (4) Total Drainage Area
- (5) 25-year Runoff Coefficient, Weighted for Contributing Basins
- (6) Time of Concentration from tc = ti + tt
- (7) Total C x A for All Contributing Basins
- (8) Rainfall Intensity from I-D-F Curve for Glenwood Meadows
- (9) Total Runoff from Contributing Basins
- (10) Depth of Ponding/Gutter Flow
- (11) Street Slope
- (12) Maximum Inlet Capacity
- (13) Required Inlet Type/Size
- (14) Notes

ALLOWABLE INLET CAPACITY SUMP CONDITIONS - ALL INLETS

Date: **OCT. 1986**

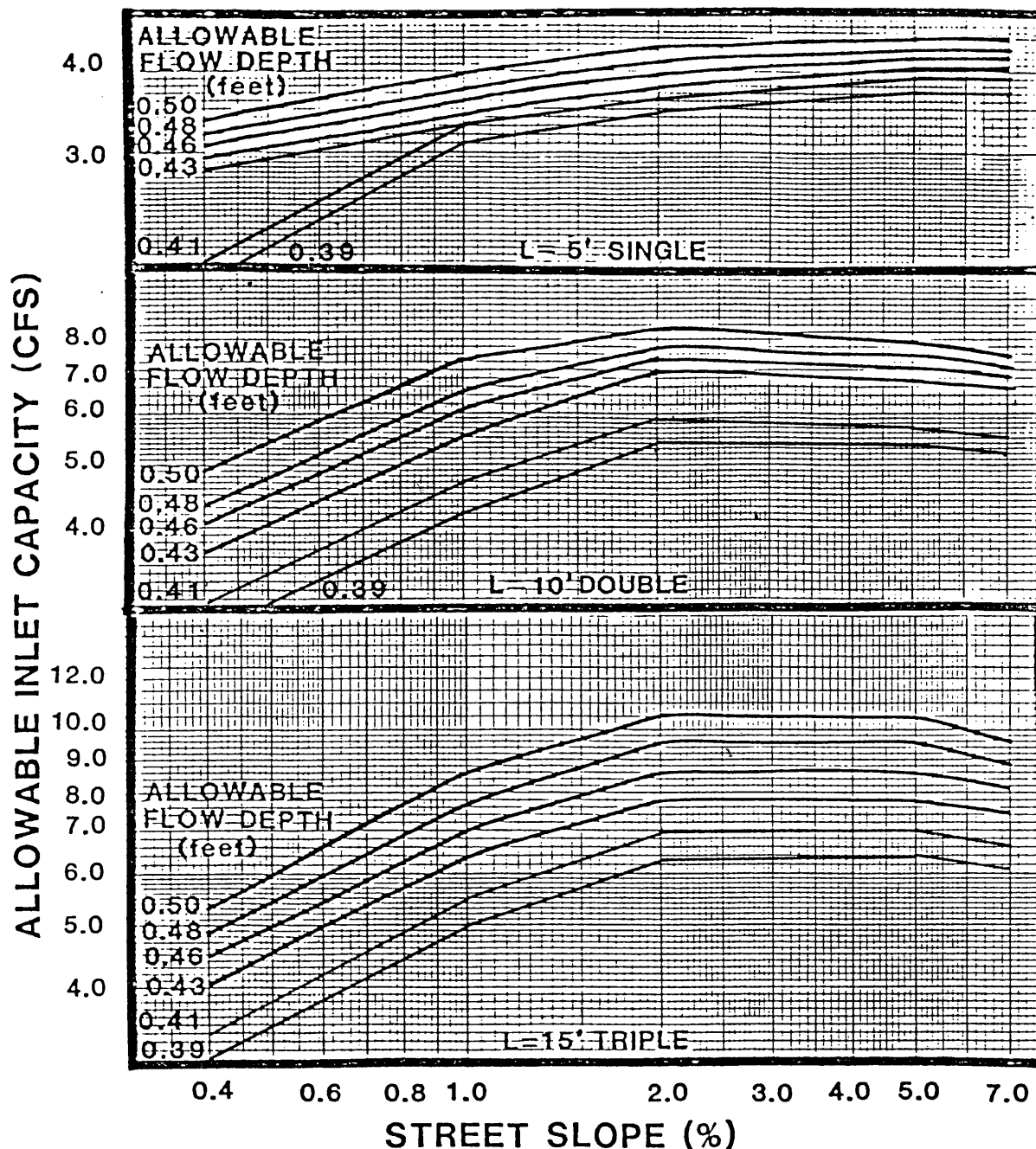
Rev:

REFERENCE:

WRC ENGINEERING, INC., TM-1, October 1986

ALLOWABLE INLET CAPACITY

TYPE - R CURB OPENING ON A CONTINUOUS GRADE



NOTES: 1. Maximum inlet capacity at maximum allowable flow depth. Proportionally reduce for other depths.

2. Allowable Capacity =
 88% (L = 5')
 92% (L = 10')
 95% (L = 15')
 } of Theoretical Capacity

3. Interpolate for other inlet lengths.

Date: OCT. 1986

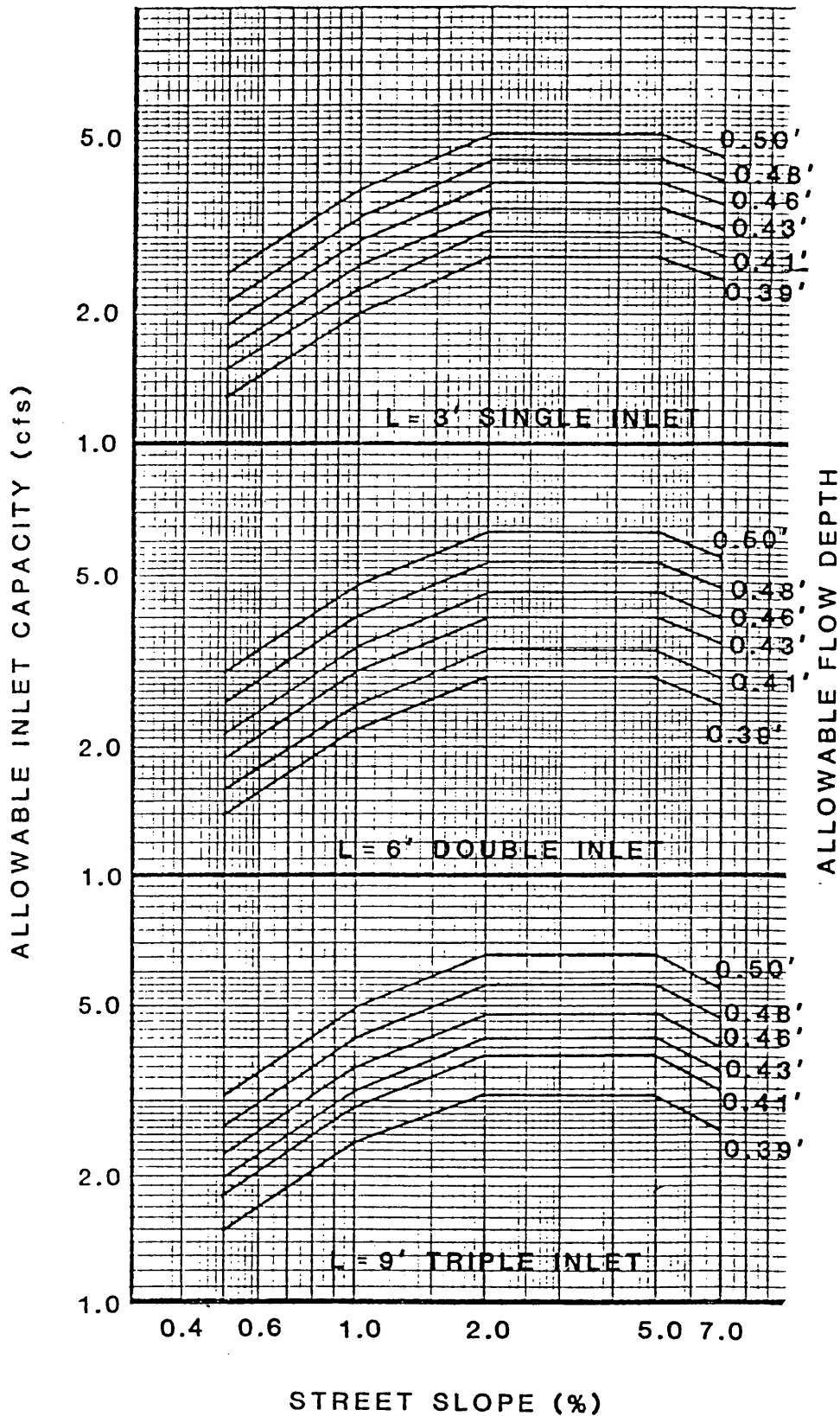
Rev:

REFERENCE:

WRC ENGINEERING, INC., TM-1, October 1986

ALLOWABLE INLET CAPACITY

TYPE 13 GRATED ON A CONTINUOUS GRADE



NOTES:

1. Allowable capacity = 60% theoretical capacity
2. Maximum inlet capacity at maximum allowable flow depth. Proportionally reduce for other depths.

DATE: OCT. 1986

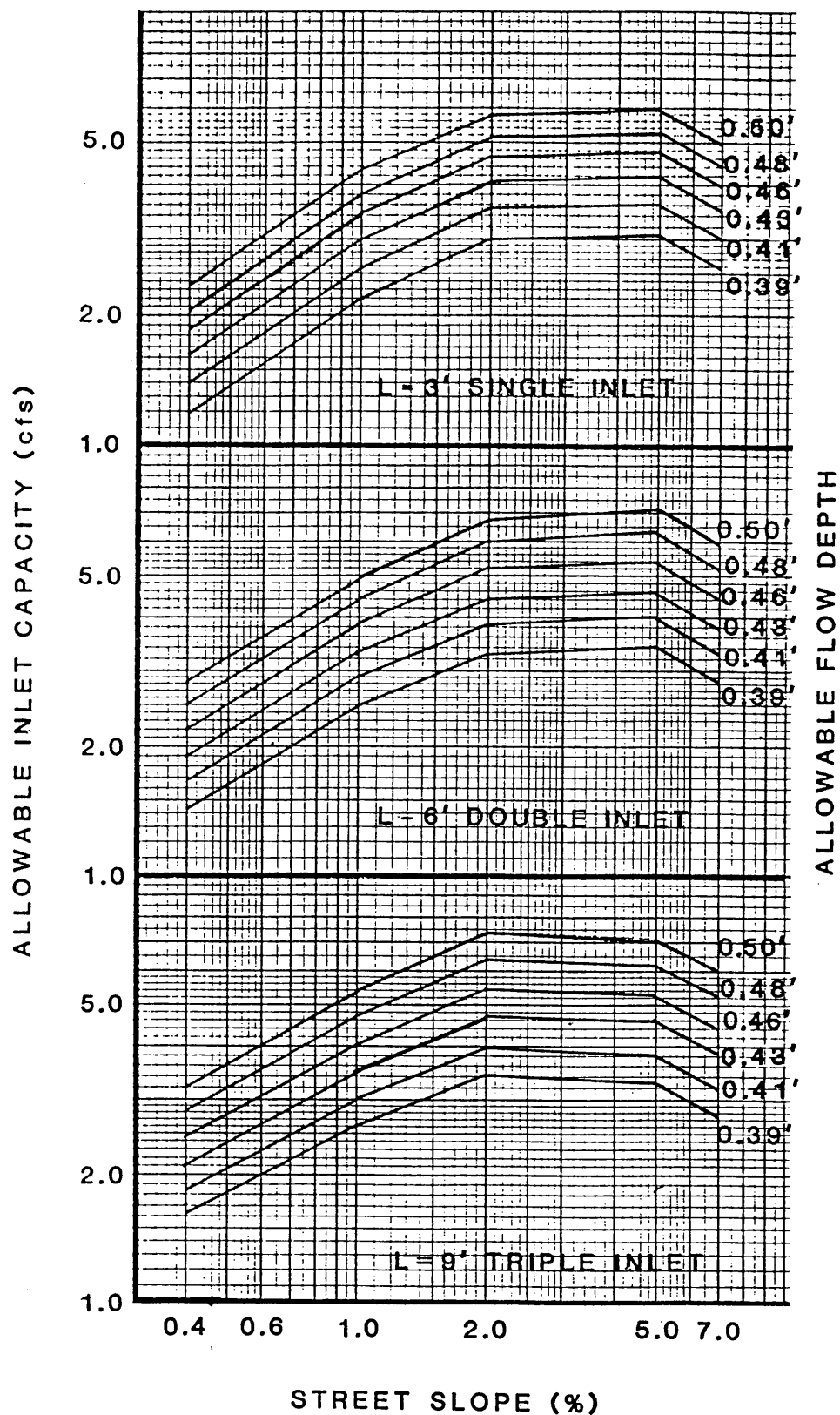
REV:

REFERENCE:

 Packet Page 1203
 WRC ENGINEERING, INC., TM-1, October 1986

ALLOWABLE INLET CAPACITY

TYPE 13 COMBINATION ON A CONTINUOUS GRADE



NOTES:

1. Allowable capacity = 66% theoretical capacity
2. Maximum inlet capacity at maximum allowable flow depth. Proportionally reduce for other depths.

DATE: OCT. 1986

REV:

REFERENCE:

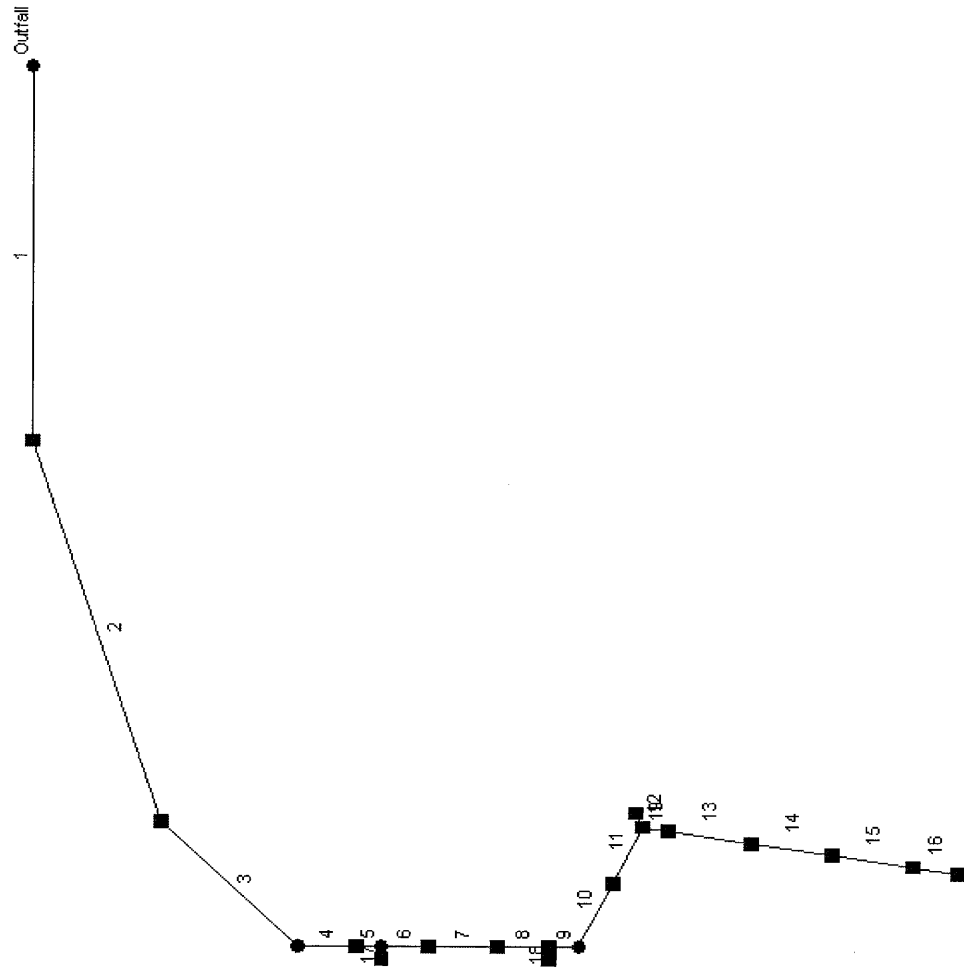
WRC ENGINEERING, INC., TM-1, October 1986

Packet Page 1204

APPENDIX N

HYDROFLOW STORM SEWER MODELS

Hydraflow Plan View



Project file: D02049 Line-1 25-yr.stm

No. Lines: 19

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	Vel Ave (ft/s)
1	A23	99.03	14.68	7.22	Outfall	0.00	0.27	3.46	5775.30	5782.30	5758.74	5773.20	5758.12	5772.58	248.00	30	5.83	0.71	19.8	3.63
2	A15	29.00	7.02	7.00	1	0.00	0.32	3.78	5782.30	5783.60	5773.39	5774.75	5772.78	5774.10	264.00	30	0.50	0.79	15.0	3.90
3	MH 1-2	15.99	7.30	9.52	2	0.00	0.00	3.65	5783.60	5786.40	5774.95	5775.56	5774.30	5774.88	116.00	24	0.50	0.00	13.5	4.00
4	A14	7.53	9.52	8.64	3	0.00	0.27	3.68	5786.40	5785.70	5776.12	5776.30	5775.38	5775.56	35.00	18	0.51	0.71	13.3	4.23
5	MH 1-4	7.67	8.44	8.16	4	0.00	0.00	3.44	5785.70	5785.50	5776.46	5776.55	5775.76	5775.84	15.00	18	0.53	0.00	13.2	4.19
6	A13	7.43	7.96	8.42	5	0.00	0.27	3.30	5785.50	5786.10	5776.82	5776.88	5776.04	5776.18	28.00	18	0.50	0.71	13.0	3.83
7	A12	7.51	8.22	7.81	6	0.00	0.27	3.08	5786.10	5785.90	5777.05	5777.26	5776.38	5776.59	41.00	18	0.51	0.71	12.6	4.02
8	A11	7.55	7.61	7.05	7	0.00	0.27	2.85	5785.90	5785.50	5777.43	5777.60	5776.79	5776.95	31.00	18	0.52	0.71	12.3	3.93
9	MH 1-8	7.44	6.85	7.16	8	0.00	0.00	2.32	5785.50	5785.90	5777.95	5777.96	5777.15	5777.24	18.00	18	0.50	0.00	12.1	2.60
10	A10	7.51	6.96	7.82	9	0.00	0.27	2.37	5785.90	5787.00	5778.06	5778.27	5777.44	5777.68	47.00	18	0.51	0.71	11.6	3.56
11	A9	7.51	7.62	3.81	10	0.00	0.27	2.14	5787.00	5783.40	5778.43	5778.65	5777.88	5778.09	41.00	18	0.51	0.71	11.1	3.60
12	A8	6.46	3.81	4.35	11	0.00	0.27	1.52	5783.40	5784.10	5778.90	5778.99	5778.34	5778.50	16.00	15	1.00	0.71	11.0	3.13
13	A7	6.46	4.15	5.35	12	0.00	0.27	1.28	5784.10	5785.80	5779.08	5779.65	5778.70	5779.20	50.00	15	1.00	0.71	10.2	3.61
14	A6	6.46	5.15	5.66	13	0.00	0.27	1.03	5785.80	5786.80	5779.74	5780.30	5779.40	5779.89	49.00	15	1.00	0.71	9.4	3.41
15	A5	6.46	5.46	4.37	14	0.00	0.27	0.78	5786.80	5786.20	5780.39	5780.93	5780.09	5780.58	49.00	15	1.00	0.71	8.1	3.12
16	A1	6.46	4.17	2.70	15	0.00	0.95	0.49	5786.20	5785.00	5781.01	5781.33	5780.78	5781.05	27.00	15	1.00	0.29	7.0	2.73
17	A44	9.14	8.21	8.05	5	0.00	0.14	0.25	5785.50	5785.50	5776.82	5776.82	5776.04	5776.20	8.00	15	2.00	0.89	5.0	0.36
18	A3	9.14	7.10	6.84	8	0.00	0.38	0.40	5785.50	5785.40	5777.95	5777.95	5777.15	5777.31	8.00	15	2.00	0.53	5.0	0.56
19	A2	9.14	3.86	3.46	11	0.00	0.33	0.49	5783.40	5783.20	5778.90	5778.88	5778.29	5778.49	10.00	15	2.00	0.74	5.0	1.16

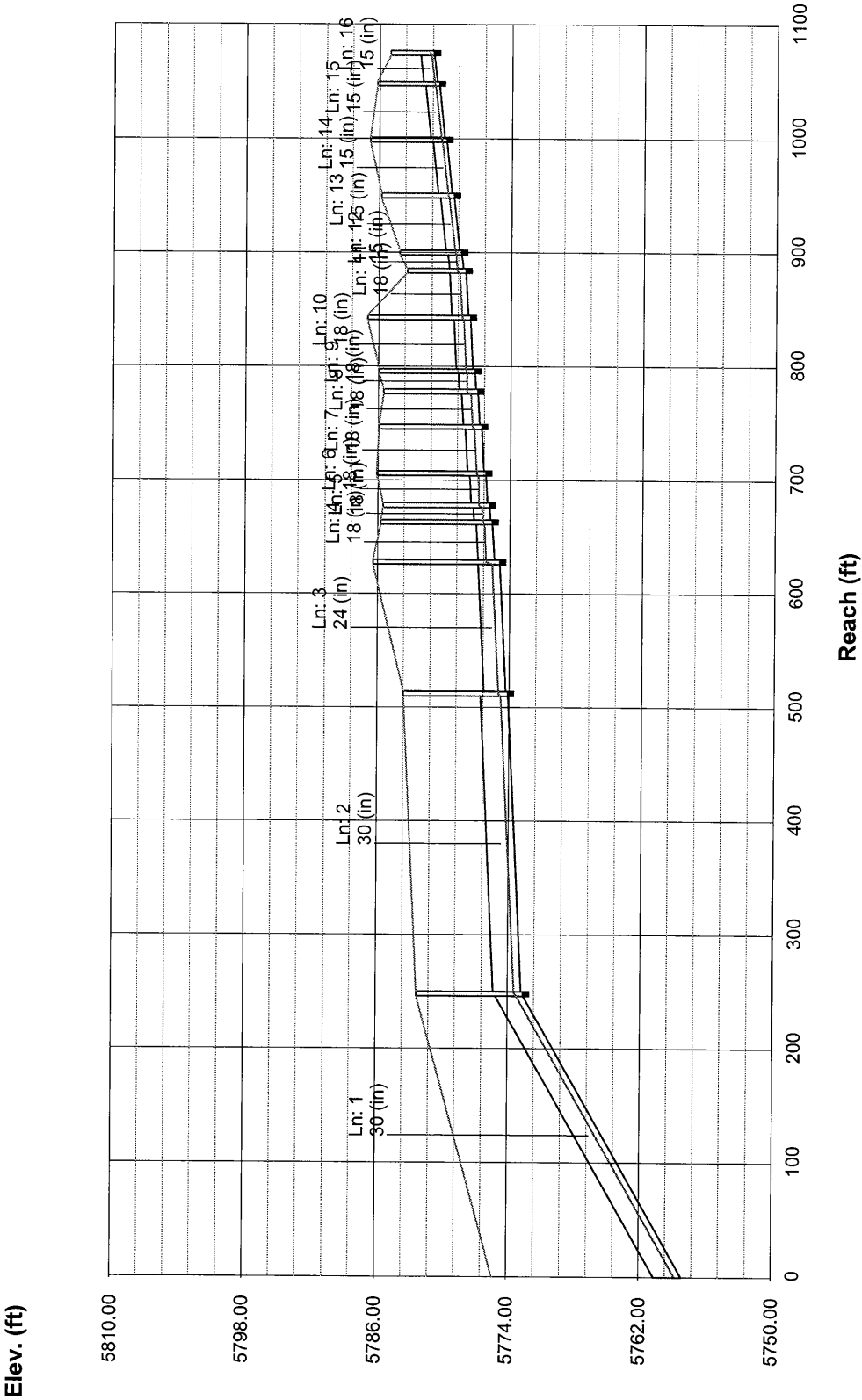
Project File: D02049 Line-1 2-yr.stm

Date: 07-29-2004

Number of lines: 19

NOTES: ** At critical depth

Storm Sewer Profile



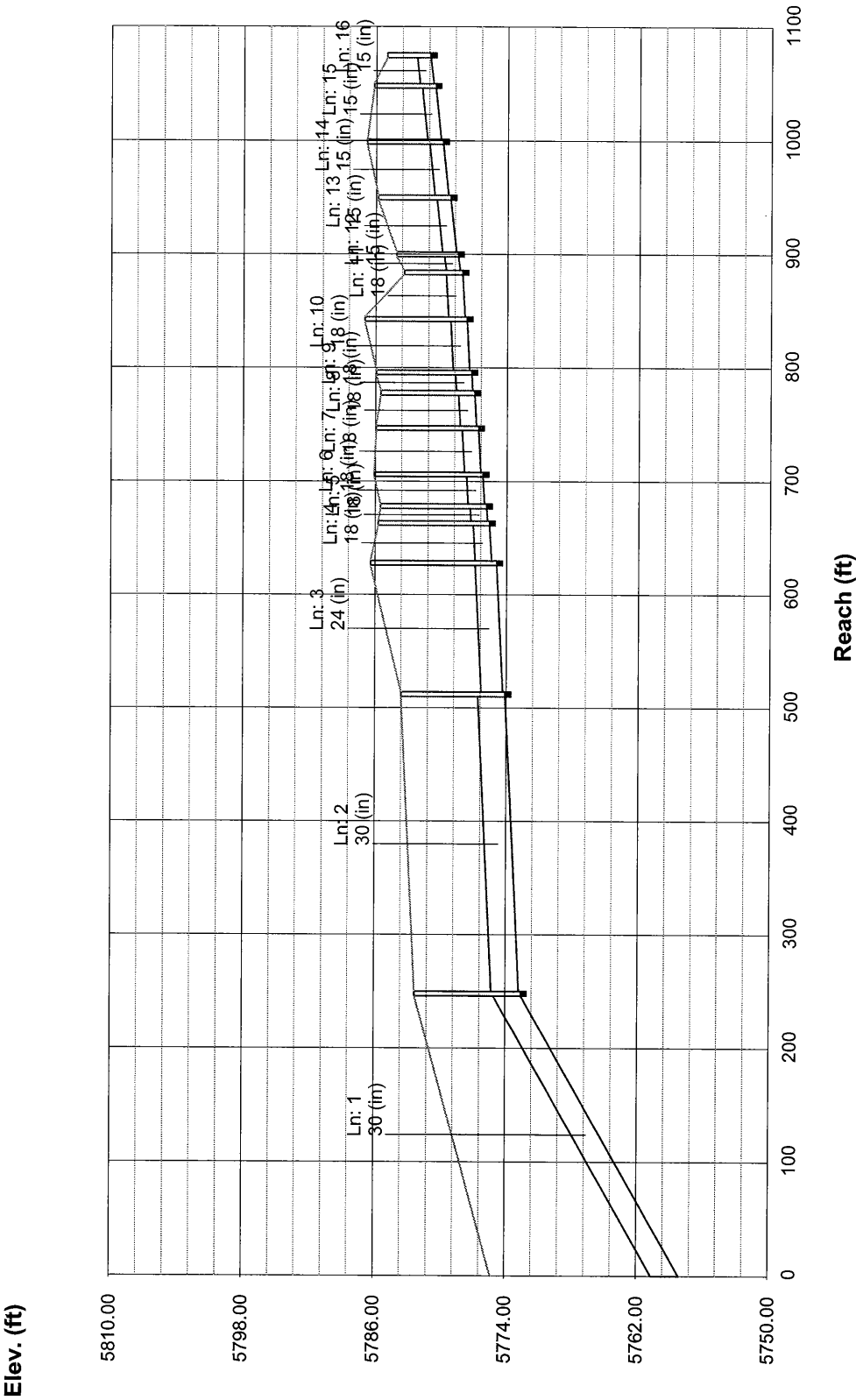
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	Vel Ave (ft/s)
1	A23	99.03	14.68	7.22	Outfall	0.00	0.27	11.56	5775.30	5782.30	5759.26	5773.72	5758.12	5772.58	248.00	30	5.83	0.78	11.8	5.32
2	A15	29.00	7.02	7.00	1	0.00	0.32	11.75	5782.30	5783.60	5774.03	5775.25	5772.78	5774.10	264.00	30	0.50	0.86	9.8	5.08
3	MH 1-2	15.99	7.30	9.52	2	0.00	0.00	11.08	5783.60	5786.40	5775.56	5776.08	5774.30	5774.88	116.00	24	0.50	0.00	9.3	5.47
4	A14	7.53	9.52	8.64	3	0.00	0.27	11.12	5786.40	5785.70	5776.88	5777.27	5775.38	5775.56	35.00	18	0.51	0.78	9.2	6.29
5	MH 1-4	7.67	8.44	8.16	4	0.00	0.00	10.41	5785.70	5785.50	5777.58	5777.73	5775.76	5775.84	15.00	18	0.53	0.00	9.1	5.89
6	A13	7.43	7.96	8.42	5	0.00	0.27	9.99	5785.50	5786.10	5778.27	5778.52	5776.04	5776.18	28.00	18	0.50	0.78	9.1	5.65
7	A12	7.51	8.22	7.81	6	0.00	0.27	9.31	5786.10	5785.90	5778.77	5779.09	5776.38	5776.59	41.00	18	0.51	0.78	8.9	5.27
8	A11	7.55	7.61	7.05	7	0.00	0.27	8.61	5785.90	5785.50	5779.31	5779.52	5776.79	5776.95	31.00	18	0.52	0.78	8.8	4.87
9	MH 1-8	7.44	6.85	7.16	8	0.00	0.00	7.00	5785.50	5785.90	5780.07	5780.15	5777.15	5777.24	18.00	18	0.50	0.00	8.7	3.96
10	A10	7.51	6.96	7.82	9	0.00	0.27	7.06	5785.90	5787.00	5780.36	5780.57	5777.44	5777.68	47.00	18	0.51	0.78	8.5	4.00
11	A9	7.51	7.62	3.81	10	0.00	0.27	6.37	5787.00	5783.40	5780.69	5780.85	5777.88	5778.09	41.00	18	0.51	0.78	8.4	3.60
12	A8	6.46	3.81	4.35	11	0.00	0.27	4.65	5783.40	5784.10	5781.10	5781.18	5778.34	5778.50	16.00	15	1.00	0.78	8.3	3.79
13	A7	6.46	4.15	5.35	12	0.00	0.27	3.94	5784.10	5785.80	5781.29	5781.48	5778.70	5779.20	50.00	15	1.00	0.78	8.0	3.21
14	A6	6.46	5.15	5.66	13	0.00	0.27	3.21	5785.80	5786.80	5781.56	5781.68	5779.40	5779.89	49.00	15	1.00	0.78	7.7	2.62
15	A5	6.46	5.46	4.37	14	0.00	0.27	2.48	5786.80	5786.20	5781.73	5781.80	5780.09	5780.58	49.00	15	1.00	0.78	7.3	2.03
16	A1	6.46	4.17	2.70	15	0.00	0.95	1.71	5786.20	5785.00	5781.83	5781.83	5780.78	5781.05	27.00	15	1.00	0.47	7.0	1.84
17	A44	9.14	8.21	8.05	5	0.00	0.14	0.56	5785.50	5785.50	5778.27	5778.27	5776.04	5776.20	8.00	15	2.00	0.94	5.0	0.46
18	A3	9.14	7.10	6.84	8	0.00	0.38	1.06	5785.50	5785.40	5780.07	5780.07	5777.15	5777.31	8.00	15	2.00	0.66	5.0	0.87
19	A2	9.14	3.86	3.46	11	0.00	0.33	1.15	5783.40	5783.20	5781.10	5781.10	5778.29	5778.49	10.00	15	2.00	0.82	5.0	0.94

Project File: D02049 Line-1 25-yr.stm

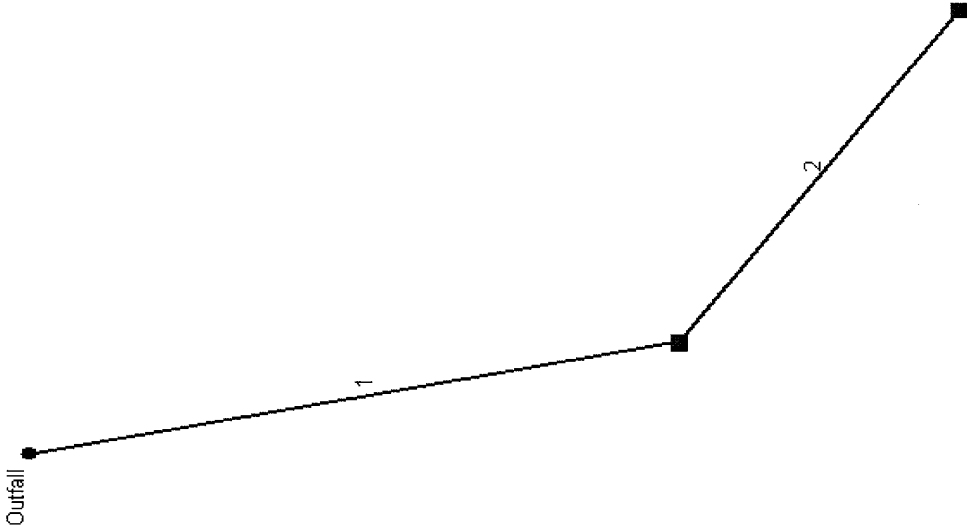
Number of lines: 19

Date: 07-29-2004

NOTES: ** At critical depth



Hydraflow Plan View



Project file: D02049 Line-2 2-yr.stm

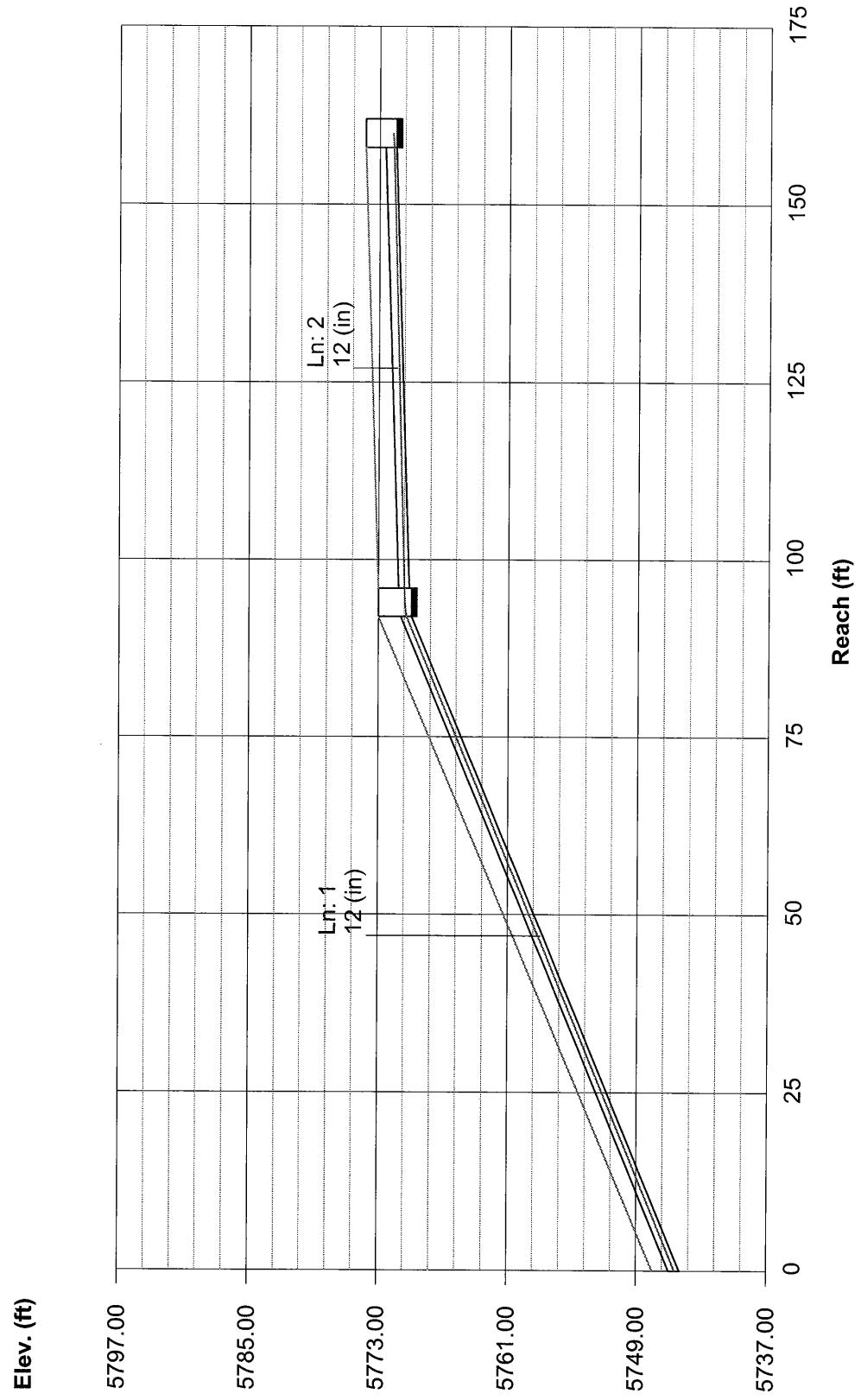
No. Lines: 2

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	Vel Ave (ft/s)
1	A40	18.34	N/A	2.06	Outfall	0.00	0.66	1.07	0.00	5773.00	5745.44	5770.38	5745.00	5769.94	94.00	12	26.53	0.71	7.7	3.22
2	A37	5.04	1.86	1.84	1	0.00	0.23	0.32	5773.00	5774.30	5770.56	5771.70	5770.14	5771.46	66.00	12	2.00	0.69	5.0	1.61
Project File: D02049 Line-2 2-yr.stm																	Number of lines: 2		Date: 07-29-2004	
NOTES: ** At critical depth																				

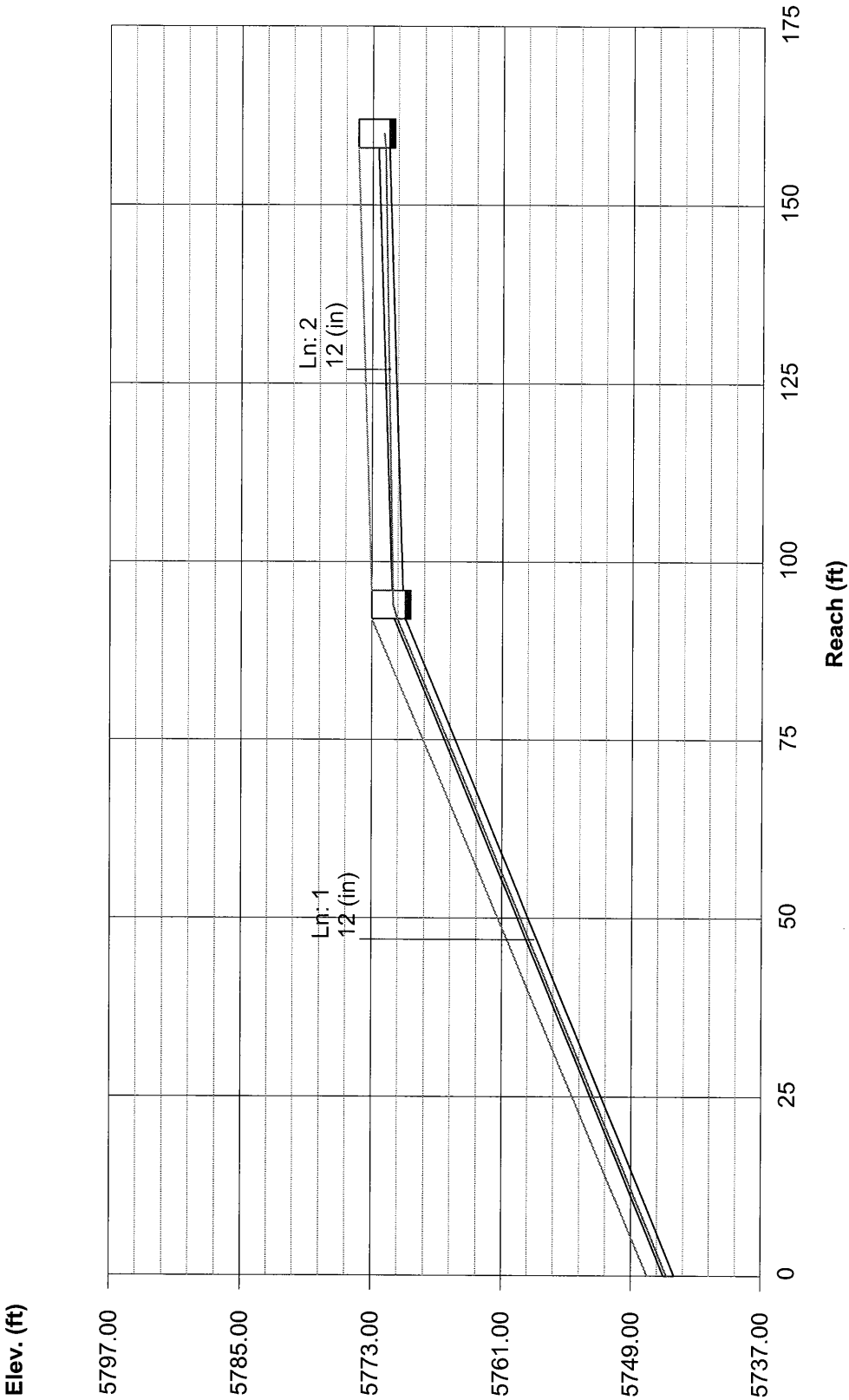
Storm Sewer Profile

Proj. file: D02049 Line-2 2-yr.stm

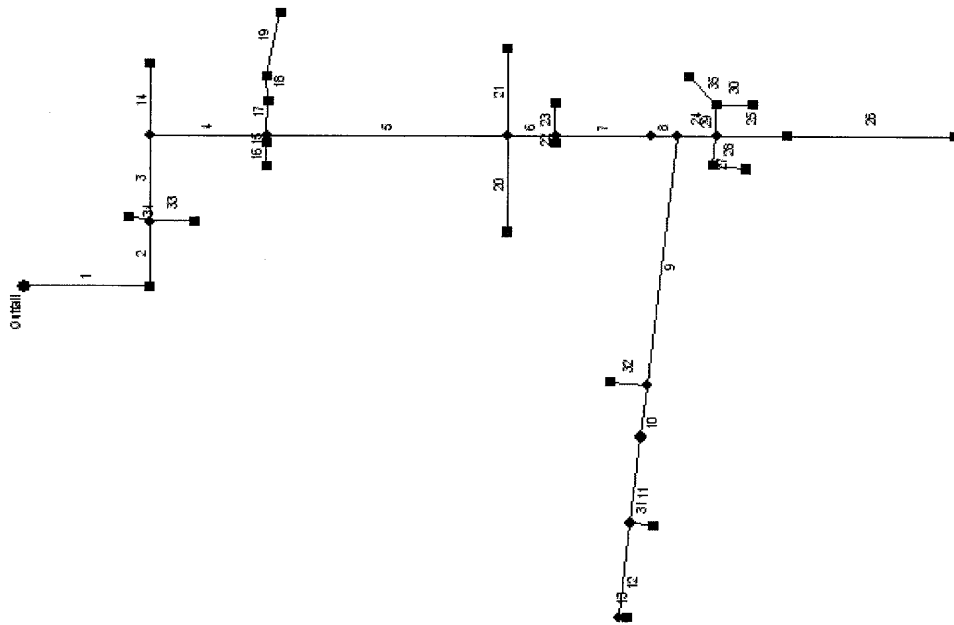


Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	Vel Ave (ft/s)	
1	A40	18.34	N/A	2.06	Outfall	0.00	0.66	2.80	0.00	5773.00	5745.71	5770.65	5745.00	5769.94	94.00	12	26.53	0.79	6.1	4.70	
2	A37	5.04	1.86	1.84	1	0.00	0.23	0.76	5773.00	5774.30	5771.03	5771.83	5770.14	5771.46	66.00	12	2.00	0.78	5.0	1.96	
Project File: D02049 Line-2 25-yr.stm																Number of lines: 2		Date: 07-29-2004			
NOTES: ** At critical depth																					

Storm Sewer Profile



Hydraflow Plan View



Project file: D02049 Line-3 2-yr.stm

No. Lines: 35

07-29-2004

Hydraflow Storm Sewers 2003

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	Vel Ave (ft/s)
1	From Line-1	216.18	0.00	14.38	Outfall	3.46	0.00	16.11	5746.00	5775.30	5744.28	5759.20	5743.00	5757.92	142.00	36	10.51	0.00	36.6	5.61
2	MH 3-12	66.69	14.18	11.26	1	0.00	0.00	12.74	5775.30	5773.20	5759.93	5760.08	5758.12	5758.94	82.00	36	1.00	0.00	36.1	4.02
3	MH 3-1	66.70	11.06	2.98	2	0.00	0.00	12.02	5773.20	5766.20	5760.50	5761.33	5759.14	5760.22	108.00	36	1.00	0.00	35.4	4.48
4	MH 3-2	115.52	2.78	6.45	3	0.00	0.00	11.58	5766.20	5773.80	5761.73	5765.44	5760.42	5764.35	131.00	36	3.00	0.00	34.5	4.47
5	MH 3-3	120.87	6.25	9.75	4	0.00	0.00	8.00	5773.80	5786.20	5765.83	5774.35	5764.55	5773.45	271.00	36	3.28	0.00	31.9	3.63
6	MH 3-4	66.70	9.55	11.31	5	0.00	0.00	7.59	5786.20	5788.50	5774.66	5775.07	5773.65	5774.19	54.00	36	1.00	0.00	31.4	4.01
7	MH 3-5	66.69	11.11	14.94	6	0.00	0.00	7.36	5788.50	5793.40	5775.37	5776.33	5774.39	5775.46	107.00	36	1.00	0.00	30.3	4.02
8	MH 3-6	66.67	14.74	15.84	7	0.00	0.00	7.39	5793.40	5794.80	5776.37	5776.83	5775.66	5775.96	30.00	36	1.00	0.00	29.9	5.08
9	MH 3-7	16.02	15.84	5.26	8	0.00	0.00	1.15	5794.80	5785.80	5777.33	5778.92	5776.96	5778.54	315.00	24	0.50	0.00	21.7	2.85
10	MH 3-8	4.60	5.01	5.38	9	0.00	0.00	0.38	5785.80	5786.50	5779.79	5780.12	5779.54	5779.87	65.00	15	0.51	0.00	19.6	2.22
11	MH 3-9	4.59	5.18	4.23	10	0.00	0.00	0.42	5786.50	5786.10	5780.33	5780.88	5780.07	5780.62	109.00	15	0.50	0.00	16.3	2.29
12	MH 3-10	4.57	4.03	3.14	11	0.00	0.00	0.22	5786.10	5785.80	5781.01	5781.60	5780.82	5781.41	118.00	15	0.50	0.00	5.8	1.89
13	A16	6.47	2.94	2.45	12	0.00	0.40	0.23	5785.80	5785.40	5781.77	5781.90	5781.61	5781.70	9.00	15	1.00	0.29	5.0	2.17
14	A36	10.14	2.78	2.89	3	0.00	0.87	1.48	5766.20	5773.60	5762.68	5770.23	5762.42	5769.71	90.00	12	8.10	0.85	5.0	6.37
15	A26	50.57	6.25	5.55	4	0.00	0.50	4.60	5773.80	5773.60	5765.96	5767.69	5765.55	5766.05	10.00	24	5.00	0.73	6.4	5.79
16	A21	69.02	5.35	2.75	15	0.00	2.71	4.02	5773.60	5773.70	5767.71	5769.66	5766.25	5768.95	29.00	24	9.31	0.79	6.0	2.83
17	A31	30.88	6.25	4.83	4	0.00	0.44	4.31	5773.80	5773.20	5766.06	5767.11	5765.55	5766.37	44.00	24	1.86	0.73	6.9	5.49
18	A33	31.99	4.63	4.03	17	0.00	0.95	3.82	5773.20	5773.20	5767.24	5767.86	5766.57	5767.17	30.00	24	2.00	0.68	6.5	4.06
19	A35	31.98	3.83	5.79	18	0.00	1.81	2.89	5773.20	5776.80	5768.03	5769.61	5767.37	5769.01	82.00	24	2.00	0.80	5.0	3.41
20	A20	10.79	9.30	3.92	5	0.00	0.49	0.66	5786.20	5784.20	5775.86	5779.35	5775.65	5779.03	121.00	15	2.79	0.67	5.0	3.71
21	A32	8.72	9.55	2.45	5	0.00	0.35	0.48	5786.20	5785.70	5775.81	5782.54	5775.65	5782.25	110.00	12	6.00	0.69	5.0	4.20

Project File: D02049 Line-3 2-yr.stm

Number of lines: 35

Date: 07-29-2004

NOTES: ** At critical depth

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	Vel Ave (ft/s)
22	A41	11.26	11.11	9.81	6	0.00	0.25	0.36	5788.50	5788.20	5776.51	5777.65	5776.39	5777.39	10.00	12	10.00	0.73	5.0	4.39
23	A42	11.26	11.11	6.51	6	0.00	0.31	0.45	5788.50	5788.10	5776.53	5780.88	5776.39	5780.59	42.00	12	10.00	0.73	5.0	4.69
24	MH3-11	210.90	15.64	13.24	8	0.00	0.00	9.70	5794.80	5796.80	5777.12	5781.55	5776.16	5780.56	44.00	36	10.00	0.00	9.8	4.85
25	OS1	71.52	13.24	5.94	24	0.00	3.77	7.94	5796.80	5797.50	5782.01	5790.56	5781.56	5789.56	80.00	24	10.00	0.04	9.2	10.01
26	OS2	133.81	5.74	10.44	25	2.41	8.18	8.04	5797.50	5868.00	5790.76	5856.56	5789.76	5855.56	188.00	24	35.00	0.41	8.0	5.11
27	A18	11.26	13.24	10.74	24	0.00	0.46	1.73	5796.80	5798.00	5782.83	5786.82	5782.56	5786.26	37.00	12	10.00	0.81	5.5	7.06
28	A43	11.26	10.54	7.54	27	0.00	0.65	1.04	5798.00	5798.80	5787.16	5790.69	5786.46	5790.26	38.00	12	10.00	0.80	5.0	2.48
29	MH 3-14	11.58	13.24	10.42	24	0.00	0.00	0.55	5796.80	5798.10	5782.71	5787.00	5782.56	5786.68	39.00	12	10.56	0.00	8.4	5.02
30	A29	20.40	9.97	6.78	29	0.00	0.16	0.25	5798.10	5799.00	5787.15	5791.17	5786.88	5790.97	41.00	15	9.98	0.78	5.0	1.62
31	A17	9.13	3.93	2.71	11	0.00	0.44	0.47	5786.10	5785.40	5781.11	5781.72	5780.92	5781.44	26.00	15	2.00	0.54	5.0	3.14
32	A19	7.96	5.26	1.96	9	0.00	1.15	1.54	5785.80	5784.60	5779.84	5782.17	5779.54	5781.64	42.00	12	5.00	0.67	5.0	5.76
33	A22	42.50	11.06	6.37	2	0.00	0.67	1.02	5773.20	5776.70	5760.80	5769.22	5760.64	5768.83	50.00	18	16.38	0.76	5.0	6.35
34	A24	50.68	11.06	4.77	2	0.00	0.75	1.18	5773.20	5772.50	5760.80	5766.65	5760.64	5766.23	24.00	18	23.29	0.79	5.0	7.35
35	A30	10.51	10.22	6.43	29	0.00	0.24	0.42	5798.10	5798.40	5787.15	5791.24	5786.88	5790.97	47.00	12	8.70	0.87	5.0	2.40

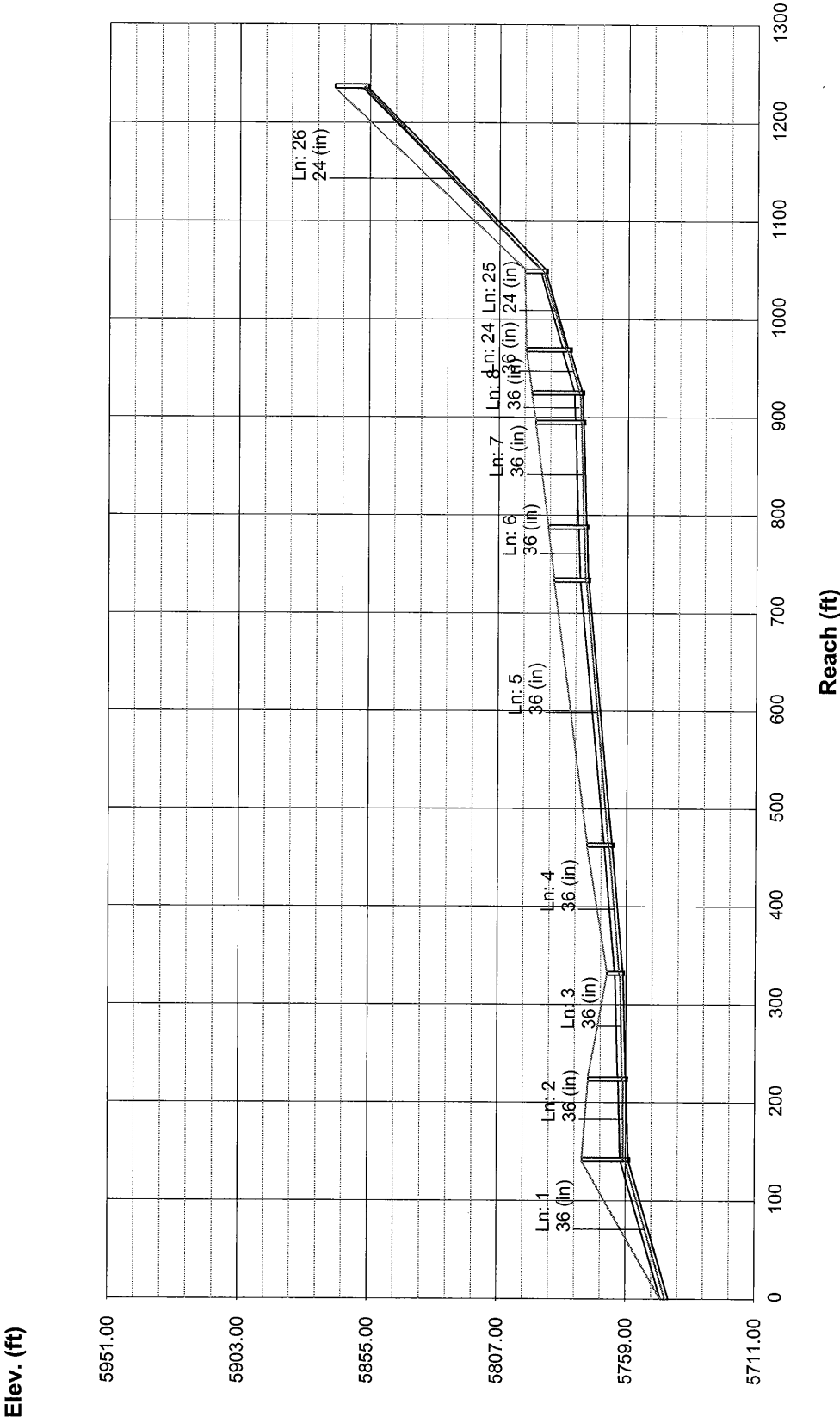
Project File: D02049 Line-3 2-yr.stm

Date: 07-29-2004

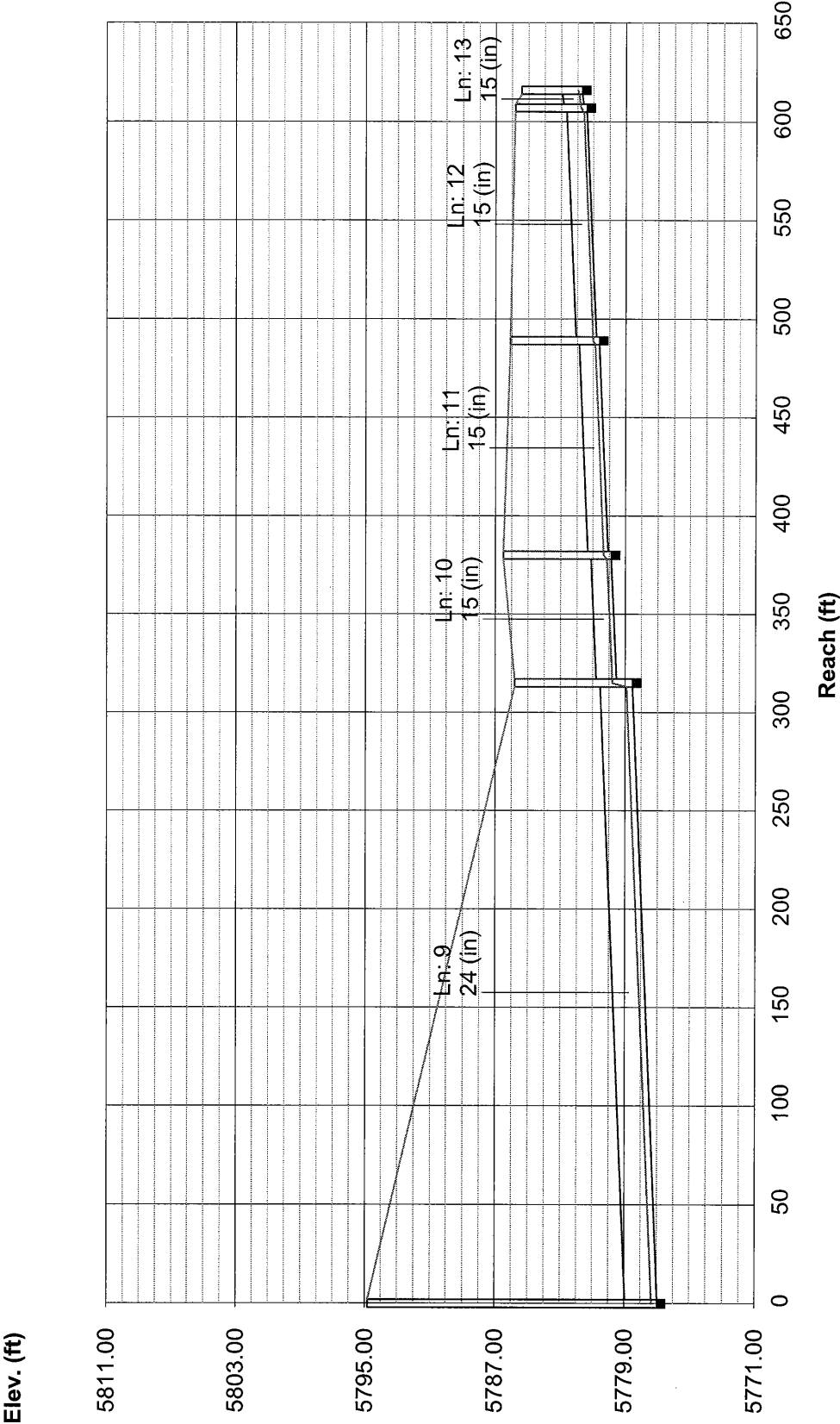
Number of lines: 35

NOTES: ** At critical depth

Storm Sewer Profile



Storm Sewer Profile



Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	From Line-1	216.18	0.00	14.38	Outfall	11.77	0.00	59.77	5746.00	5775.30	5745.46	5760.38	5743.00	5757.92	142.00	36	10.51	0.00	15.8
2	MH 3-12	66.69	14.18	11.26	1	0.00	0.00	48.28	5775.30	5773.20	5762.54	5762.97	5758.12	5758.94	82.00	36	1.00	0.00	15.6
3	MH 3-1	66.70	11.06	2.98	2	0.00	0.00	45.34	5773.20	5766.20	5763.70	5764.20	5759.14	5760.22	108.00	36	1.00	0.00	15.4
4	MH 3-2	115.52	2.78	6.45	3	0.00	0.00	43.60	5766.20	5773.80	5764.84	5766.46	5760.42	5764.35	131.00	36	3.00	0.00	15.0
5	MH 3-3	120.87	6.25	9.75	4	0.00	0.00	29.39	5773.80	5786.20	5767.51	5775.18	5764.55	5773.45	271.00	36	3.28	0.00	14.0
6	MH 3-4	66.70	9.55	11.31	5	0.00	0.00	27.68	5786.20	5788.50	5775.93	5775.87	5773.65	5774.19	54.00	36	1.00	0.00	13.8
7	MH 3-5	66.69	11.11	14.94	6	0.00	0.00	26.72	5788.50	5793.40	5776.59	5777.11	5774.39	5775.46	107.00	36	1.00	0.00	13.4
8	MH 3-6	66.67	14.74	15.84	7	0.00	0.00	26.82	5793.40	5794.80	5777.21	5777.61	5775.66	5775.96	30.00	36	1.00	0.00	13.3
9	MH 3-7	16.02	15.84	5.26	8	0.00	0.00	4.55	5794.80	5785.80	5778.32	5779.30	5776.96	5778.54	315.00	24	0.50	0.00	10.1
10	MH 3-8	4.60	5.01	5.38	9	0.00	0.00	1.64	5785.80	5786.50	5780.06	5780.39	5779.54	5779.87	65.00	15	0.51	0.00	9.4
11	MH 3-9	4.59	5.18	4.23	10	0.00	0.00	1.73	5786.50	5786.10	5780.60	5781.15	5780.07	5780.62	109.00	15	0.50	0.00	8.3
12	MH 3-10	4.57	4.03	3.14	11	0.00	0.00	0.79	5786.10	5785.80	5781.34	5781.77	5780.82	5781.41	118.00	15	0.50	0.00	5.2
13	A16	6.47	2.94	2.45	12	0.00	0.40	0.80	5785.80	5785.40	5781.91	5782.06	5781.61	5781.70	9.00	15	1.00	0.47	5.0
14	A36	10.14	2.78	2.89	3	0.00	0.87	3.36	5766.20	5773.60	5764.84	5770.49	5762.42	5769.71	90.00	12	8.10	0.91	5.0
15	A26	50.57	6.25	5.55	4	0.00	0.50	10.92	5773.80	5773.60	5767.51	5767.28	5765.55	5766.05	10.00	24	5.00	0.81	6.2
16	A21	69.02	5.35	2.75	15	0.00	2.71	9.38	5773.60	5773.70	5767.51	5770.04	5766.25	5768.95	29.00	24	9.31	0.86	6.0
17	A31	30.88	6.25	4.83	4	0.00	0.44	10.86	5773.80	5773.20	5767.51	5767.54	5765.55	5766.37	44.00	24	1.86	0.81	5.8
18	A33	31.99	4.63	4.03	17	0.00	0.95	9.50	5773.20	5773.20	5767.79	5768.26	5766.57	5767.17	30.00	24	2.00	0.78	5.6
19	A35	31.98	3.83	5.79	18	0.00	1.81	6.68	5773.20	5776.80	5768.58	5769.93	5767.37	5769.01	82.00	24	2.00	0.87	5.0
20	A20	10.79	9.30	3.92	5	0.00	0.49	1.60	5786.20	5784.20	5775.98	5779.54	5775.65	5779.03	121.00	15	2.79	0.77	5.0
21	A32	8.72	9.55	2.45	5	0.00	0.35	1.17	5786.20	5785.70	5775.93	5782.71	5775.65	5782.25	110.00	12	6.00	0.79	5.0

Project File: D02049 Line-3 25-yr.stm

Number of lines: 35

Date: 07-29-2004

NOTES: ** At critical depth

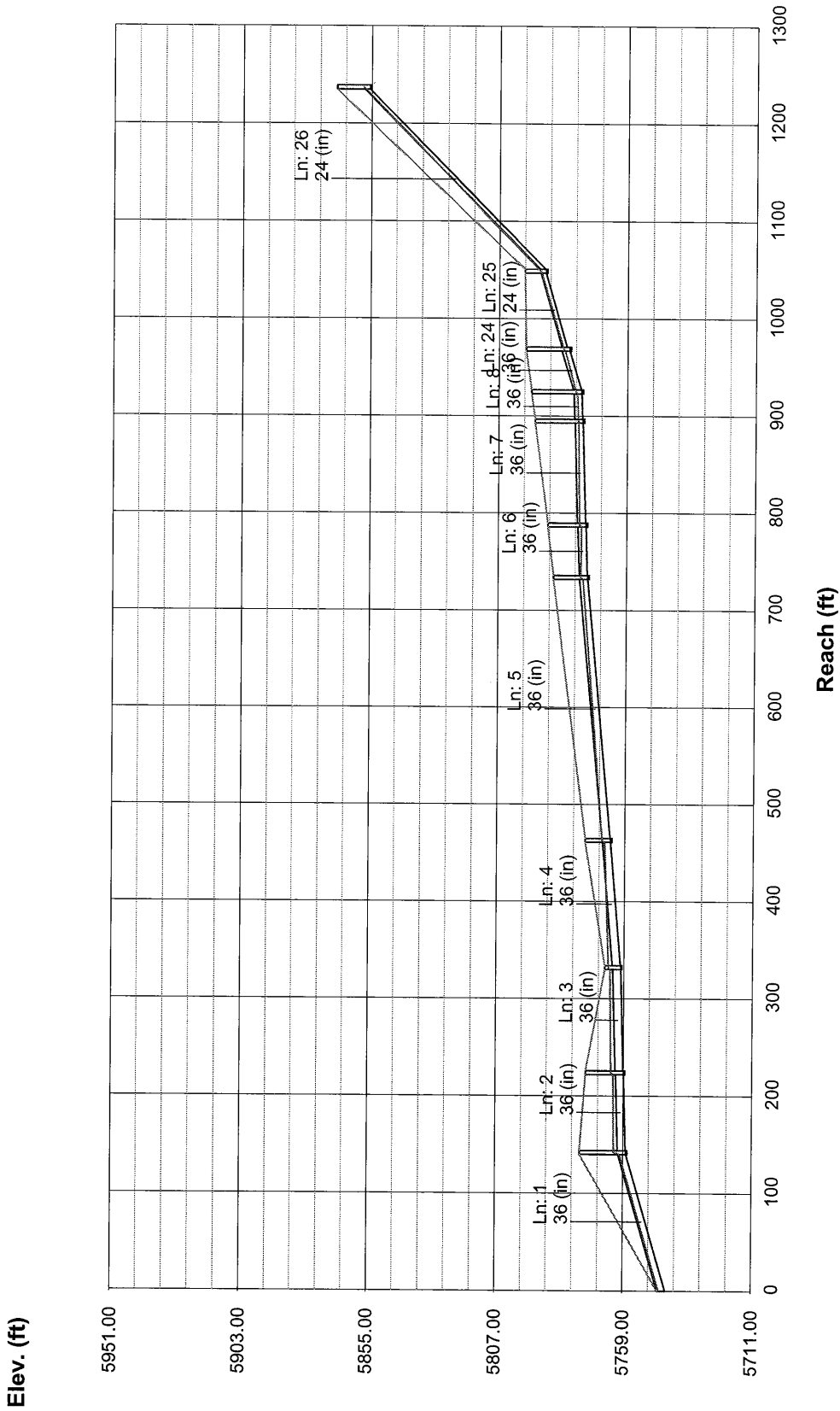
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
22	A41	11.26	11.11	9.81	6	0.00	0.25	0.86	5788.50	5788.20	5776.59	5777.85	5776.39	5777.39	10.00	12	10.00	0.81	5.0
23	A42	11.26	11.11	6.51	6	0.00	0.31	1.07	5788.50	5788.10	5776.60	5781.03	5776.39	5780.59	42.00	12	10.00	0.81	5.0
24	MH3-11	210.90	15.64	13.24	8	0.00	0.00	26.77	5794.80	5796.80	5778.32	5782.21	5776.16	5780.56	44.00	36	10.00	0.00	8.7
25	OS1	71.52	13.24	5.94	24	0.00	3.77	22.25	5796.80	5797.50	5782.91	5791.23	5781.56	5789.56	80.00	24	10.00	0.28	8.5
26	OS2	133.81	5.74	10.44	25	2.41	8.18	18.86	5797.50	5868.00	5791.72	5857.10	5789.76	5855.56	188.00	24	35.00	0.55	8.0
27	A18	11.26	13.24	10.74	24	0.00	0.46	4.05	5796.80	5798.00	5782.98	5787.33	5782.56	5786.26	37.00	12	10.00	0.87	5.2
28	A43	11.26	10.54	7.54	27	0.00	0.65	2.40	5798.00	5798.80	5787.96	5790.92	5786.46	5790.26	38.00	12	10.00	0.87	5.0
29	MH 3-14	11.58	13.24	10.42	24	0.00	0.00	1.41	5796.80	5798.10	5782.91	5787.19	5782.56	5786.68	39.00	12	10.56	0.00	6.5
30	A29	20.40	9.97	6.78	29	0.00	0.16	0.58	5798.10	5799.00	5787.48	5791.27	5786.88	5790.97	41.00	15	9.98	0.85	5.0
31	A17	9.13	3.93	2.71	11	0.00	0.44	1.23	5786.10	5785.40	5781.34	5781.88	5780.92	5781.44	26.00	15	2.00	0.66	5.0
32	A19	7.96	5.26	1.96	9	0.00	1.15	3.76	5785.80	5784.60	5780.02	5782.46	5779.54	5781.64	42.00	12	5.00	0.77	5.0
33	A22	42.50	11.06	6.37	2	0.00	0.67	2.39	5773.20	5776.70	5763.70	5769.42	5760.64	5768.83	50.00	18	16.38	0.84	5.0
34	A24	50.68	11.06	4.77	2	0.00	0.75	2.74	5773.20	5772.50	5763.70	5766.86	5760.64	5766.23	24.00	18	23.29	0.86	5.0
35	A30	10.51	10.22	6.43	29	0.00	0.24	0.95	5798.10	5798.40	5787.48	5791.38	5786.88	5790.97	47.00	12	8.70	0.93	5.0

Project File: D02049 Line-3 25-yr.stm

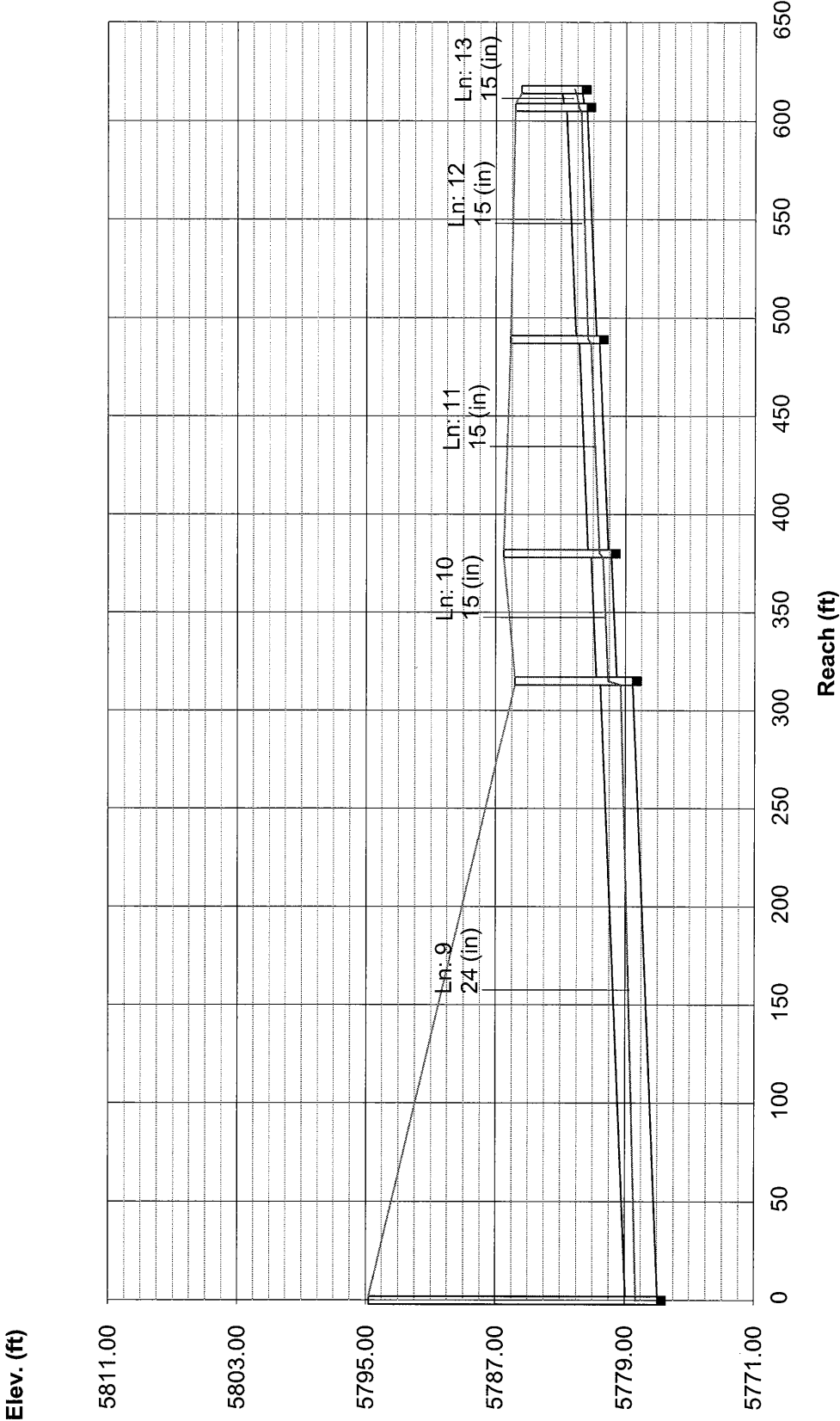
Number of lines: 35

Date: 07-29-2004

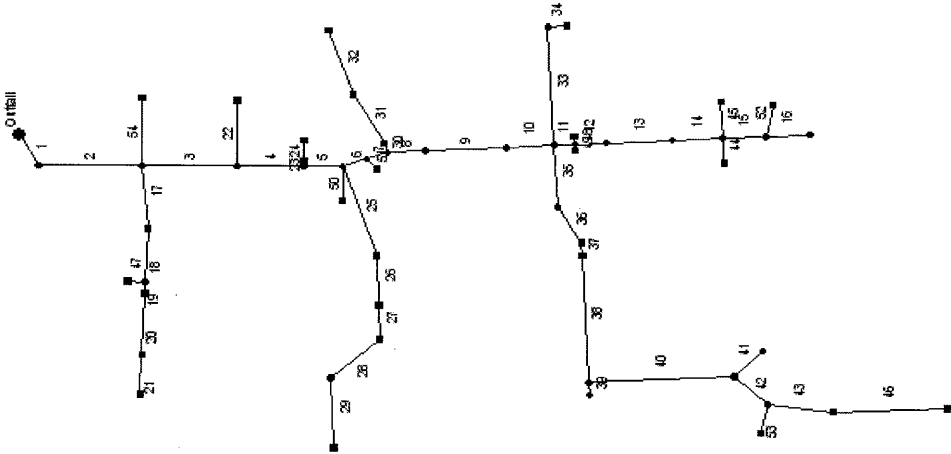
NOTES: ** At critical depth



Storm Sewer Profile



Hydraflow Plan View



Project file: D02049 Line-4 2-yr.stm

No. Lines: 54

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	MH 4-0	47.18	0.00	2.28	Outfall	0.00	0.00	10.63	5745.90	5748.50	5743.94	5744.26	5742.90	5743.22	64.00	36	0.50	0.00	82.0
2	MH 4-1	210.90	2.08	13.18	1	0.00	0.00	10.68	5748.50	5776.10	5744.58	5760.96	5743.42	5759.92	165.00	36	10.00	0.00	81.1
3	MH 4-2	141.38	8.97	6.04	2	0.00	0.00	9.41	5776.10	5780.00	5764.66	5771.94	5764.13	5770.96	152.00	36	4.49	0.00	80.2
4	MH 4-3	47.38	5.84	5.30	3	0.00	0.00	9.15	5780.00	5780.00	5772.28	5772.66	5771.16	5771.70	107.00	36	0.50	0.00	79.6
5	MH 4-4	47.16	5.10	4.79	4	0.00	0.00	9.14	5780.00	5780.00	5773.00	5773.17	5771.90	5772.21	62.00	36	0.50	0.00	79.2
6	MH 4-5	47.73	4.59	4.38	5	0.00	0.00	14.20	5780.00	5780.00	5773.54	5773.83	5772.41	5772.62	41.00	36	0.51	0.00	22.5
7	MH 4-6	47.85	4.18	4.00	6	0.00	0.00	13.69	5780.00	5780.00	5774.20	5774.19	5772.82	5773.00	35.00	36	0.51	0.00	22.2
8	MH 4-7	120.54	3.80	3.04	7	0.00	0.00	11.47	5780.00	5781.20	5774.62	5776.24	5773.20	5775.16	60.00	36	3.27	0.00	21.6
9	MH 4-8	92.68	2.84	5.33	8	0.00	0.00	11.75	5781.20	5786.20	5776.30	5778.96	5775.36	5777.87	130.00	36	1.93	0.00	20.5
10	MH4-9	81.86	5.13	7.07	9	0.00	0.00	11.92	5786.20	5789.30	5779.02	5780.33	5778.07	5779.23	77.00	36	1.51	0.00	19.8
11	MH 4-10	47.41	7.07	6.92	10	0.00	0.00	3.76	5789.30	5790.60	5780.73	5782.37	5780.23	5781.68	33.00	24	4.39	0.00	11.7
12	MH 4-11	50.57	6.72	6.12	11	0.00	0.00	2.92	5790.60	5792.50	5782.61	5784.99	5781.88	5784.38	50.00	24	5.00	0.00	10.9
13	MH 4-12	50.57	5.92	4.37	12	0.00	0.00	3.13	5792.50	5796.20	5785.02	5790.46	5784.58	5789.83	105.00	24	5.00	0.00	9.4
14	MH 4-13	50.57	4.17	5.17	13	0.00	0.00	3.30	5796.20	5801.20	5790.49	5794.67	5790.03	5794.03	80.00	24	5.00	0.00	8.3
15	MH 4-14A	22.62	4.97	3.78	14	0.00	0.00	2.28	5801.20	5800.70	5794.90	5795.46	5794.23	5794.92	69.00	24	1.00	0.00	6.9
16	OS5	22.62	3.58	4.67	15	0.00	1.58	1.99	5800.70	5802.50	5795.63	5796.33	5795.12	5795.83	71.00	24	1.00	0.63	5.0
17	B33	31.98	9.77	6.93	2	0.00	0.58	3.82	5776.10	5775.50	5764.80	5767.26	5764.33	5766.57	112.00	24	2.00	0.71	8.5
18	MH 4-15	31.99	6.73	4.21	17	0.00	0.00	3.39	5775.50	5774.90	5767.38	5769.34	5766.77	5768.69	96.00	24	2.00	0.00	7.1
19	B31	5.04	4.21	3.39	18	0.00	1.15	2.90	5774.90	5774.50	5770.23	5770.92	5769.69	5770.11	21.00	12	2.00	0.71	7.0
20	B30	3.56	3.19	4.61	19	0.00	0.58	1.53	5774.50	5777.00	5771.06	5771.92	5770.31	5771.39	108.00	12	1.00	0.71	6.1
21	B29	3.56	4.41	2.60	20	0.00	0.58	0.82	5777.00	5775.90	5772.02	5772.69	5771.59	5772.30	71.00	12	1.00	0.71	5.0

Project File: D02049 Line-4 2-yr.stm

Number of lines: 54

Date: 07-29-2004

NOTES: ** At critical depth

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
22	B36, B37	5.04	6.04	3.70	3	0.00	0.93	1.32	5780.00	5780.00	5773.31	5775.79	5772.96	5775.30	117.00	12	2.00	0.71	5.0
23	B34	3.56	5.30	6.21	4	0.00	0.05	0.08	5780.00	5781.00	5773.80	5773.91	5773.70	5773.79	9.00	12	1.00	0.50	12.5
24	B39	3.56	6.01	5.64	23	0.00	0.06	0.06	5781.00	5781.00	5774.09	5774.47	5773.99	5774.36	37.00	12	1.00	0.54	5.0
25	B19	16.04	4.59	3.24	5	0.00	0.77	1.38	5780.00	5779.50	5773.81	5774.68	5773.41	5774.26	169.00	24	0.50	0.78	77.5
26	B18	2.52	3.24	2.50	25	0.00	1.16	1.11	5779.50	5779.20	5775.73	5776.16	5775.26	5775.70	88.00	12	0.50	0.84	77.2
27	B17	2.52	2.30	2.00	26	0.00	1.70	0.65	5779.20	5779.20	5776.25	5776.55	5775.90	5776.20	60.00	12	0.50	0.81	76.9
28	MH 4-21	2.52	1.80	3.38	27	0.00	0.00	0.01	5779.20	5781.30	5776.67	5776.97	5776.40	5776.92	104.00	12	0.50	0.00	43.2
29	B28	3.56	3.18	2.44	28	0.00	0.03	0.04	5781.30	5781.80	5777.20	5778.45	5777.12	5778.36	124.00	12	1.00	0.71	5.0
30	B23	16.44	4.00	2.51	7	0.00	0.63	3.81	5780.00	5778.60	5774.66	5774.79	5774.00	5774.09	17.00	24	0.53	0.84	8.4
31	B26	15.99	2.31	3.21	30	0.00	0.08	3.19	5778.60	5780.00	5774.95	5775.42	5774.29	5774.79	100.00	24	0.50	0.85	6.8
32	B27	16.06	3.01	2.40	31	0.00	2.12	3.43	5780.00	5780.00	5775.62	5776.26	5774.99	5775.60	121.00	24	0.50	0.81	5.0
33	MH 4-23	4.37	7.07	2.00	10	0.00	0.00	1.19	5789.30	5787.40	5781.59	5784.86	5781.23	5784.40	211.00	12	1.50	0.00	5.3
34	B16	4.36	1.80	2.15	33	0.00	0.71	1.22	5787.40	5788.20	5785.04	5785.52	5784.60	5785.05	30.00	12	1.50	0.86	5.0
35	MH 4-24	47.15	7.07	6.02	10	0.00	0.00	8.64	5789.30	5788.80	5780.73	5780.75	5779.23	5779.78	110.00	36	0.50	0.00	18.5
36	B9	47.17	5.82	4.95	35	0.00	0.39	8.81	5788.80	5788.30	5780.88	5781.30	5779.98	5780.35	74.00	36	0.50	0.72	17.6
37	B8	48.20	4.75	4.13	36	0.00	0.49	8.54	5788.30	5787.80	5781.53	5781.61	5780.55	5780.67	23.00	36	0.52	0.69	17.3
38	MH 4-25	47.16	3.93	2.80	37	0.00	0.00	8.71	5787.80	5787.80	5781.77	5782.94	5780.87	5782.00	226.00	36	0.50	0.00	14.4
39	B7	3.56	2.80	2.27	38	0.00	0.59	0.85	5787.80	5787.50	5784.33	5784.62	5784.00	5784.23	23.00	12	1.00	0.72	5.0
40	MH 4-14	49.80	2.80	4.20	38	0.00	0.00	8.45	5787.80	5800.40	5783.56	5795.23	5783.00	5794.20	231.00	24	4.85	0.00	13.1
41	B1	3.56	4.20	3.15	40	0.00	1.25	2.17	5800.40	5800.00	5795.77	5796.48	5795.20	5795.85	65.00	12	1.00	0.87	5.0
42	MH 4-16	16.00	4.00	3.23	40	0.00	0.00	7.08	5800.40	5800.00	5795.54	5795.72	5794.40	5794.77	74.00	24	0.50	0.00	12.6

Project File: D02049 Line-4 2-yr.stm

Number of lines: 54

Date: 07-29-2004

NOTES: ** At critical depth

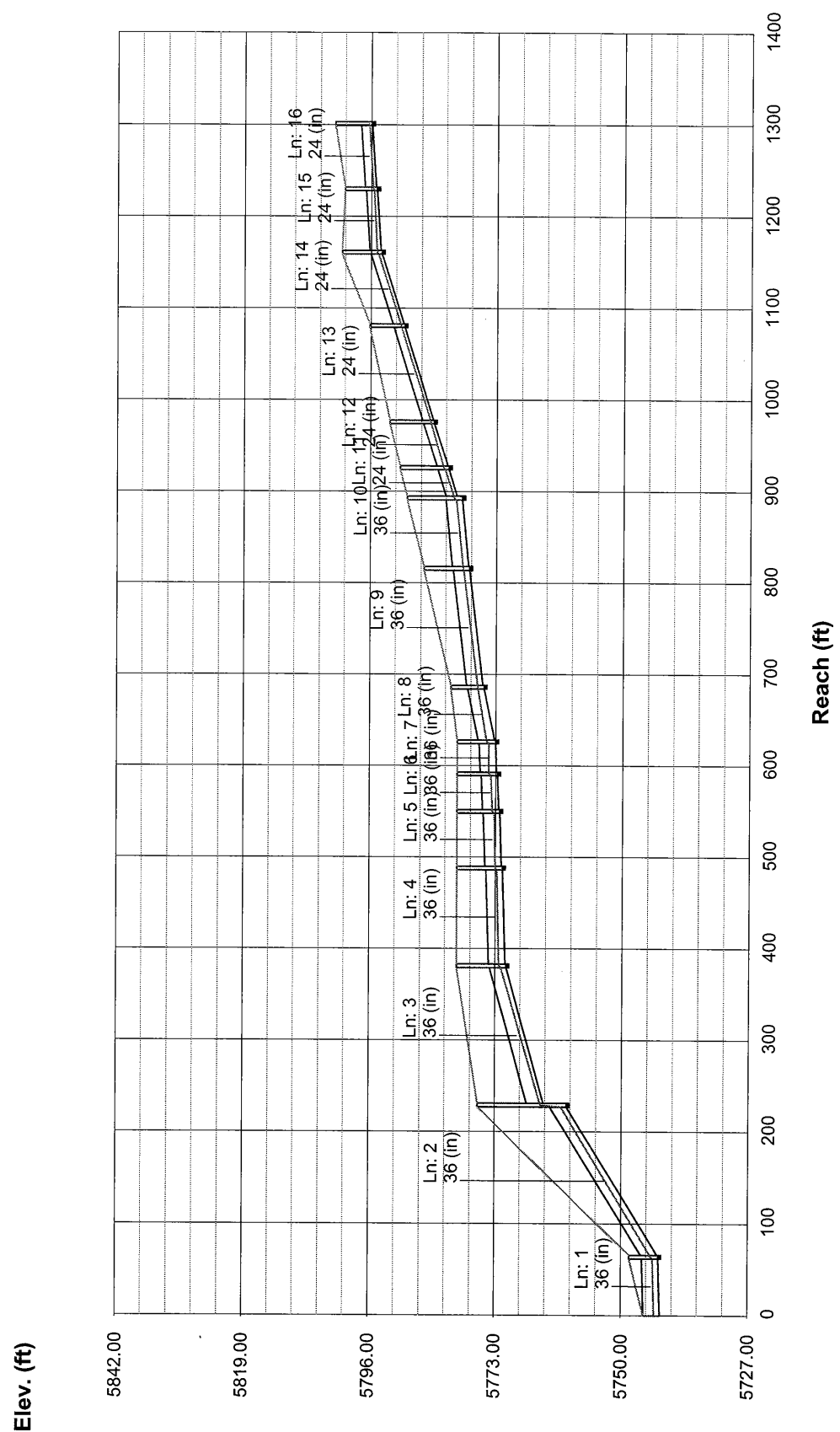
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
43	OS3	50.57	3.03	5.78	42	0.00	3.00	7.65	5800.00	5808.00	5796.03	5801.20	5794.97	5800.22	105.00	24	5.00	0.41	9.6
44	B2	7.12	4.87	2.71	14	0.00	0.47	0.80	5801.20	5800.80	5795.56	5797.47	5795.33	5797.09	44.00	12	4.00	0.85	5.0
45	B4	7.12	4.87	2.97	14	0.00	0.38	0.65	5801.20	5801.90	5795.54	5798.27	5795.33	5797.93	65.00	12	4.00	0.85	5.0
46	OS4	129.41	5.58	3.00	43	2.41	5.23	6.01	5808.00	5865.00	5801.39	5860.87	5800.42	5860.00	182.00	24	32.74	0.41	8.0
47	B38	3.92	4.21	1.97	18	0.00	0.53	0.57	5774.90	5773.00	5769.95	5770.35	5769.69	5770.03	28.00	12	1.21	0.54	5.0
48	B13	11.26	6.62	5.32	11	0.00	0.35	0.61	5790.60	5790.70	5783.14	5784.71	5782.98	5784.38	14.00	12	10.00	0.87	5.0
49	B12	11.26	6.62	5.72	11	0.00	0.40	0.70	5790.60	5790.80	5783.15	5784.60	5782.98	5784.08	11.00	12	10.00	0.87	5.0
50	B32	5.04	4.79	5.17	5	0.00	0.02	0.03	5780.00	5781.60	5774.26	5775.50	5774.21	5775.43	61.00	12	2.00	0.71	5.0
51	B22	5.63	4.18	3.58	6	0.00	0.70	1.17	5780.00	5780.00	5775.13	5775.88	5774.82	5775.42	24.00	12	2.50	0.84	5.0
52	B3	5.04	2.78	2.84	15	0.00	0.32	0.56	5800.70	5801.90	5797.15	5798.38	5796.92	5798.06	57.00	12	2.00	0.88	5.0
53	B6	5.04	3.03	2.29	42	0.00	1.12	0.09	5800.00	5800.30	5796.06	5797.14	5795.97	5797.01	52.00	12	2.00	0.04	5.0
54	B35	5.04	8.97	5.45	2	0.00	1.07	1.06	5776.10	5775.00	5766.44	5768.99	5766.13	5768.55	121.00	12	2.00	0.56	7.0

Project File: D02049 Line-4 2-yr.stm

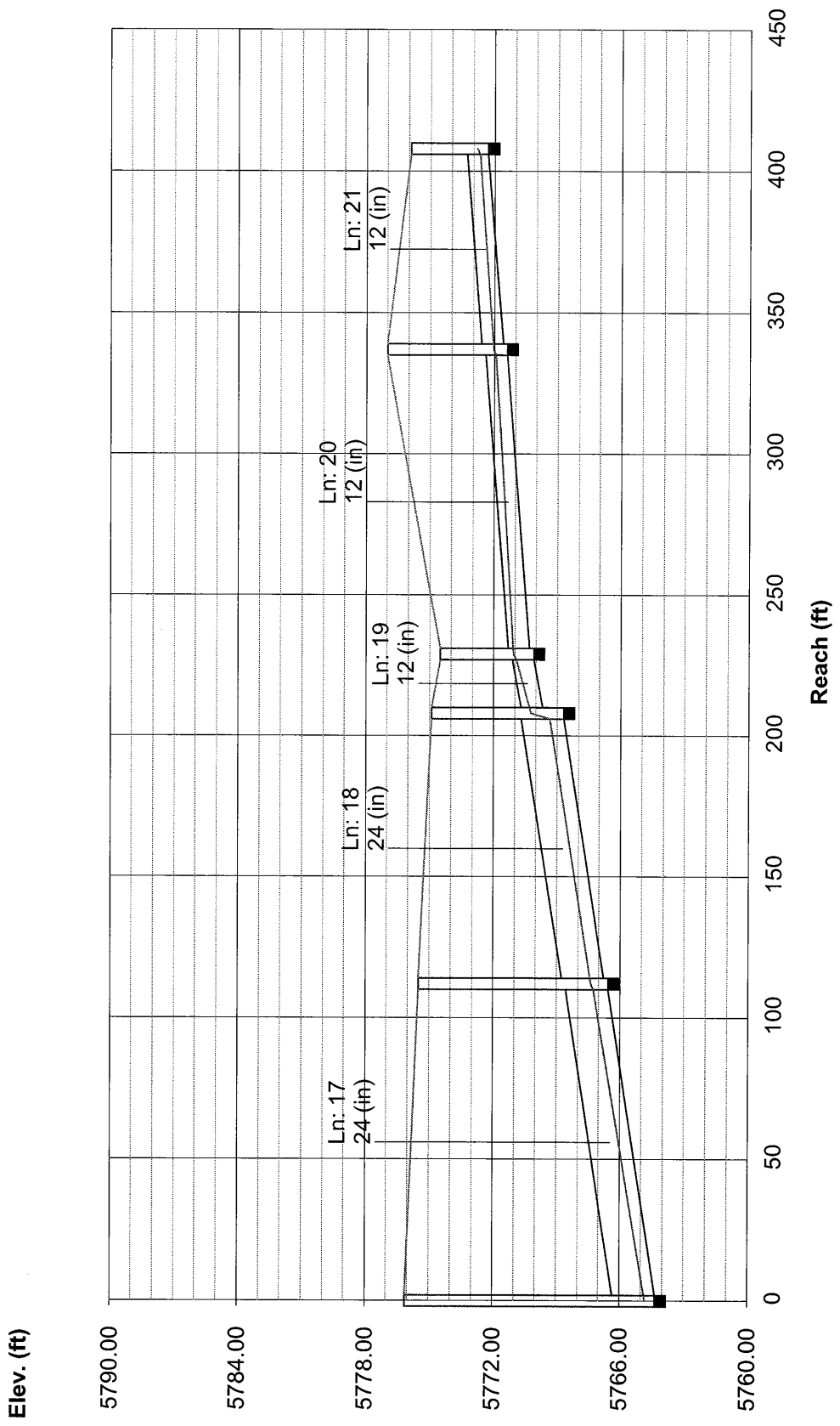
Number of lines: 54

Date: 07-29-2004

NOTES: ** At critical depth

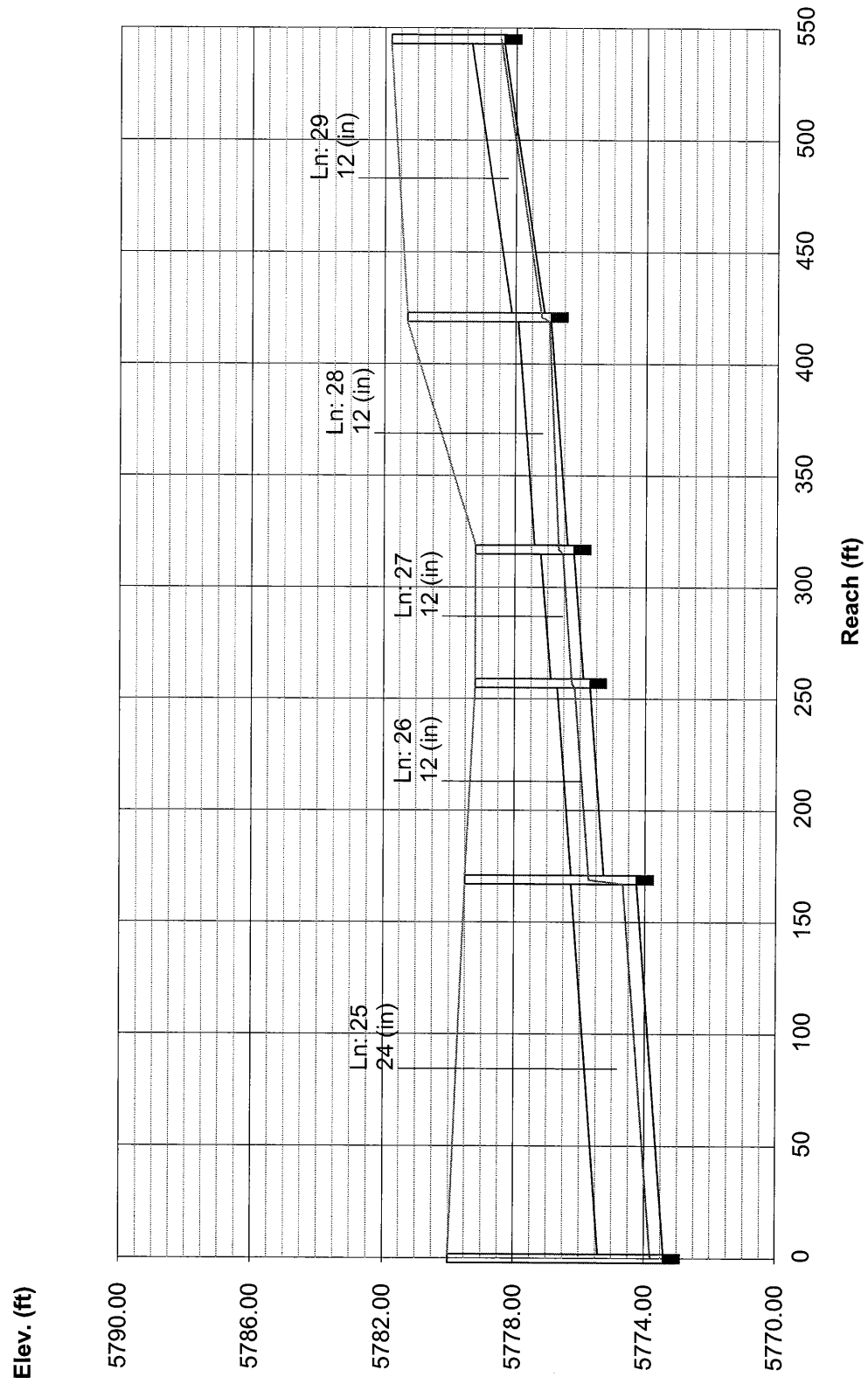


Storm Sewer Profile

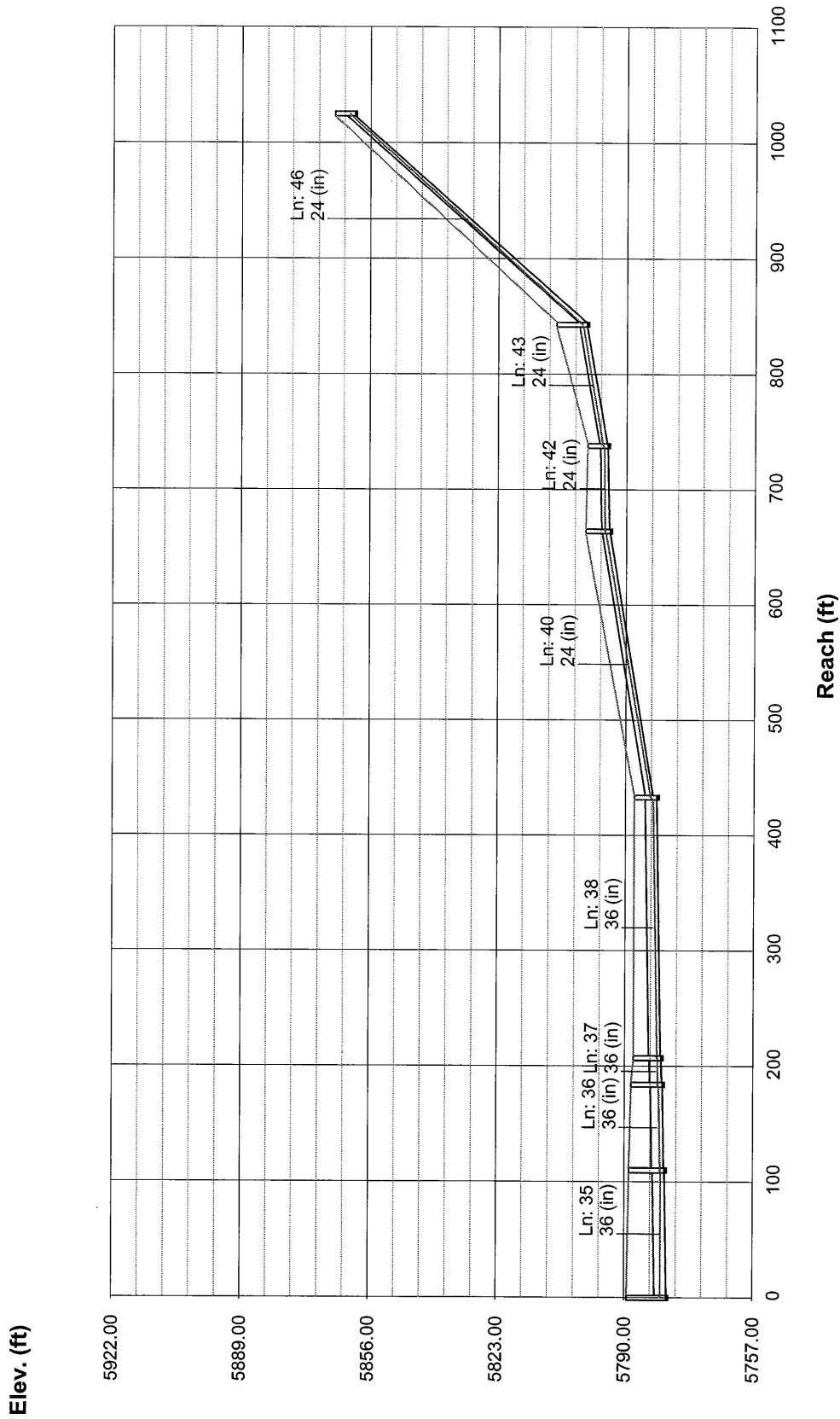


Storm Sewer Profile

Proj. file: D02049 Line-4 2-yr.stm



Storm Sewer Profile



Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	MH 4-0	47.18	0.00	2.28	Outfall	0.00	0.00	39.03	5745.90	5748.50	5744.98	5745.30	5742.90	5743.22	64.00	36	0.50	0.00	37.7
2	MH 4-1	210.90	2.08	13.18	1	0.00	0.00	39.25	5748.50	5776.10	5746.04	5761.92	5743.42	5759.92	165.00	36	10.00	0.00	37.4
3	MH 4-2	141.38	8.97	6.04	2	0.00	0.00	33.93	5776.10	5780.00	5765.14	5772.82	5764.13	5770.96	152.00	36	4.49	0.00	37.1
4	MH 4-3	47.38	5.84	5.30	3	0.00	0.00	32.86	5780.00	5780.00	5773.67	5773.80	5771.16	5771.70	107.00	36	0.50	0.00	36.8
5	MH 4-4	47.16	5.10	4.79	4	0.00	0.00	32.82	5780.00	5780.00	5774.40	5774.47	5771.90	5772.21	62.00	36	0.50	0.00	36.7
6	MH 4-5	47.73	4.59	4.38	5	0.00	0.00	47.55	5780.00	5780.00	5774.99	5775.16	5772.41	5772.62	41.00	36	0.51	0.00	12.7
7	MH 4-6	47.85	4.18	4.00	6	0.00	0.00	45.80	5780.00	5780.00	5775.90	5776.06	5772.82	5773.00	35.00	36	0.51	0.00	12.6
8	MH 4-7	120.54	3.80	3.04	7	0.00	0.00	38.46	5780.00	5781.20	5776.71	5777.14	5773.20	5775.16	60.00	36	3.27	0.00	12.4
9	MH 4-8	92.68	2.84	5.33	8	0.00	0.00	39.05	5781.20	5786.20	5777.28	5779.86	5775.36	5777.87	130.00	36	1.93	0.00	11.9
10	MH 4-9	81.86	5.13	7.07	9	0.00	0.00	39.41	5786.20	5789.30	5780.01	5781.23	5778.07	5779.23	77.00	36	1.51	0.00	11.7
11	MH 4-10	47.41	7.07	6.92	10	0.00	0.00	11.65	5789.30	5790.60	5782.19	5782.89	5780.23	5781.68	33.00	24	4.39	0.00	7.5
12	MH 4-11	50.57	6.72	6.12	11	0.00	0.00	9.16	5790.60	5792.50	5783.42	5785.45	5781.88	5784.38	50.00	24	5.00	0.00	7.2
13	MH 4-12	50.57	5.92	4.37	12	0.00	0.00	9.42	5792.50	5796.20	5785.52	5790.92	5784.58	5789.83	105.00	24	5.00	0.00	6.6
14	MH 4-13	50.57	4.17	5.17	13	0.00	0.00	9.63	5796.20	5801.20	5790.99	5795.13	5790.03	5794.03	80.00	24	5.00	0.00	6.2
15	MH 4-14A	22.62	4.97	3.78	14	0.00	0.00	6.72	5801.20	5800.70	5795.59	5795.84	5794.23	5794.92	69.00	24	1.00	0.00	5.7
16	OS5	22.62	3.58	4.67	15	0.00	1.58	5.70	5800.70	5802.50	5796.19	5796.68	5795.12	5795.83	71.00	24	1.00	0.85	5.0
17	B33	31.98	9.77	6.93	2	0.00	0.58	10.25	5776.10	5775.50	5765.11	5767.70	5764.33	5766.57	112.00	24	2.00	0.78	6.5
18	MH 4-15	31.99	6.73	4.21	17	0.00	0.00	8.73	5775.50	5774.90	5767.95	5769.74	5766.77	5768.69	96.00	24	2.00	0.00	5.9
19	B31	5.04	4.21	3.39	18	0.00	1.15	7.30	5774.90	5774.50	5770.69	5771.57	5769.69	5770.11	21.00	12	2.00	0.78	5.9
20	B30	3.56	3.19	4.61	19	0.00	0.58	3.74	5774.50	5777.00	5772.25	5773.44	5770.31	5771.39	108.00	12	1.00	0.78	5.5
21	B29	3.56	4.41	2.60	20	0.00	0.58	1.92	5777.00	5775.90	5773.62	5773.82	5771.59	5772.30	71.00	12	1.00	0.78	5.0

Project File: D02049 Line-4 25-yr.stm

Number of lines: 54

Date: 07-29-2004

NOTES: ** At critical depth

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
22	B36, B37	5.04	6.04	3.70	3	0.00	0.93	3.08	5780.00	5780.00	5773.67	5776.04	5772.96	5775.30	117.00	12	2.00	0.78	5.0
23	B34	3.56	5.30	6.21	4	0.00	0.05	0.27	5780.00	5780.00	5774.40	5774.40	5773.70	5773.79	9.00	12	1.00	0.64	7.8
24	B39	3.56	6.01	5.64	23	0.00	0.06	0.17	5781.00	5781.00	5774.40	5774.54	5773.99	5774.36	37.00	12	1.00	0.67	5.0
25	B19	16.04	4.59	3.24	5	0.00	0.77	5.47	5780.00	5779.50	5774.99	5775.15	5773.41	5774.26	169.00	24	0.50	0.86	35.9
26	B18	2.52	3.24	2.50	25	0.00	1.16	4.36	5779.50	5779.20	5776.26	5777.58	5775.26	5775.70	88.00	12	0.50	0.90	35.8
27	B17	2.52	2.30	2.00	26	0.00	1.70	2.59	5779.20	5779.20	5777.82	5778.14	5775.90	5776.20	60.00	12	0.50	0.88	35.7
28	MH 4-21	2.52	1.80	3.38	27	0.00	0.00	0.05	5779.20	5781.30	5778.32	5778.32	5776.40	5776.92	104.00	12	0.50	0.00	21.3
29	B28	3.56	3.18	2.44	28	0.00	0.03	0.10	5781.30	5781.80	5778.32	5778.51	5777.12	5778.36	124.00	12	1.00	0.78	5.0
30	B23	16.44	4.00	2.51	7	0.00	0.63	9.85	5780.00	5778.60	5776.71	5776.75	5774.00	5774.09	17.00	24	0.53	0.90	6.5
31	B26	15.99	2.31	3.21	30	0.00	0.08	7.88	5778.60	5780.00	5776.85	5776.97	5774.29	5774.79	100.00	24	0.50	0.91	5.8
32	B27	16.06	3.01	2.40	31	0.00	2.12	7.92	5780.00	5780.00	5777.04	5777.16	5774.99	5775.60	121.00	24	0.50	0.88	5.0
33	MH 4-23	4.37	7.07	2.00	10	0.00	0.00	2.75	5789.30	5787.40	5782.19	5785.10	5781.23	5784.40	211.00	12	1.50	0.00	5.1
34	B16	4.36	1.80	2.15	33	0.00	0.71	2.77	5787.40	5788.20	5785.44	5785.76	5784.60	5785.05	30.00	12	1.50	0.92	5.0
35	MH 4-24	47.15	7.07	6.02	10	0.00	0.00	28.08	5789.30	5788.80	5782.19	5782.32	5779.23	5779.78	110.00	36	0.50	0.00	11.2
36	B9	47.17	5.82	4.95	35	0.00	0.39	28.42	5788.80	5788.30	5782.46	5782.51	5779.98	5780.35	74.00	36	0.50	0.81	10.8
37	B8	48.20	4.75	4.13	36	0.00	0.49	27.50	5788.30	5787.80	5782.81	5782.82	5780.55	5780.67	23.00	36	0.52	0.78	10.7
38	MH 4-25	47.16	3.93	2.80	37	0.00	0.00	27.30	5787.80	5787.80	5783.02	5783.67	5780.87	5782.00	226.00	36	0.50	0.00	9.7
39	B7	3.56	2.80	2.27	38	0.00	0.59	2.03	5787.80	5787.50	5784.54	5784.84	5784.00	5784.23	23.00	12	1.00	0.81	5.0
40	MH 4-14	49.80	2.80	4.20	38	0.00	0.00	26.16	5787.80	5800.40	5784.38	5795.99	5783.00	5794.20	231.00	24	4.85	0.00	9.2
41	B1	3.56	4.20	3.15	40	0.00	1.25	4.88	5800.40	5800.00	5796.90	5798.12	5795.20	5795.85	65.00	12	1.00	0.92	5.0
42	MH 4-16	16.00	4.00	3.23	40	0.00	0.00	22.32	5800.40	5800.00	5796.90	5797.62	5794.40	5794.77	74.00	24	0.50	0.00	9.0

Project File: D02049 Line-4 25-yr.stm

Number of lines: 54

Date: 07-29-2004

NOTES: ** At critical depth

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
43	OS3	50.57	3.03	5.78	42	0.00	3.00	21.61	5800.00	5808.00	5798.29	5801.87	5794.97	5800.22	105.00	24	5.00	0.85	8.7
44	B2	7.12	4.87	2.71	14	0.00	0.47	1.81	5801.20	5800.80	5795.68	5797.66	5795.33	5797.09	44.00	12	4.00	0.91	5.0
45	B4	7.12	4.87	2.97	14	0.00	0.38	1.47	5801.20	5801.90	5795.64	5798.44	5795.33	5797.93	65.00	12	4.00	0.91	5.0
46	OS4	129.41	5.58	3.00	43	2.41	5.23	12.93	5808.00	5865.00	5802.34	5861.27	5800.42	5860.00	182.00	24	32.74	0.55	8.0
47	B38	3.92	4.21	1.97	18	0.00	0.53	1.51	5774.90	5773.00	5770.16	5770.55	5769.69	5770.03	28.00	12	1.21	0.67	5.0
48	B13	11.26	6.62	5.32	11	0.00	0.35	1.38	5790.60	5790.70	5783.42	5784.88	5782.98	5784.38	14.00	12	10.00	0.93	5.0
49	B12	11.26	6.62	5.72	11	0.00	0.40	1.58	5790.60	5790.80	5783.42	5784.61	5782.98	5784.08	11.00	12	10.00	0.93	5.0
50	B32	5.04	4.79	5.17	5	0.00	0.02	0.07	5780.00	5781.60	5774.99	5775.54	5774.21	5775.43	61.00	12	2.00	0.78	5.0
51	B22	5.63	4.18	3.58	6	0.00	0.70	2.67	5780.00	5780.00	5775.90	5776.11	5774.82	5775.42	24.00	12	2.50	0.90	5.0
52	B3	5.04	2.78	2.84	15	0.00	0.32	1.26	5800.70	5801.90	5797.26	5798.54	5796.92	5798.06	57.00	12	2.00	0.93	5.0
53	B6	5.04	3.03	2.29	42	0.00	0.30	1.12	5800.00	5800.30	5798.29	5798.34	5795.97	5797.01	52.00	12	2.00	0.88	5.0
54	B35	5.04	8.97	5.45	2	0.00	1.07	2.79	5776.10	5775.00	5766.66	5769.26	5766.13	5768.55	121.00	12	2.00	0.68	7.0

Project File: D02049 Line-4 25-yr.stm

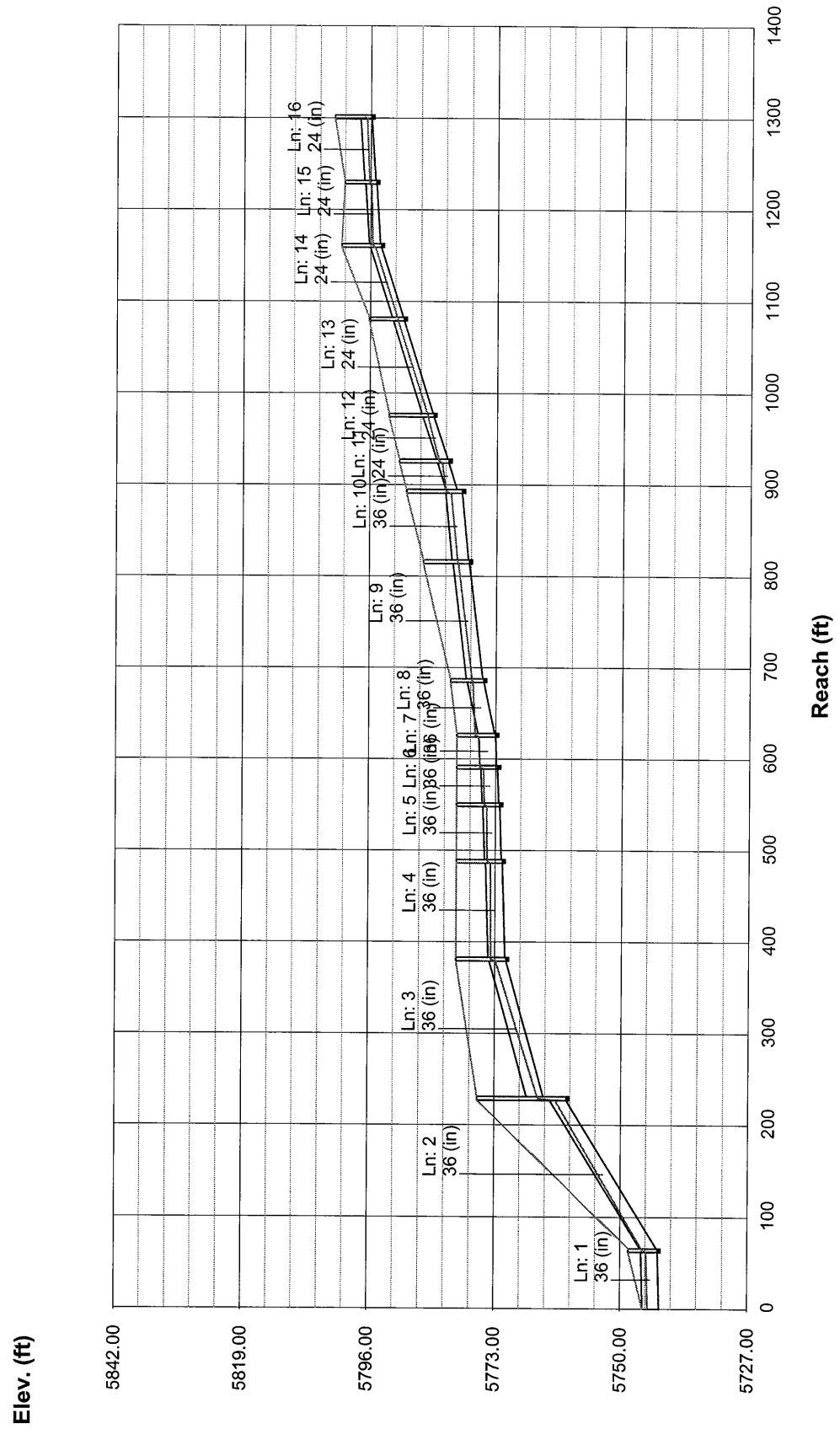
Number of lines: 54

Date: 07-29-2004

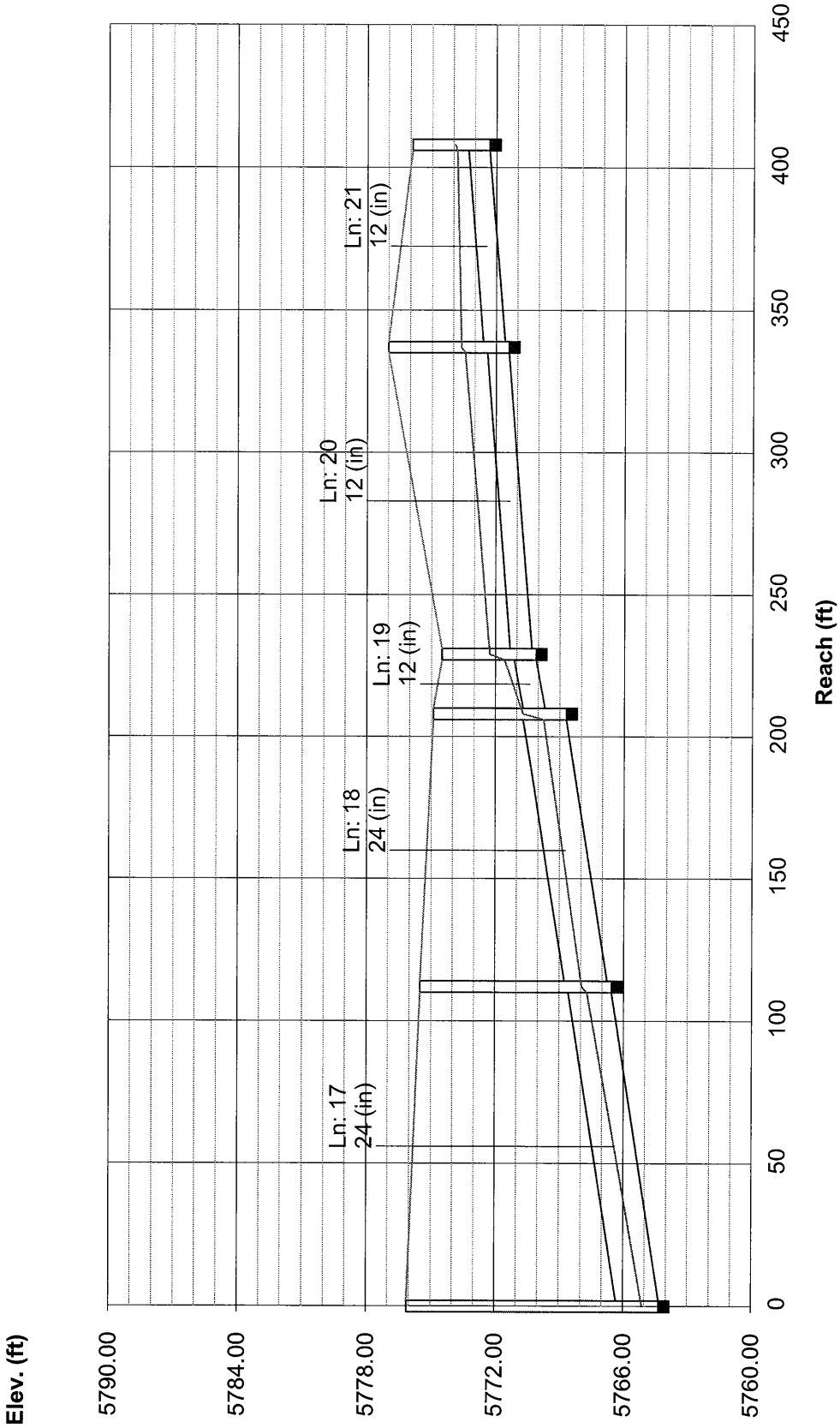
NOTES: ** At critical depth

Storm Sewer Profile

Proj. file: D02049 Line-4 25-yr.stm

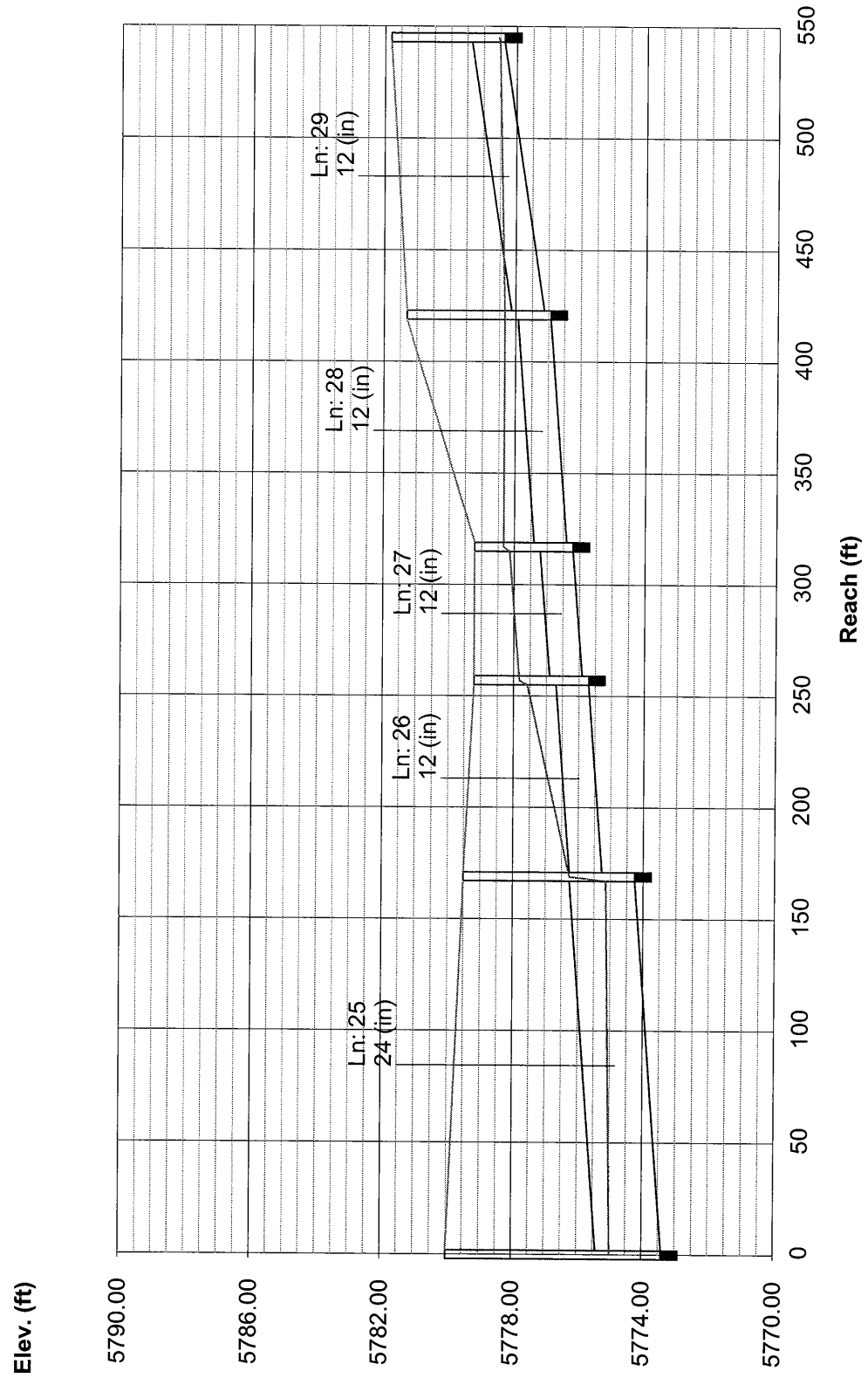


Storm Sewer Profile

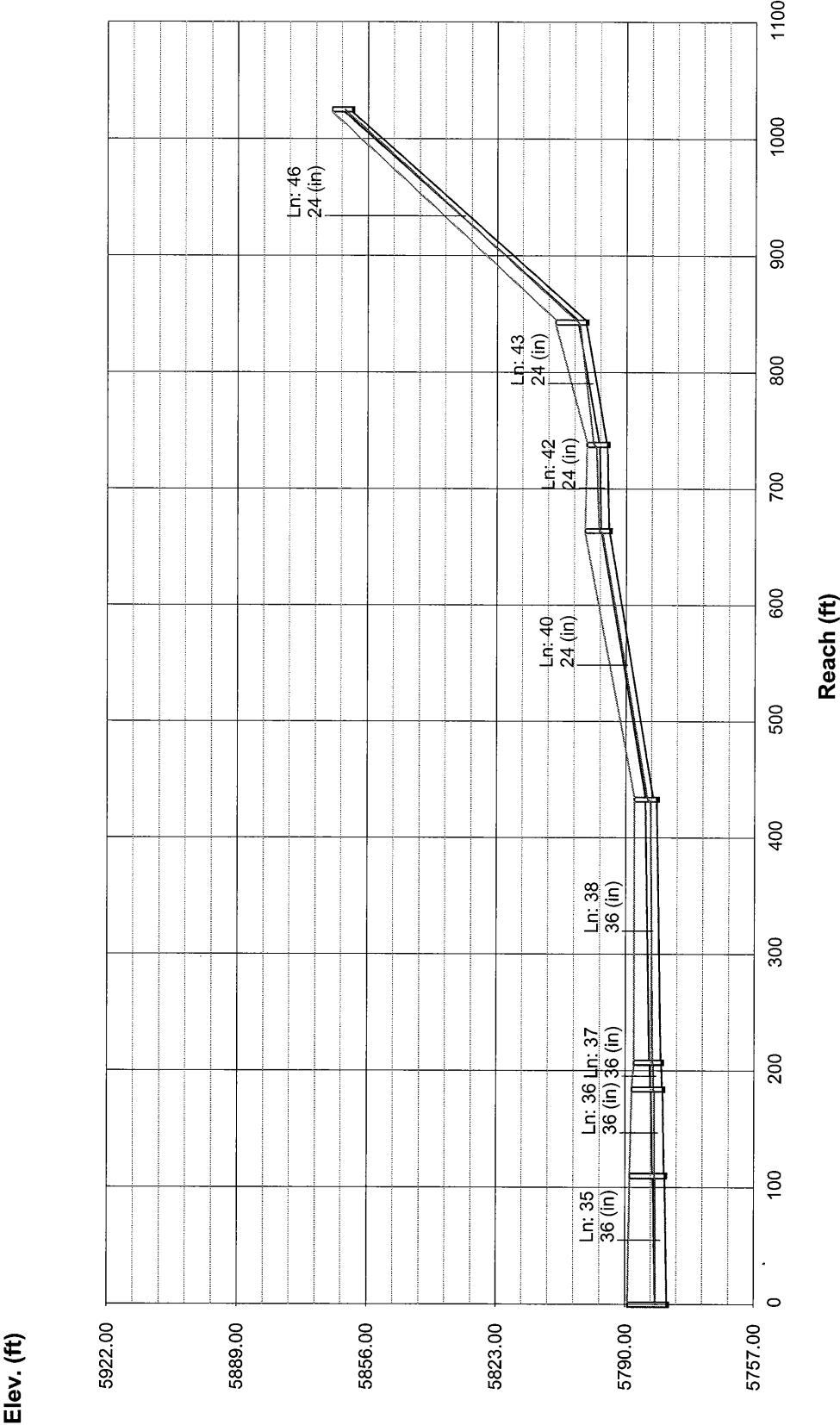


Storm Sewer Profile

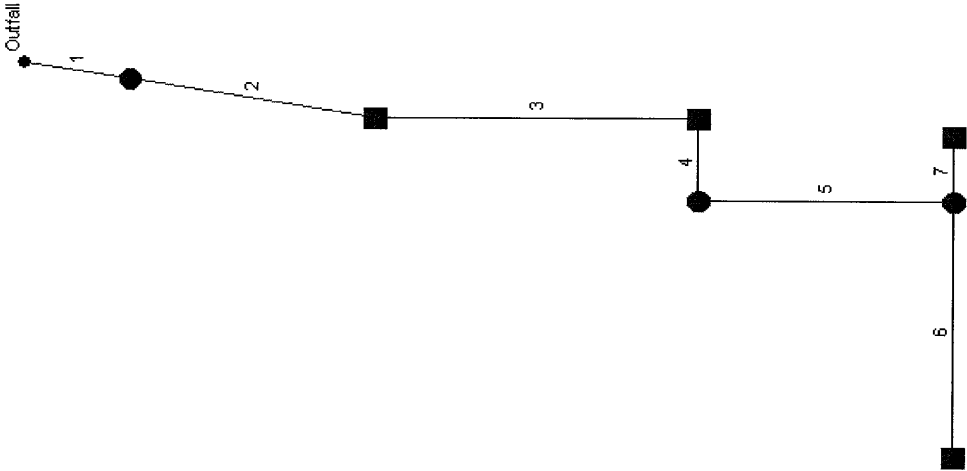
Proj. file: D02049 Line-4 25-yr.stm



Storm Sewer Profile



Hydraflow Plan View



Project file: D02049 Line-5 2-yr.stm

No. Lines: 7

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	MH 5-0	16.00	0.00	1.10	Outfall	0.00	0.00	3.65	5747.00	5748.30	5745.68	5745.88	5745.00	5745.20	40.00	24	0.50	0.00	10.6
2	C14	96.87	0.90	9.64	1	0.00	0.15	3.85	5748.30	5774.10	5745.92	5763.16	5745.40	5762.46	93.00	24	18.34	0.74	9.4
3	C13	22.62	9.44	8.24	2	0.00	0.09	3.95	5774.10	5774.10	5763.28	5764.56	5762.66	5763.86	120.00	24	1.00	0.68	7.9
4	MH 5-1	22.61	8.04	9.40	3	0.00	0.00	3.93	5774.10	5775.80	5764.94	5765.10	5764.06	5764.40	34.00	24	1.00	0.00	7.5
5	MH 5-2	22.61	9.20	8.75	4	0.00	0.00	4.19	5775.80	5776.30	5765.35	5766.28	5764.60	5765.55	95.00	24	1.00	0.00	6.4
6	C7/C8	22.61	3.60	4.24	5	0.00	2.43	4.03	5776.30	5778.00	5771.27	5772.47	5770.70	5771.76	106.00	24	1.00	0.83	5.0
7	C9	5.04	3.60	2.36	5	0.00	0.42	0.54	5776.30	5775.60	5771.92	5772.55	5771.70	5772.24	27.00	12	2.00	0.64	5.0

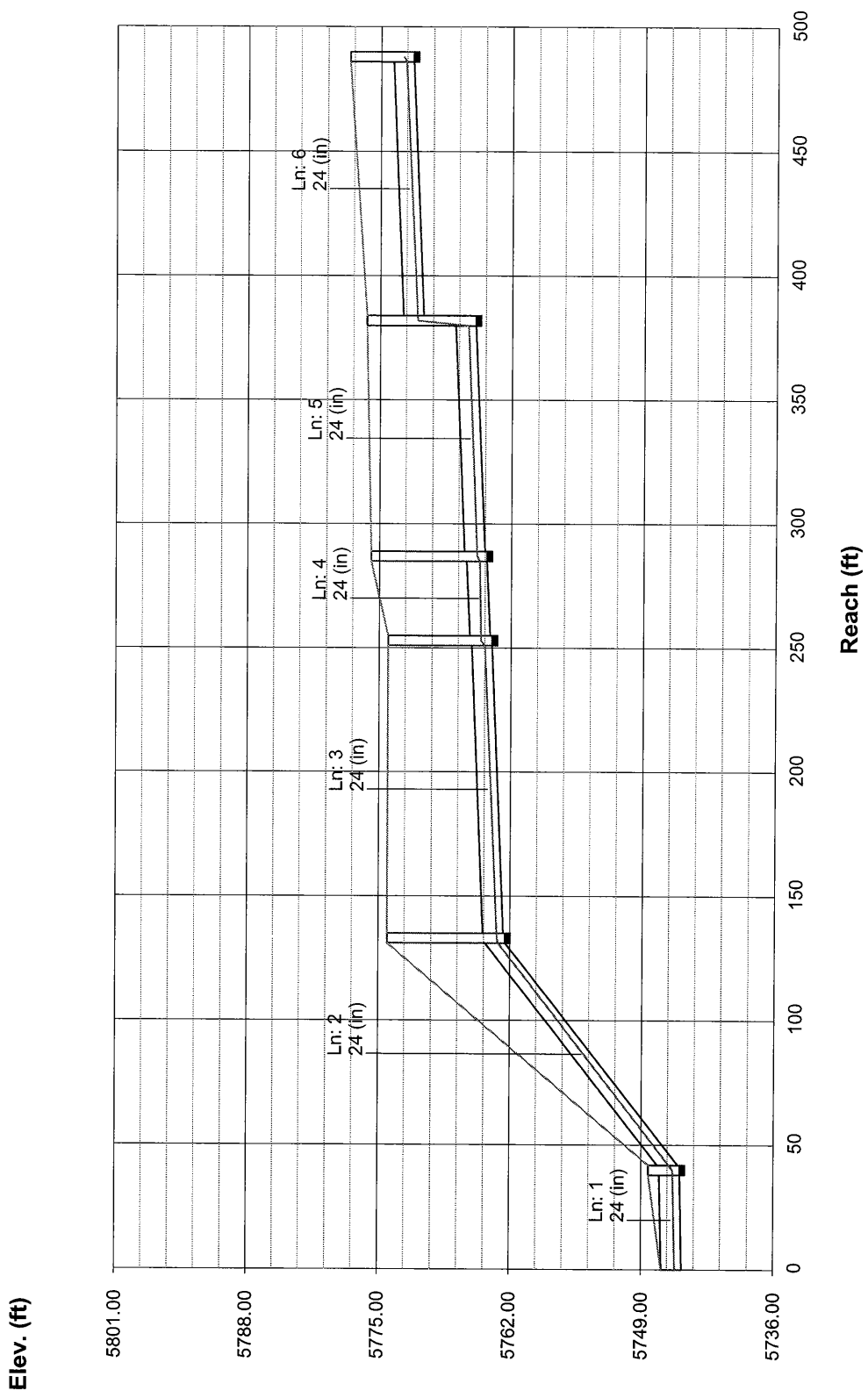
Project File: D02049 Line-5 2-yr.stm

Number of lines: 7

Date: 07-29-2004

NOTES: ** At critical depth

Storm Sewer Profile



Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	MH 5-0	16.00	0.00	1.10	Outfall	0.00	0.00	10.13	5747.00	5748.30	5746.16	5746.35	5745.00	5745.20	40.00	24	0.50	0.00	7.4
2	C14	96.87	0.90	9.64	1	0.00	0.15	10.36	5748.30	5774.10	5746.42	5763.60	5745.40	5762.46	93.00	24	18.34	0.82	6.9
3	C13	22.62	9.44	8.24	2	0.00	0.09	10.20	5774.10	5774.10	5763.84	5764.99	5762.66	5763.86	120.00	24	1.00	0.78	6.3
4	MH 5-1	22.61	8.04	9.40	3	0.00	0.00	10.01	5774.10	5775.80	5765.71	5765.65	5764.06	5764.40	34.00	24	1.00	0.00	6.1
5	MH 5-2	22.61	9.20	8.75	4	0.00	0.00	10.27	5775.80	5776.30	5766.02	5766.69	5764.60	5765.55	95.00	24	1.00	0.00	5.6
6	C7/C8	22.61	3.60	4.24	5	0.00	2.43	9.28	5776.30	5778.00	5771.60	5772.84	5770.70	5771.76	106.00	24	1.00	0.90	5.0
7	C9	5.04	3.60	2.36	5	0.00	0.42	1.32	5776.30	5775.60	5772.05	5772.73	5771.70	5772.24	27.00	12	2.00	0.74	5.0

Project File: D02049 Line-5 25-yr.stm

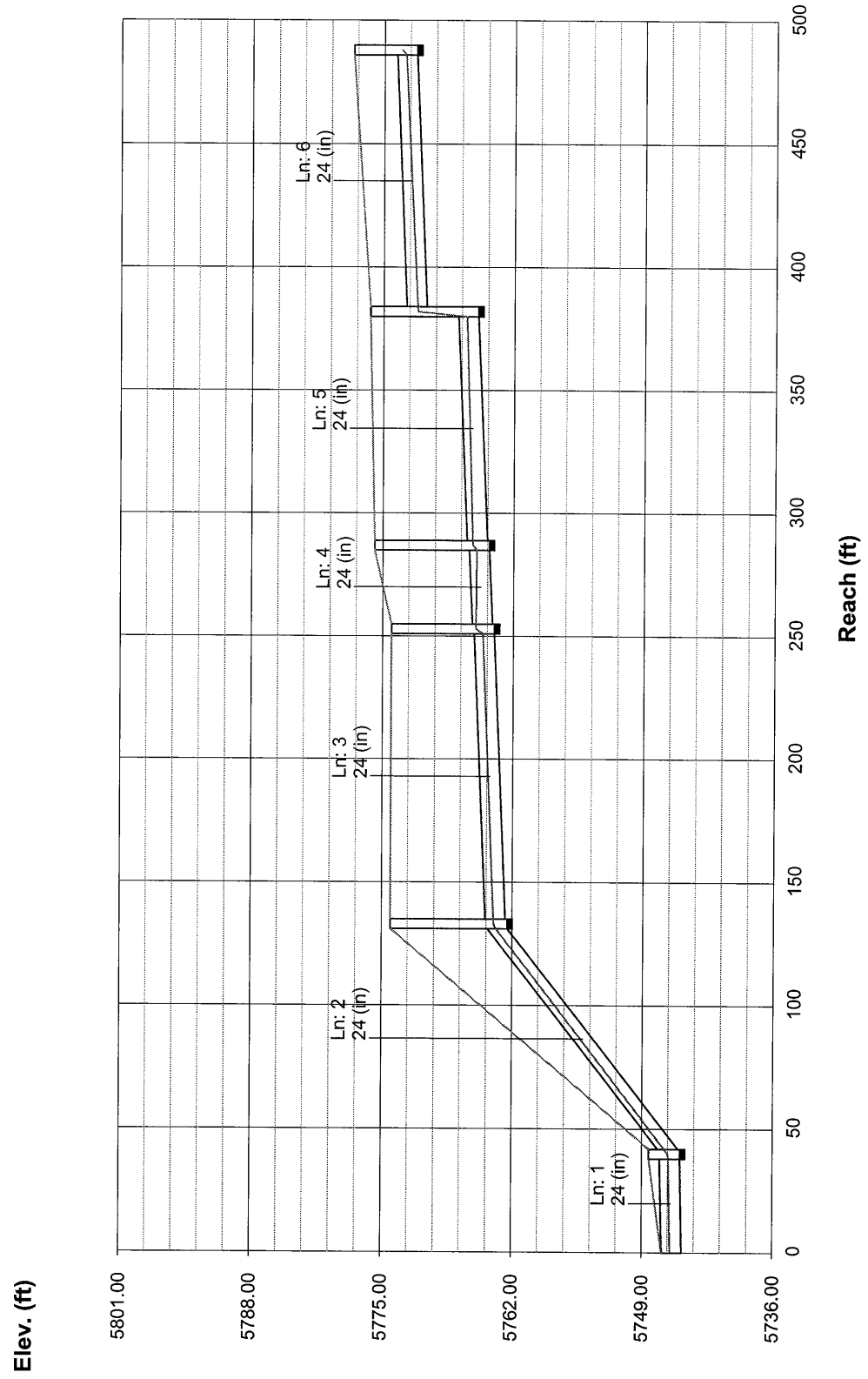
Date: 07-29-2004

Number of lines: 7

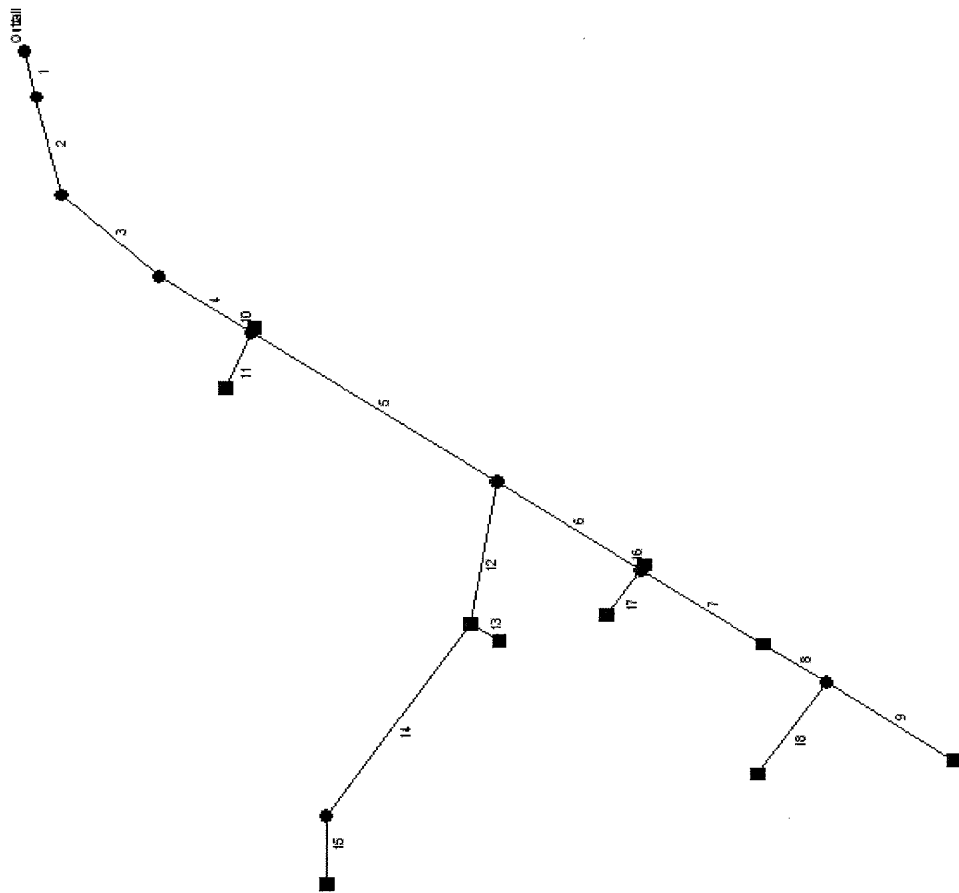
NOTES: ** At critical depth

Storm Sewer Profile

Proj. file: D02049 Line-5 25-yr.stm



Hydraflow Plan View



Project file: D02049 Line-6 2-yr.stm

No. Lines: 18

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	MH 6-0	22.63	0.00	2.60	Outfall	0.00	0.00	11.68	5745.30	5748.30	5744.51	5744.91	5743.30	5743.70	40.00	24	1.00	0.00	17.2
2	MH 6-1	93.67	2.40	3.12	1	0.00	0.00	11.78	5748.30	5763.60	5744.99	5759.70	5743.90	5758.48	85.00	24	17.15	0.00	16.9
3	MH 6-2	50.57	2.92	4.42	2	0.00	0.00	11.90	5763.60	5770.20	5759.94	5765.00	5758.68	5763.78	102.00	24	5.00	0.00	16.4
4	MH 6-3	50.58	4.22	4.62	3	0.00	0.00	12.00	5770.20	5774.80	5765.08	5769.41	5763.98	5768.18	84.00	24	5.00	0.00	16.1
5	MH 6-4	50.58	4.42	3.02	4	0.00	0.00	11.51	5774.80	5784.70	5769.96	5780.88	5768.38	5779.68	226.00	24	5.00	0.00	15.1
6	MH 6-5	43.38	2.82	3.59	5	0.00	0.00	11.96	5784.70	5790.40	5781.33	5786.04	5779.88	5784.81	134.00	24	3.68	0.00	11.4
7	C20	22.62	3.39	6.96	6	0.00	0.21	11.79	5790.40	5795.10	5786.58	5787.36	5785.01	5786.14	113.00	24	1.00	0.71	10.9
8	MH 6-7	27.70	6.76	8.29	7	0.00	0.00	11.66	5795.10	5797.50	5787.63	5788.42	5786.34	5787.21	58.00	24	1.50	0.00	10.6
9	OS7/OS8	27.74	8.09	7.83	8	3.18	10.97	10.03	5797.50	5799.00	5788.96	5790.29	5787.41	5789.17	117.00	24	1.50	0.41	10.0
10	C11	7.96	4.62	4.27	4	0.00	0.39	0.64	5774.80	5774.70	5769.96	5769.93	5769.18	5769.43	5.00	12	5.00	0.82	5.0
11	C10	7.96	4.62	2.37	4	0.00	0.51	0.61	5774.80	5775.10	5769.96	5772.06	5769.18	5771.73	51.00	12	5.00	0.60	5.0
12	C21	2.53	3.02	4.00	5	0.00	0.15	0.74	5784.70	5786.30	5781.33	5781.66	5780.68	5781.30	123.00	12	0.50	0.71	13.5
13	C4	7.96	3.70	3.60	12	0.00	0.37	0.50	5786.30	5787.50	5781.82	5783.20	5781.60	5782.90	26.00	12	5.00	0.68	5.0
14	MH 6-9	3.56	3.80	2.33	12	0.00	0.00	0.36	5786.30	5786.80	5781.82	5783.72	5781.50	5783.47	197.00	12	1.00	0.00	6.9
15	C3	3.56	2.13	1.95	14	0.00	0.26	0.40	5786.80	5787.20	5783.90	5784.52	5783.67	5784.25	58.00	12	1.00	0.77	5.0
16	C6	7.96	3.16	2.91	6	0.00	0.15	0.22	5790.40	5790.40	5786.58	5786.69	5786.24	5786.49	5.00	12	5.00	0.75	5.0
17	C5	4.38	3.16	2.25	6	0.00	0.18	0.26	5790.40	5790.20	5786.58	5787.17	5786.24	5786.95	47.00	12	1.51	0.73	5.0
18	C1	3.56	7.09	8.45	8	0.00	1.39	2.44	5797.50	5799.80	5790.02	5791.01	5789.41	5790.35	94.00	12	1.00	0.88	5.0

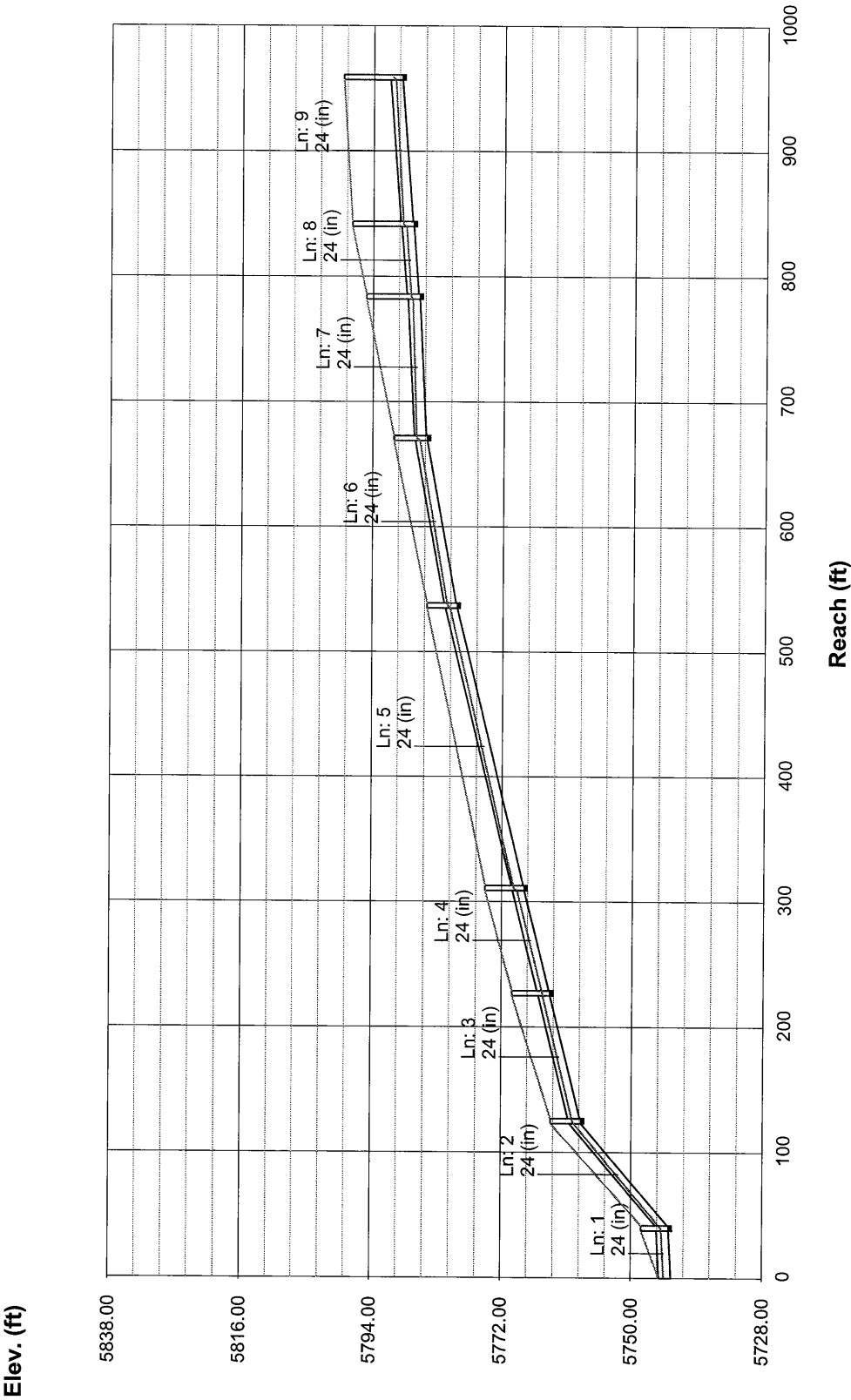
Project File: D02049 Line-6 2-yr.stm

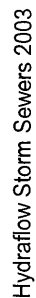
Number of lines: 18

Date: 07-29-2004

NOTES: ** At critical depth

Storm Sewer Profile





Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	MH 6-0	22.63	0.00	2.60	Outfall	0.00	0.00	31.05	5745.30	5748.30	5745.30	5746.06	5743.30	5743.70	40.00	24	1.00	0.00	11.8
2	MH 6-1	93.67	2.40	3.12	1	0.00	0.00	31.22	5748.30	5763.60	5746.28	5760.36	5743.90	5758.48	85.00	24	17.15	0.00	11.6
3	MH 6-2	50.57	2.92	4.42	2	0.00	0.00	31.43	5763.60	5770.20	5761.09	5765.66	5758.68	5763.78	102.00	24	5.00	0.00	11.4
4	MH 6-3	50.58	4.22	4.62	3	0.00	0.00	31.59	5770.20	5774.80	5765.91	5770.07	5763.98	5768.18	84.00	24	5.00	0.00	11.3
5	MH 6-4	50.58	4.42	3.02	4	0.00	0.00	29.76	5774.80	5784.70	5771.71	5781.54	5768.38	5779.68	226.00	24	5.00	0.00	10.9
6	MH 6-5	43.38	2.82	3.59	5	0.00	0.00	27.99	5784.70	5790.40	5782.80	5786.64	5779.88	5784.81	134.00	24	3.68	0.00	10.6
7	MH 6-6	22.62	3.39	6.96	6	0.00	0.21	27.31	5790.40	5795.10	5787.98	5789.63	5785.01	5786.14	113.00	24	1.00	0.78	10.4
8	MH 6-7	27.70	6.76	8.29	7	0.00	0.00	26.88	5795.10	5797.50	5790.22	5791.04	5786.34	5787.21	58.00	24	1.50	0.00	10.3
9	OS7/OS8	27.74	8.09	7.83	8	3.18	10.09	22.81	5797.50	5799.00	5792.18	5793.37	5787.41	5789.17	117.00	24	1.50	0.58	10.0
10	C11	7.96	4.62	4.27	4	0.00	0.39	1.46	5774.80	5774.70	5771.71	5771.72	5769.18	5769.43	5.00	12	5.00	0.88	5.0
11	C10	7.96	4.62	2.37	4	0.00	0.51	1.56	5774.80	5775.10	5771.71	5772.26	5769.18	5771.73	51.00	12	5.00	0.72	5.0
12	MH 6-8	2.53	3.02	4.00	5	0.00	0.15	2.23	5784.70	5786.30	5782.80	5783.29	5780.68	5781.30	123.00	12	0.50	0.78	8.6
13	C4	7.96	3.70	3.60	12	0.00	0.37	1.22	5786.30	5787.50	5783.44	5783.41	5781.60	5782.90	26.00	12	5.00	0.78	5.0
14	MH 6-9	3.56	3.80	2.33	12	0.00	0.00	0.90	5786.30	5786.80	5783.44	5783.88	5781.50	5783.47	197.00	12	1.00	0.00	5.8
15	C3	3.56	2.13	1.95	14	0.00	0.26	0.94	5786.80	5787.20	5784.02	5784.66	5783.67	5784.25	58.00	12	1.00	0.85	5.0
16	C6	7.96	3.16	2.91	6	0.00	0.15	0.53	5790.40	5790.40	5787.98	5787.98	5786.24	5786.49	5.00	12	5.00	0.83	5.0
17	C5	4.38	3.16	2.25	6	0.00	0.18	0.63	5790.40	5790.20	5787.98	5788.00	5786.24	5786.95	47.00	12	1.51	0.82	5.0
18	C1	3.56	7.09	8.45	8	0.00	1.39	5.49	5797.50	5799.80	5792.18	5794.41	5789.41	5790.35	94.00	12	1.00	0.93	5.0

Project File: D02049 Line-6 25-yr.stm

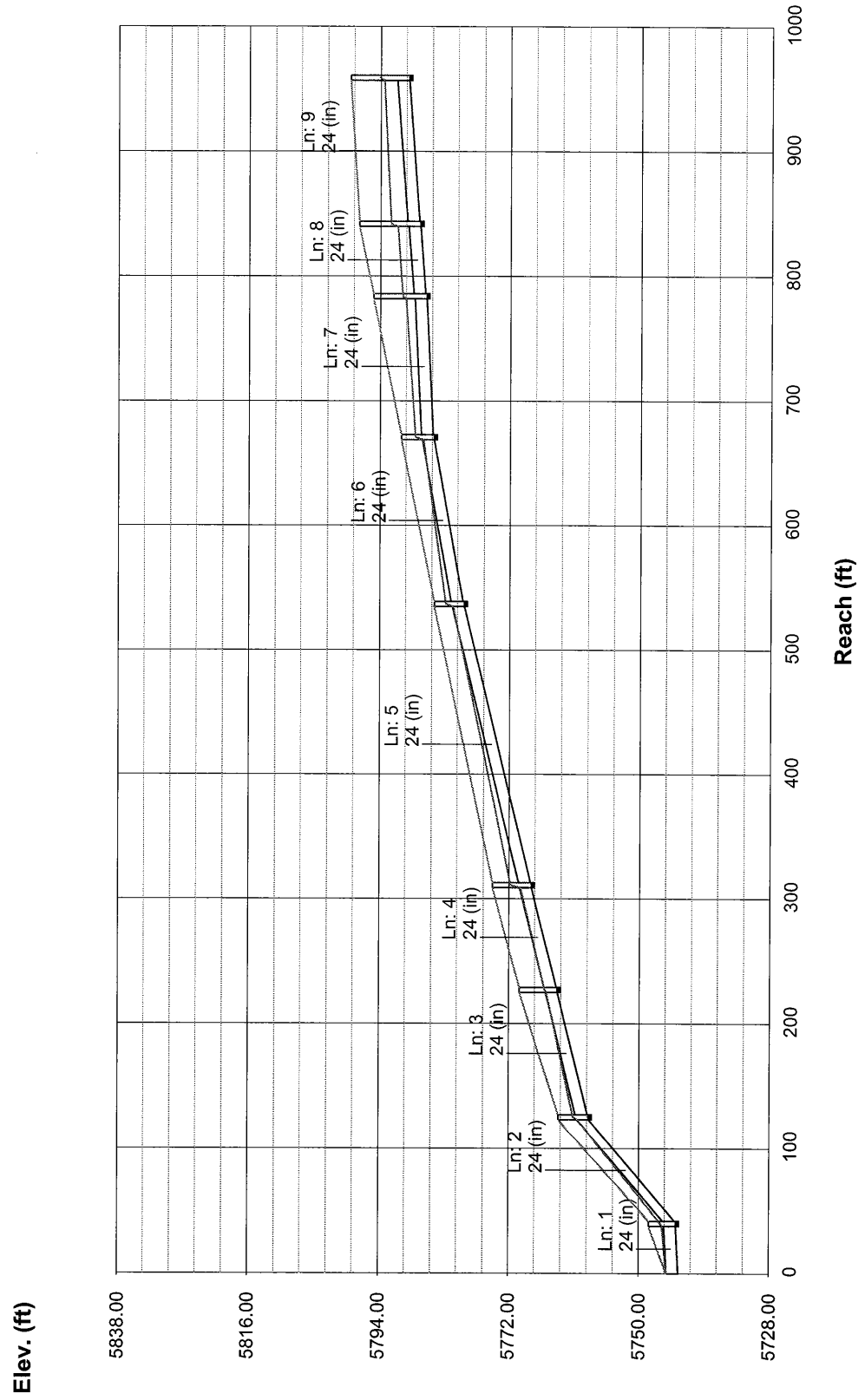
Number of lines: 18

Date: 07-29-2004

NOTES: ** At critical depth

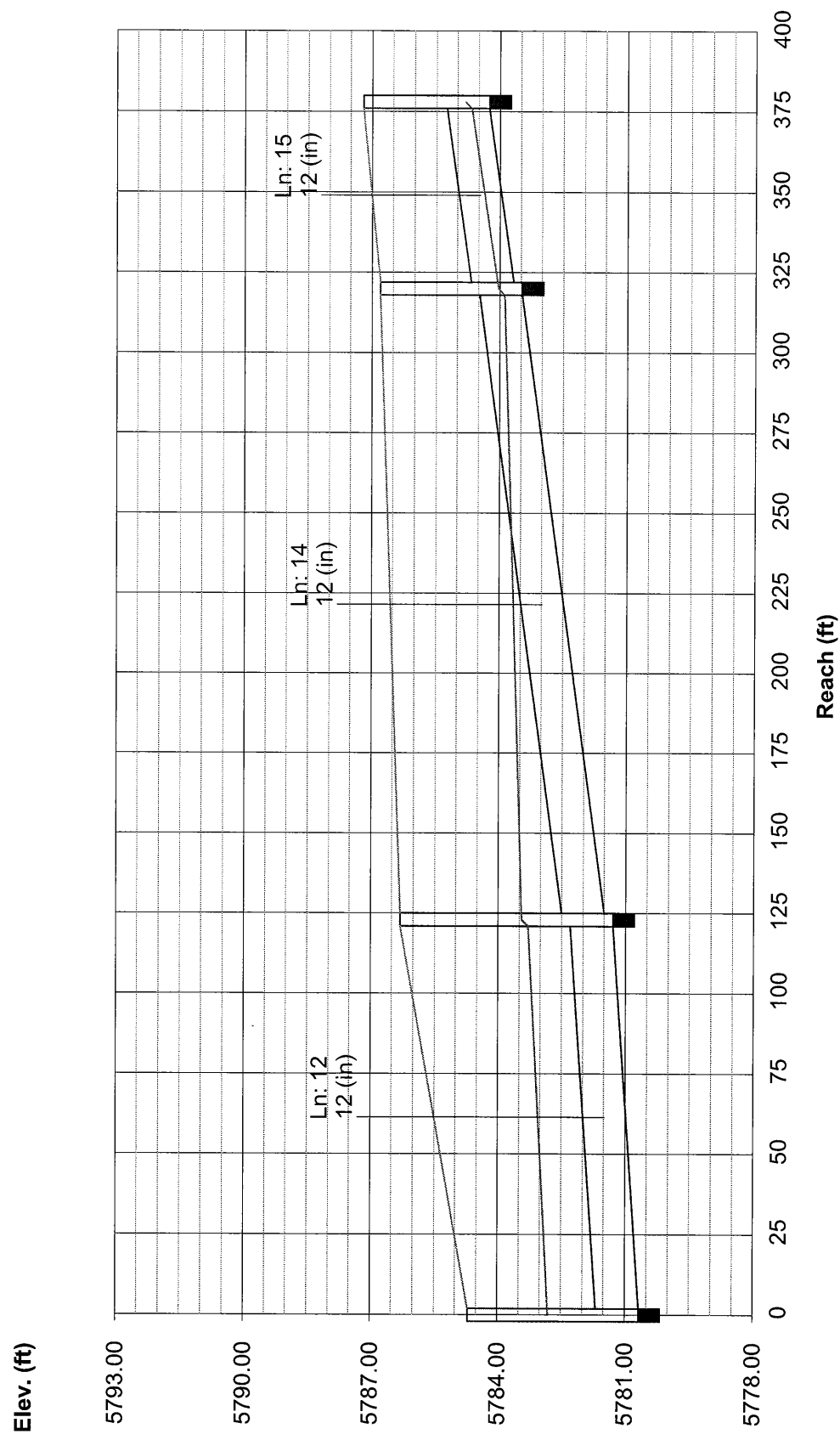
Storm Sewer Profile

Proj. file: D02049 Line-6 25-yr.stm

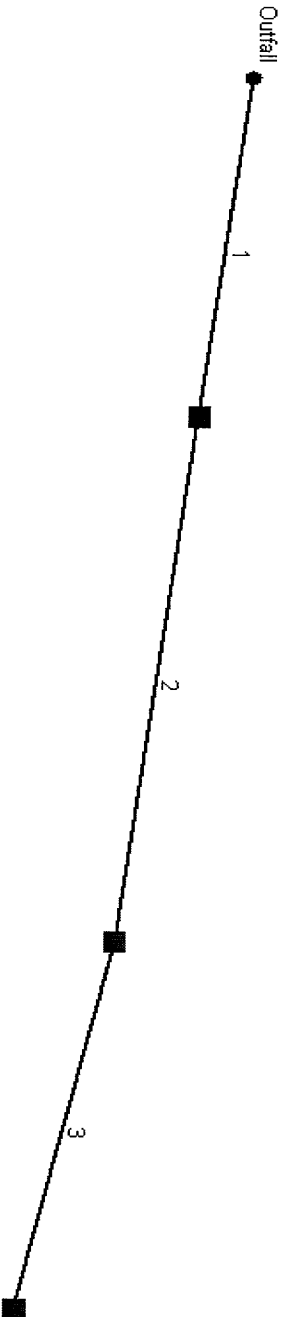


Storm Sewer Profile

Proj. file: D02049 Line-6 25-yr.stm



Hydraflow Plan View



Project file: D02049 Line-7 2-yr.stm

No. Lines: 3

07-29-2004

Page 1

Line No.	Line ID	Capac Full	Cover Dn	Cover Up	DnStm Ln No	Known Q	Drrg Area	Flow Rate	Gnd/Rim El Dn	Gnd/Rim El Up	HGL Dn	HGL Up	Invert Dn	Invert Up	Line Length	Line Size	Line Slope	Runoff Coeff	Tc
1	A27	2.24	0.00	7.75	Outfall	0.00	0.40	1.07	5745.00	5752.90	5744.49	5744.64	5744.00	5744.15	38.00	12	0.39	0.86	6.2
2	A34	2.17	7.76	6.94	1	0.00	0.32	1.07	5752.90	5752.30	5744.70	5744.85	5744.14	5744.36	59.00	12	0.37	0.77	5.5
3	Line-2/A38	2.20	6.94	-0.02	2	1.07	0.83	1.07	5752.30	5745.50	5744.91	5745.02	5744.36	5744.52	42.00	12	0.38	0.13	5.0

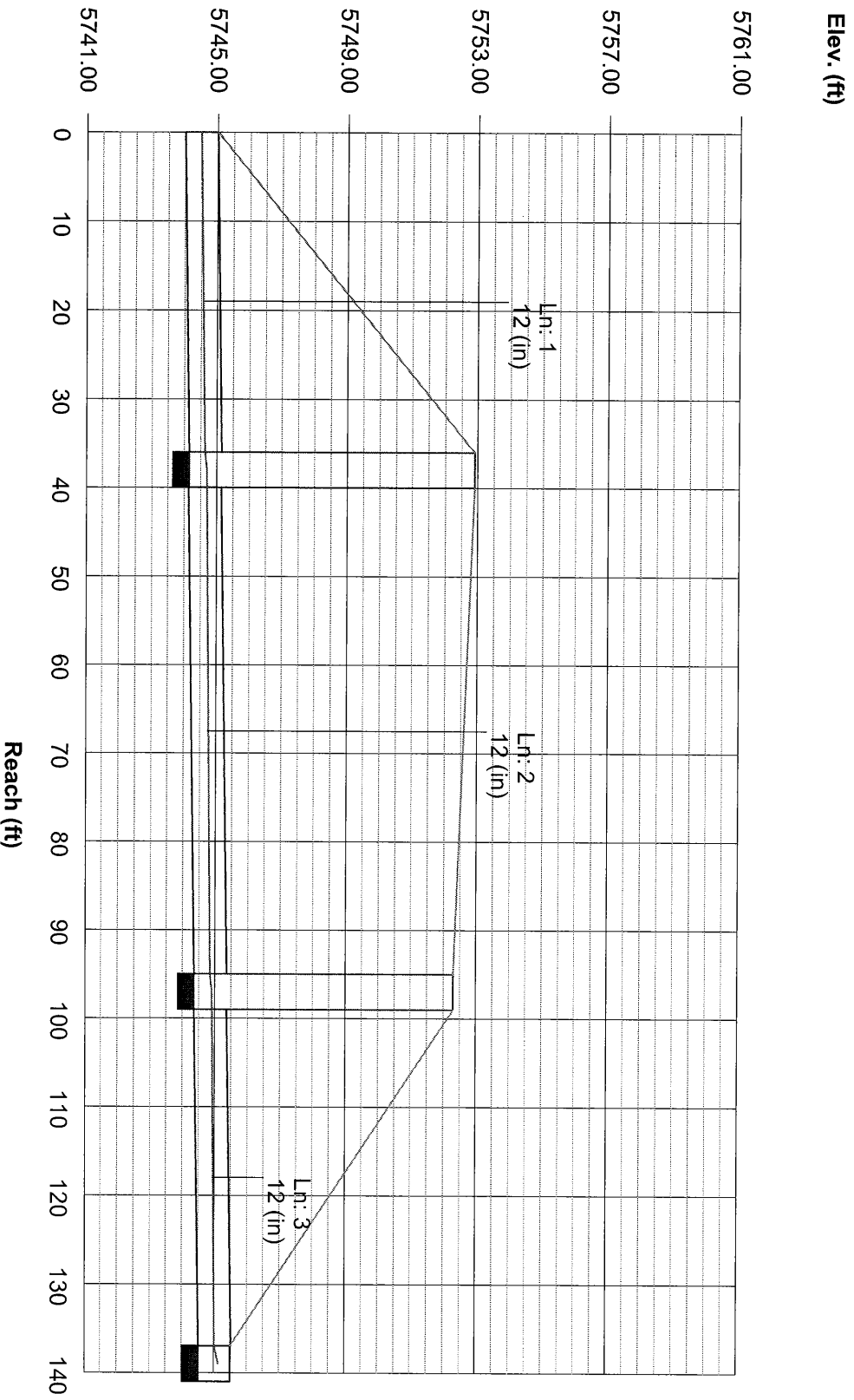
Project File: D02049 Line-7 2-yr.stm

Number of lines: 3

Date: 07-29-2004

Storm Sewer Profile

Proj. file: D02049 Line-7 2-yr.stm



Line No.	Line ID	Capac Full	Cover Dn	Cover Up	DnStm Ln No	Known Q	Drrng Area	Flow Rate	Gnd/Rim El Dn	Gnd/Rim El Up	HGL Dn	HGL Up	Invert Dn	Invert Up	Line Length	Line Size	Line Slope	Runoff Coeff	Tc
		(cfs)	(ft)	(ft)		(cfs)	(ac)	(cfs)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(in)	(%)	(c)	(min)
1	A27	2.24	0.00	7.75	Outfall	0.00	0.40	7.10	5745.00	5752.90	5745.00	5746.51	5744.00	5744.15	38.00	12	0.39	0.92	5.3
2	A34	2.17	7.76	6.94	1	0.00	0.32	5.58	5752.90	5752.30	5747.15	5748.60	5744.14	5744.36	59.00	12	0.37	0.85	5.1
3	Line-2/A38	2.20	6.94	-0.02	2	2.80	1.11	4.45	5752.30	5745.50	5748.99	5749.65	5744.36	5744.52	42.00	12	0.38	0.35	5.0

Project File: D02049 Line-7 25-yr.stm

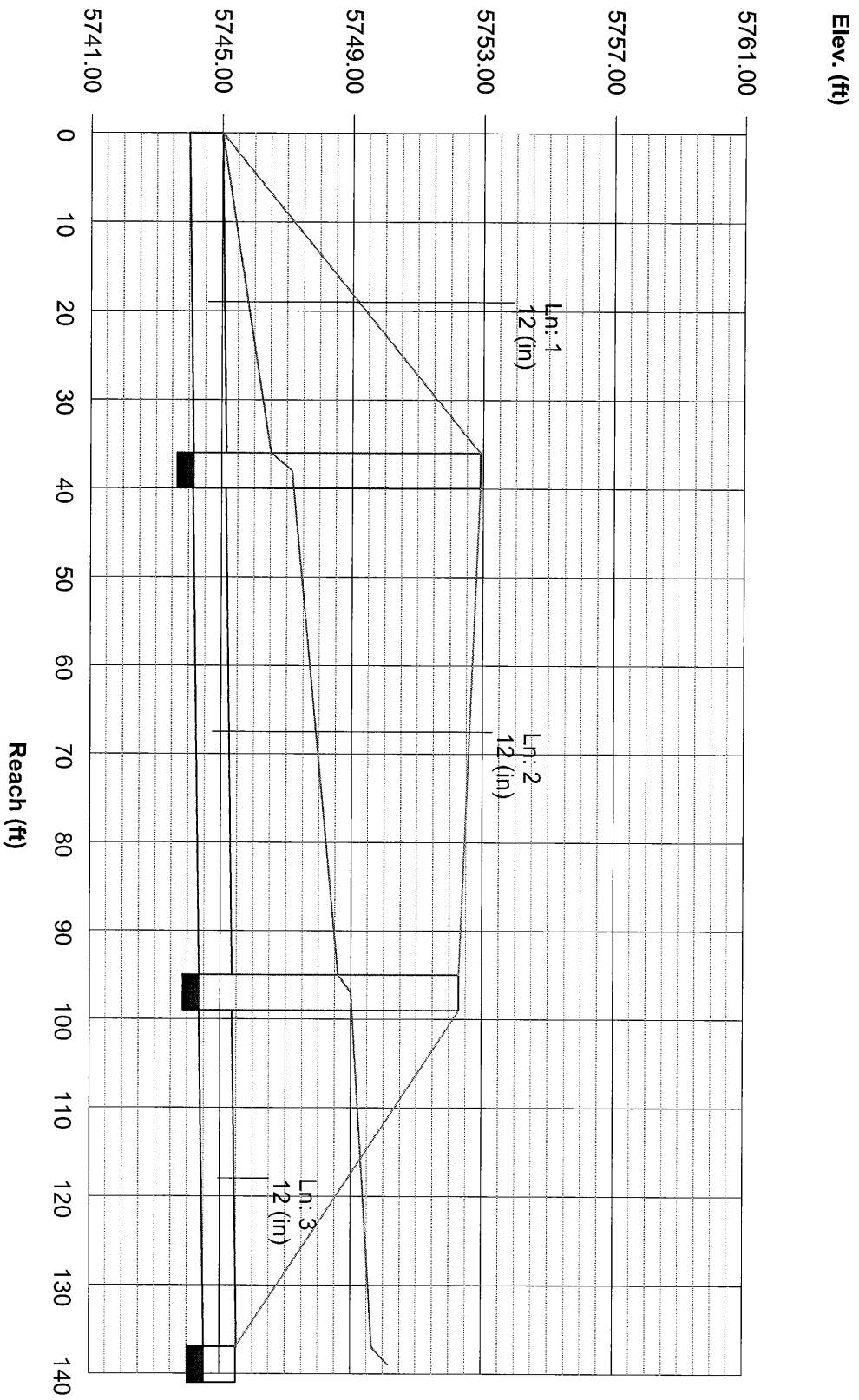
Number of lines: 3

Date: 07-29-2004

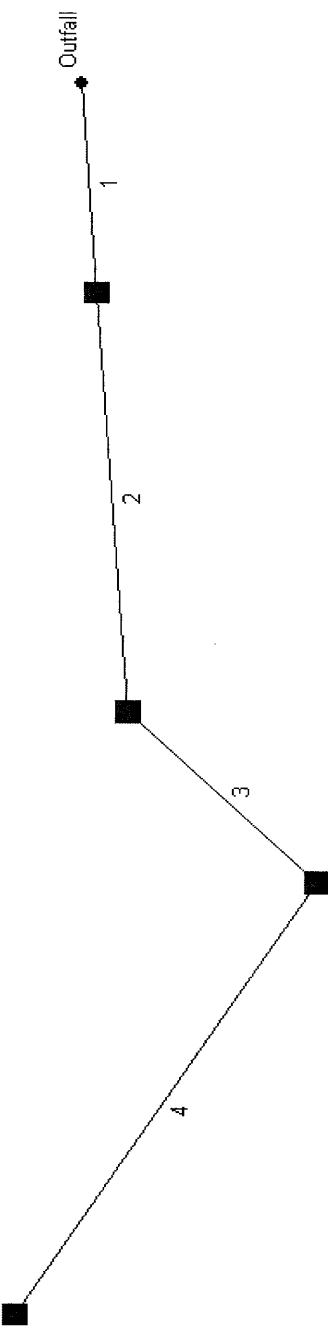
NOTES: ** At critical depth

Storm Sewer Profile

Proj. file: D02049 Line-7 25-yr.stm



Hydraflow Plan View



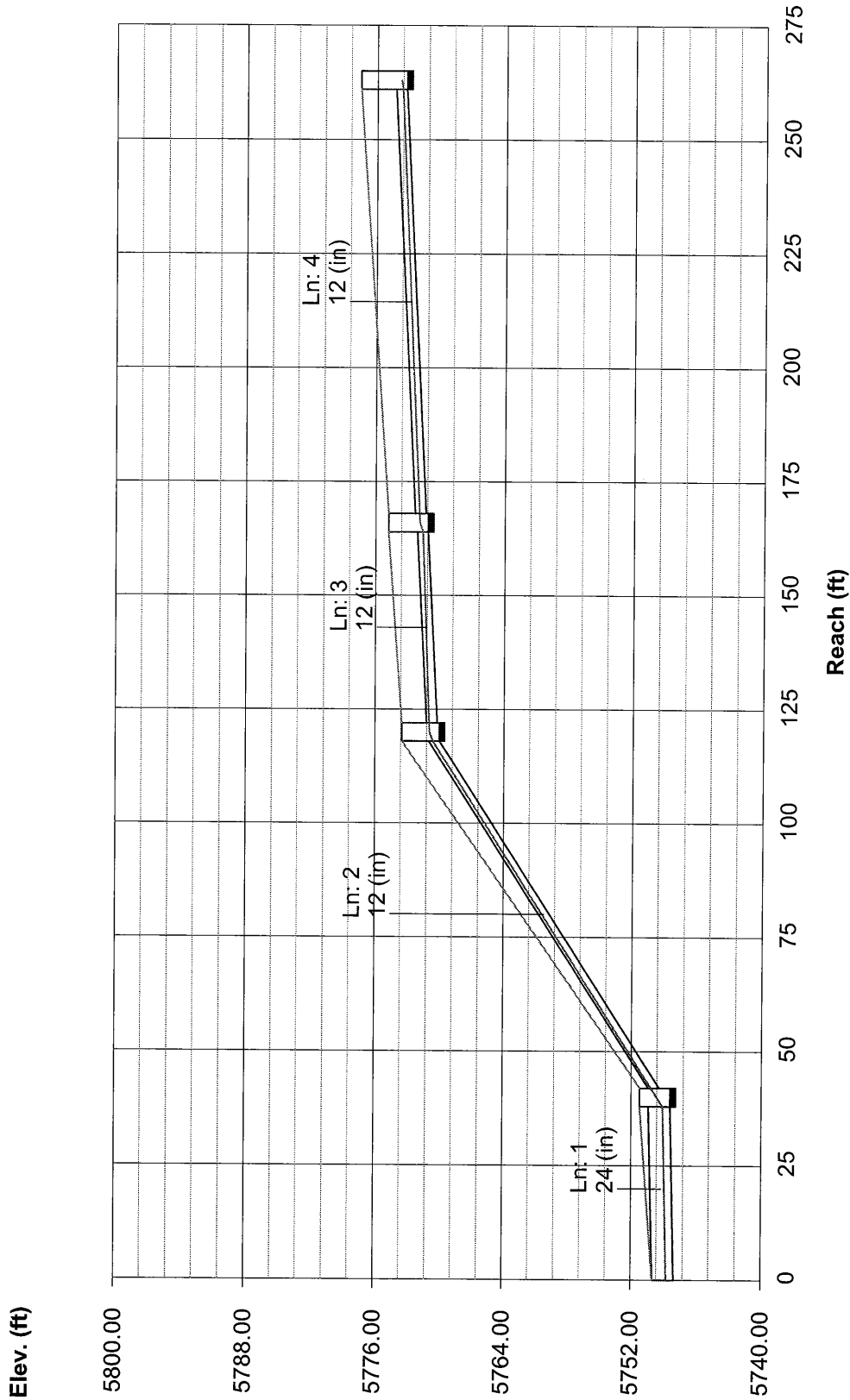
Project file: D02049 Line-8 2-yr.stm

No. Lines: 4

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	C16	22.62	0.00	0.80	Outfall	0.00	1.17	3.70	5750.00	5751.20	5748.68	5749.08	5748.00	5748.40	40.00	24	1.00	0.82	7.5
2	C15	18.07	0.80	2.50	1	0.00	0.68	2.11	5751.20	5773.50	5749.63	5770.62	5749.40	5770.00	80.00	12	25.75	0.69	7.1
3	C2	5.04	2.30	2.68	2	0.00	0.47	1.31	5773.50	5774.80	5770.91	5771.61	5770.20	5771.12	46.00	12	2.00	0.71	6.6
4	C12	5.04	2.48	3.24	3	0.00	0.55	0.78	5774.80	5777.50	5771.89	5773.63	5771.32	5773.26	97.00	12	2.00	0.71	5.0
Project File: D02049 Line-8 2-yr.stm												Number of lines: 4				Date: 07-29-2004			
NOTES: ** At critical depth																			

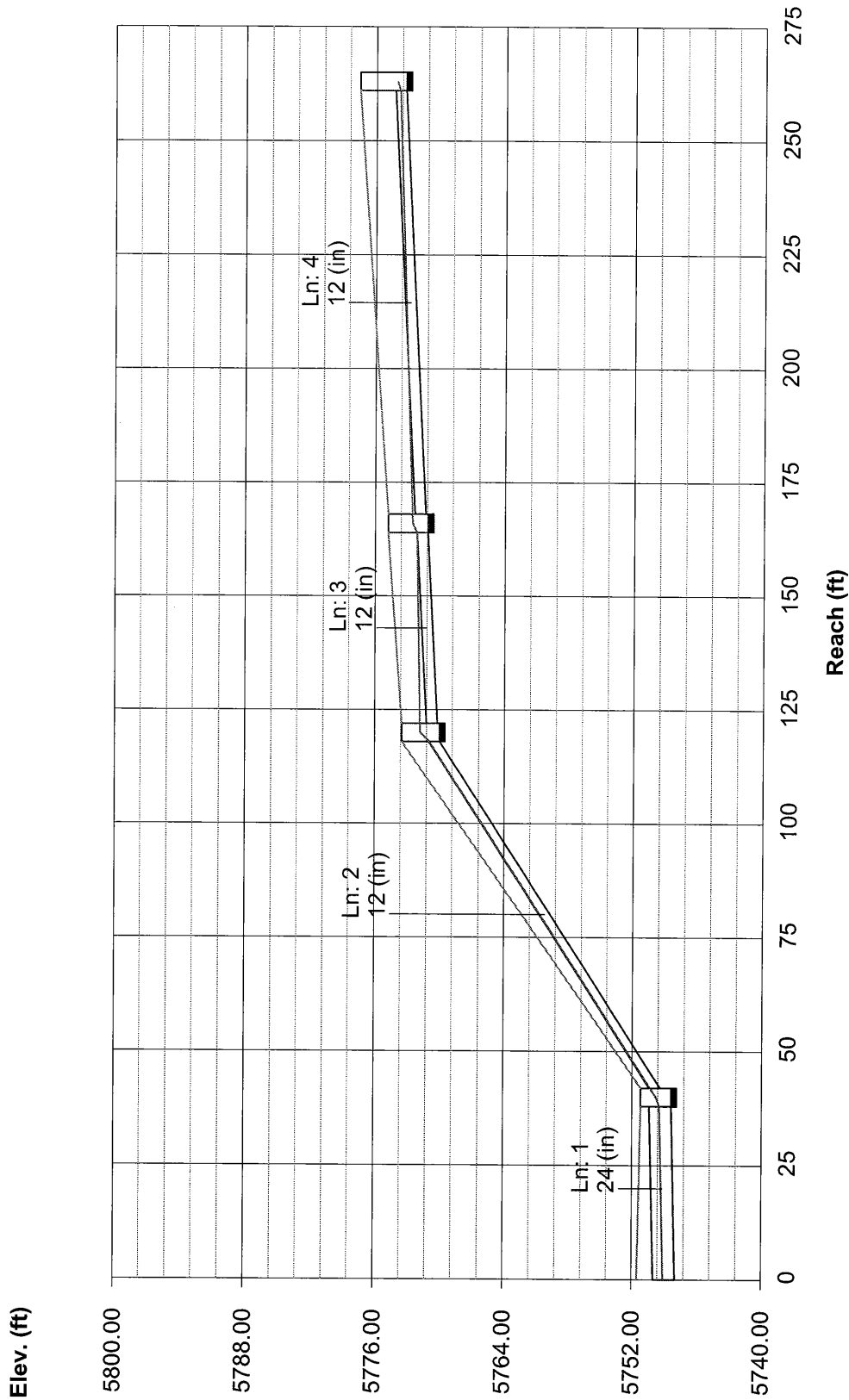
Storm Sewer Profile



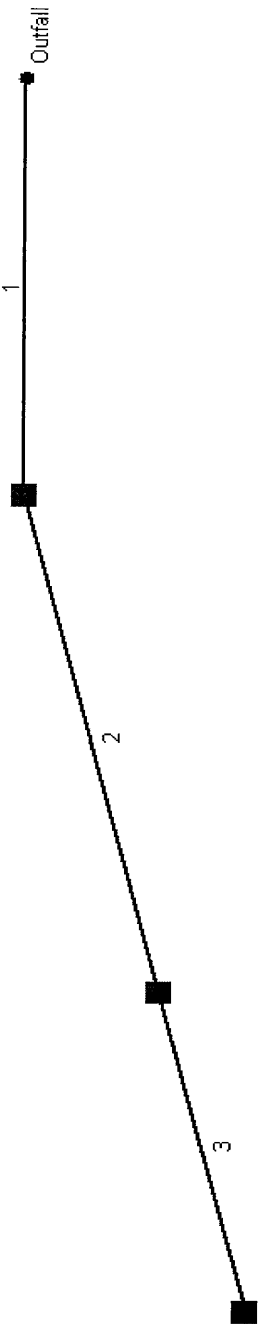
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	C16	22.62	N/A	0.80	Outfall	0.00	1.17	9.47	0.00	5751.20	5749.09	5749.49	5748.00	5748.40	40.00	24	1.00	0.88	6.1
2	C15	18.07	0.80	2.50	1	0.00	0.68	5.40	5751.20	5773.50	5749.78	5770.94	5749.40	5770.00	80.00	12	25.75	0.79	5.9
3	C2	5.04	2.30	2.68	2	0.00	0.47	3.25	5773.50	5774.80	5771.79	5772.12	5770.20	5771.12	46.00	12	2.00	0.78	5.7
4	C12	5.04	2.48	3.24	3	0.00	0.55	1.82	5774.80	5777.50	5772.52	5773.83	5771.32	5773.26	97.00	12	2.00	0.78	5.0
Project File: D02049 Line-8 25-yr.stm												Number of lines: 4			Date: 07-29-2004				

NOTES: ** At critical depth

Storm Sewer Profile



Hydraflow Plan View



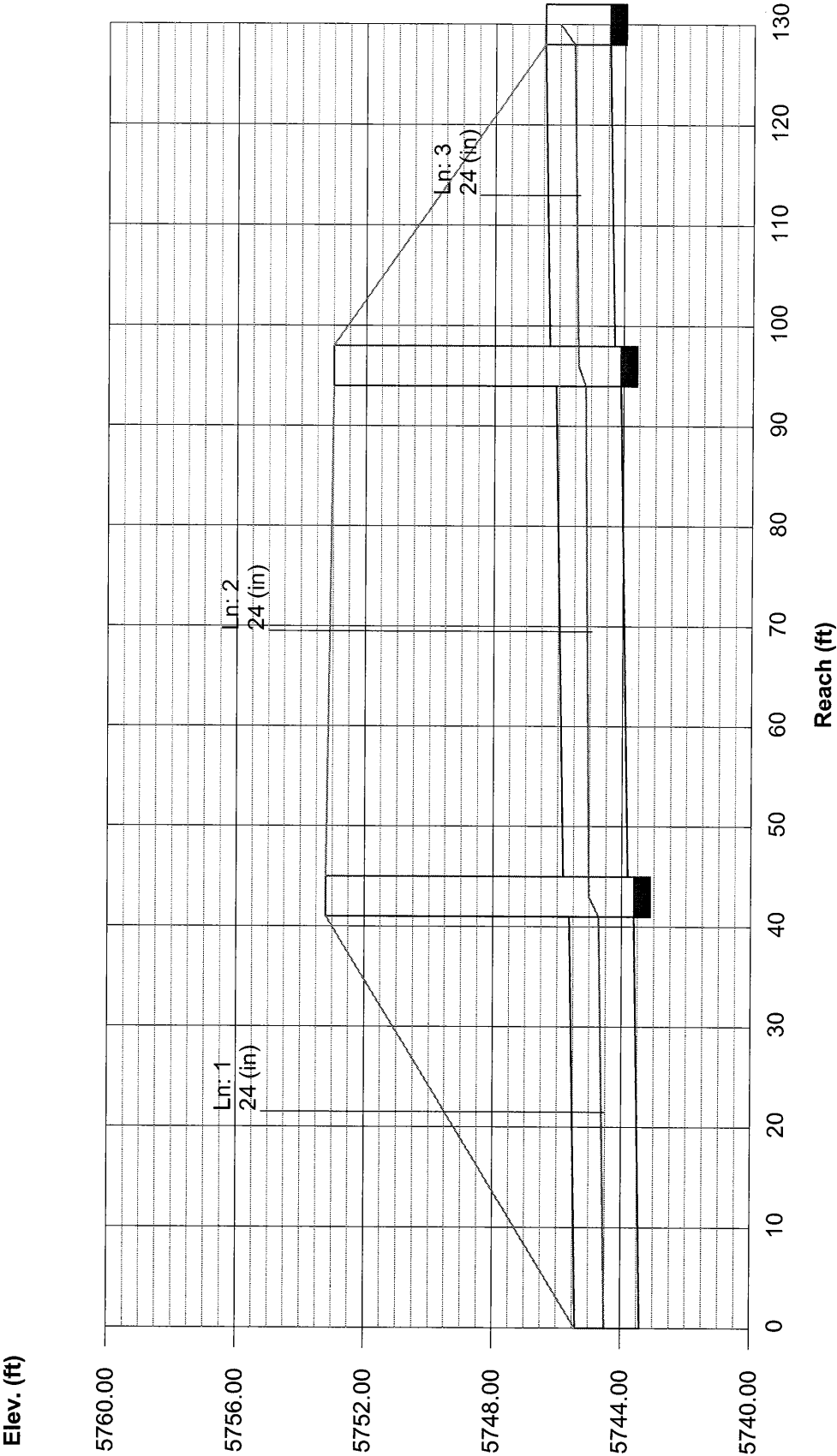
Project file: D02049 Line-9 2-yr.stm

No. Lines: 3

07-29-2004

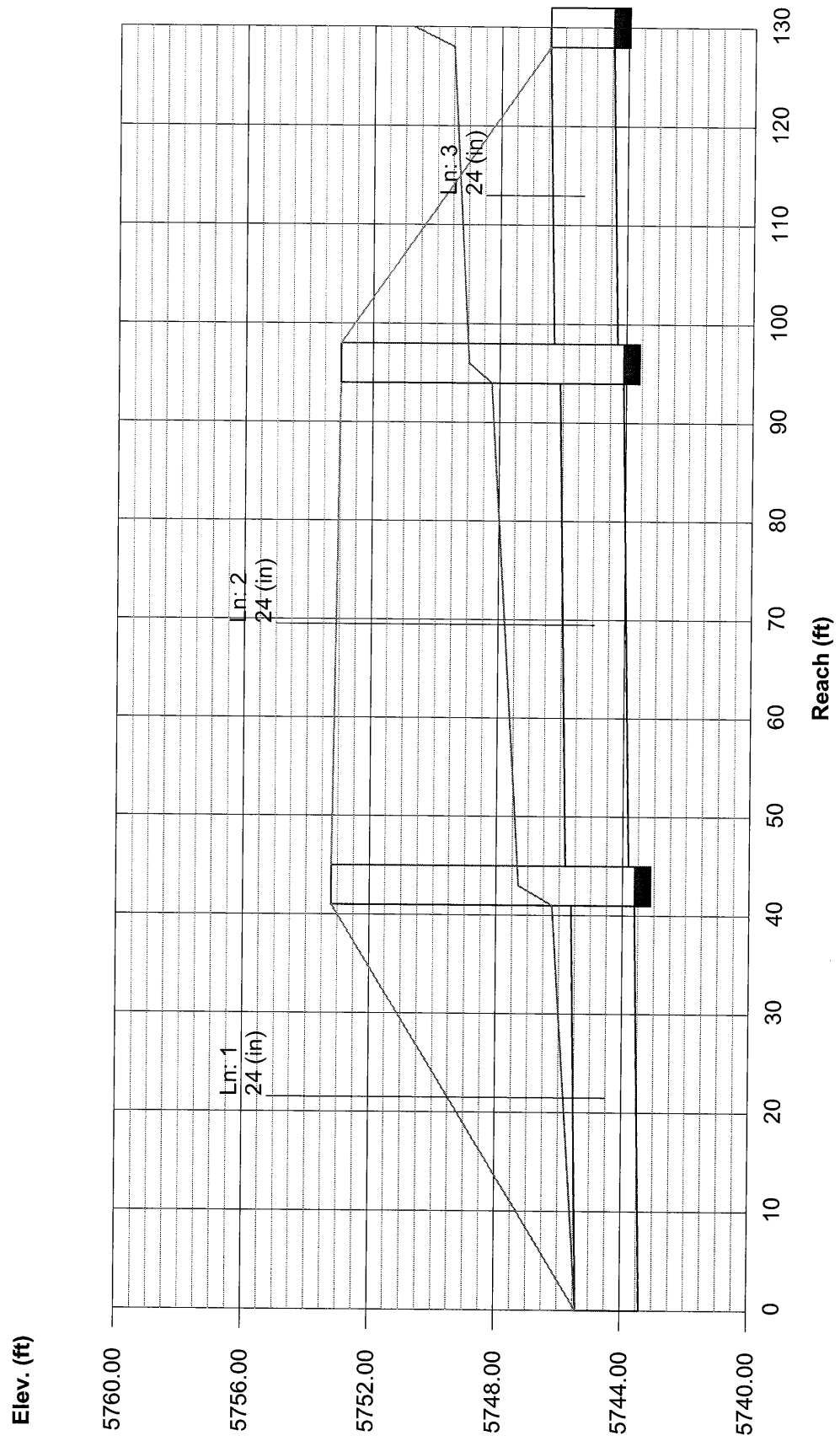
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	
1	C18	16.19	0.00	7.58	Outfall	0.00	0.28	9.35	5745.40	5753.20	5744.49	5744.71	5743.40	5743.62	43.00	24	0.51	0.81	5.5	
2	C17	16.14	7.38	6.91	1	0.00	0.48	9.35	5753.20	5753.00	5745.02	5745.18	5743.82	5744.09	53.00	24	0.51	0.88	5.2	
3	Pond C1/C16	15.99	6.71	0.00	2	9.35	1.17	9.35	5753.00	5746.46	5745.40	5745.55	5744.29	5744.46	34.00	24	0.50	0.82	5.0	
Project File: D02049 Line-9 2-yr.stm																Number of lines: 3		Date: 07-29-2004		
NOTES: ** At critical depth																				

Storm Sewer Profile

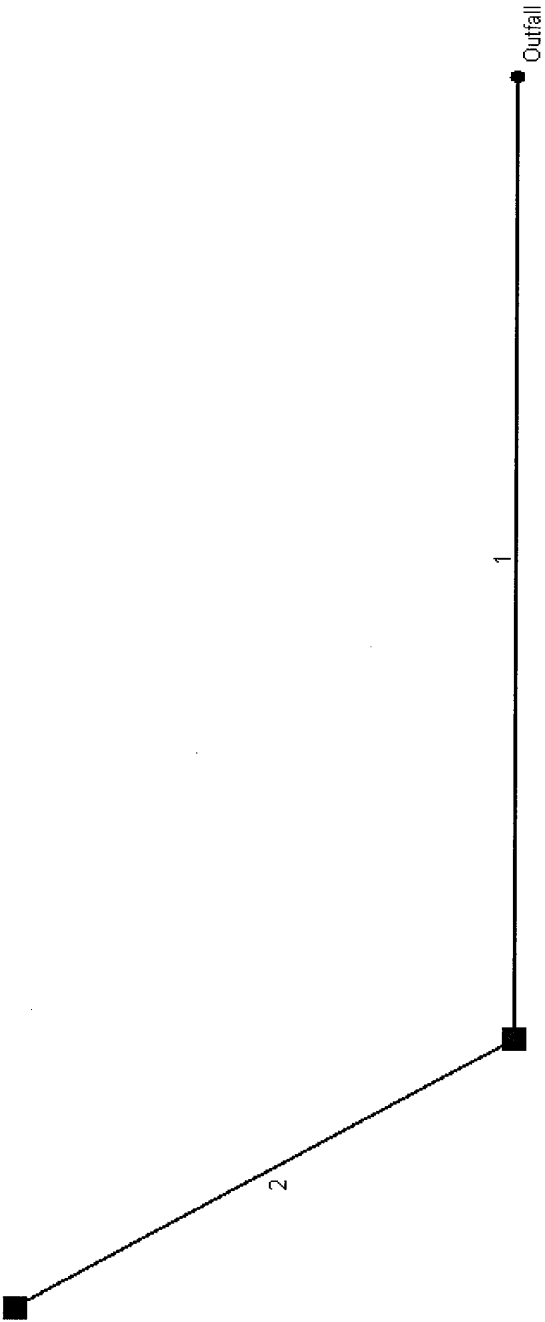


Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	C18	16.19	0.00	7.58	Outfall	0.00	0.28	31.25	5745.40	5753.20	5745.40	5746.22	5743.40	5743.62	43.00	24	0.51	0.88	5.2
2	C17	16.14	7.38	6.91	1	0.00	0.48	30.24	5753.20	5753.00	5747.30	5748.25	5743.82	5744.09	53.00	24	0.51	0.93	5.1
3	Pond C1/C16	15.99	6.71	0.00	2	24.00	1.17	28.37	5753.00	5746.46	5748.97	5749.50	5744.29	5744.46	34.00	24	0.50	0.88	5.0
Project File: D02049 Line-9 25-yr.stm NOTES: ** At critical depth																Number of lines: 3			Date: 07-29-2004

Storm Sewer Profile



Hydraflow Plan View



Project file: D02049 Line-10 2-yr.stm

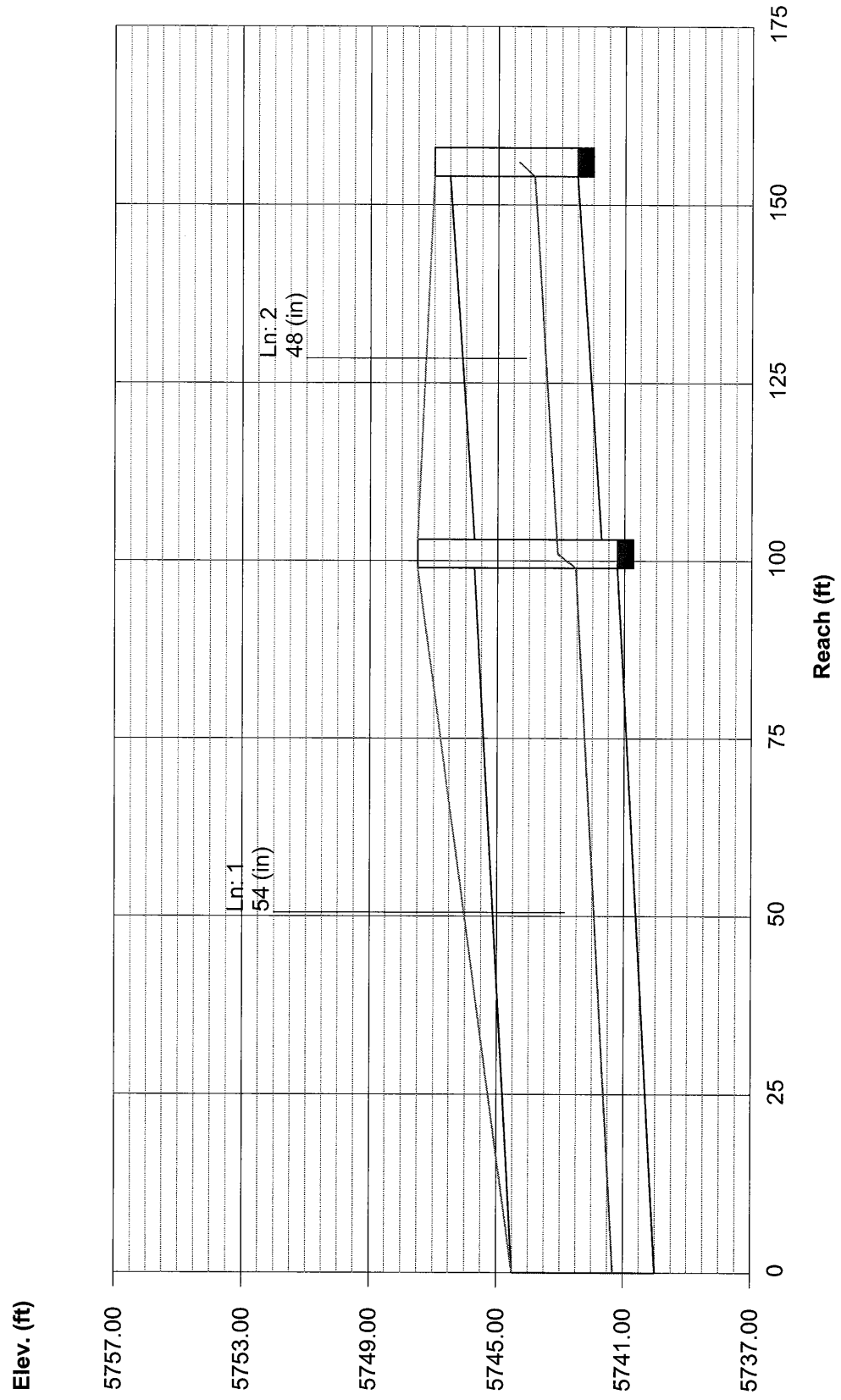
No. Lines: 2

07-29-2004

Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	
1	C19	216.16	0.00	1.78	Outfall	0.00	6.24	21.03	5744.50	5747.50	5741.32	5742.54	5740.00	5741.22	101.00	54	1.21	0.81	7.0	
2	Pond C2	171.04	1.78	0.50	1	21.03	0.00	21.03	5747.50	5747.00	5743.11	5743.86	5741.72	5742.50	55.00	48	1.42	0.00	0.0	
Project File: D02049 Line-10 2-yr.stm																Number of lines: 2		Date: 07-29-2004		
NOTES: ** At critical depth																				

Storm Sewer Profile

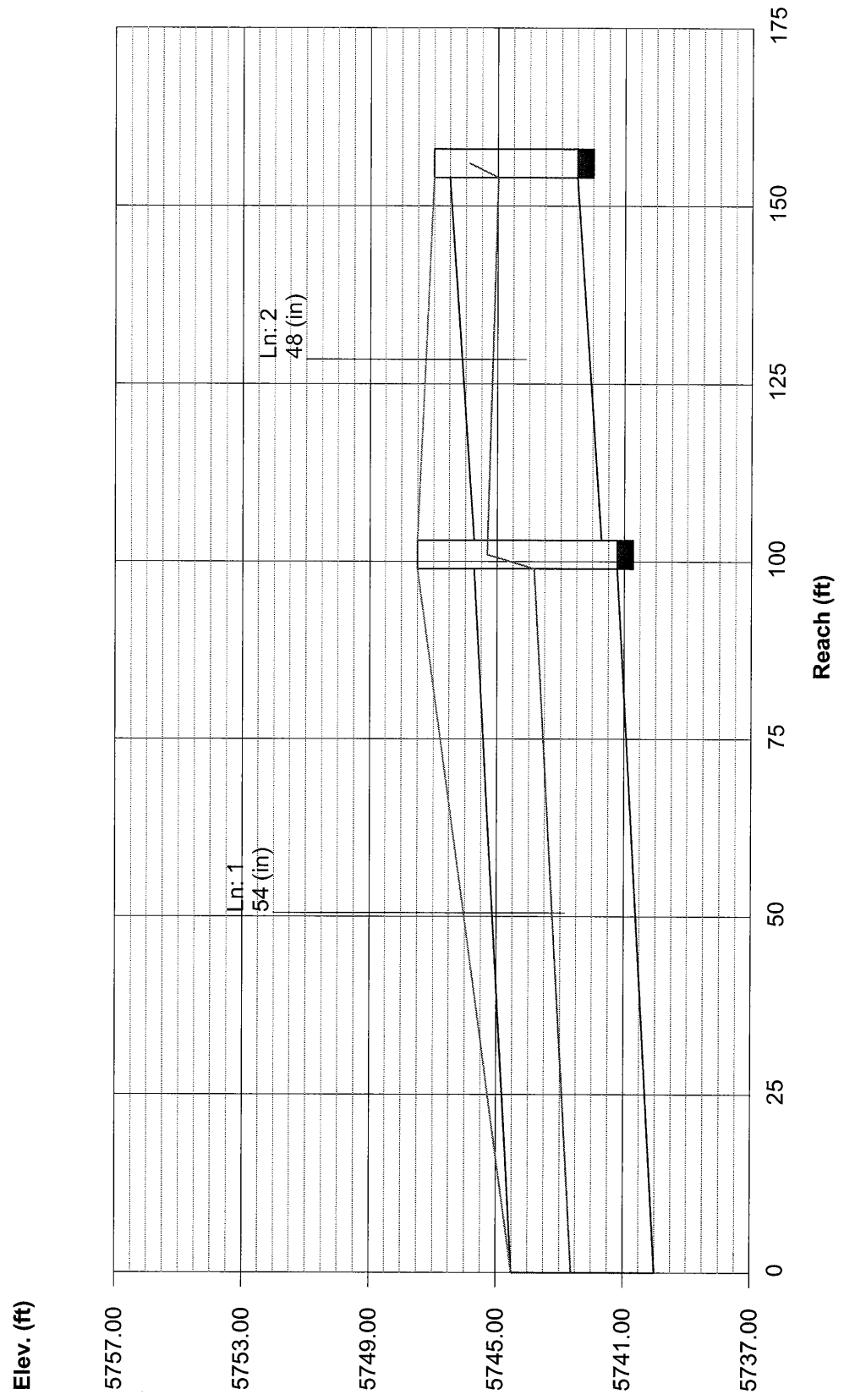
Proj. file: D02049 Line-10 2-yr.stm



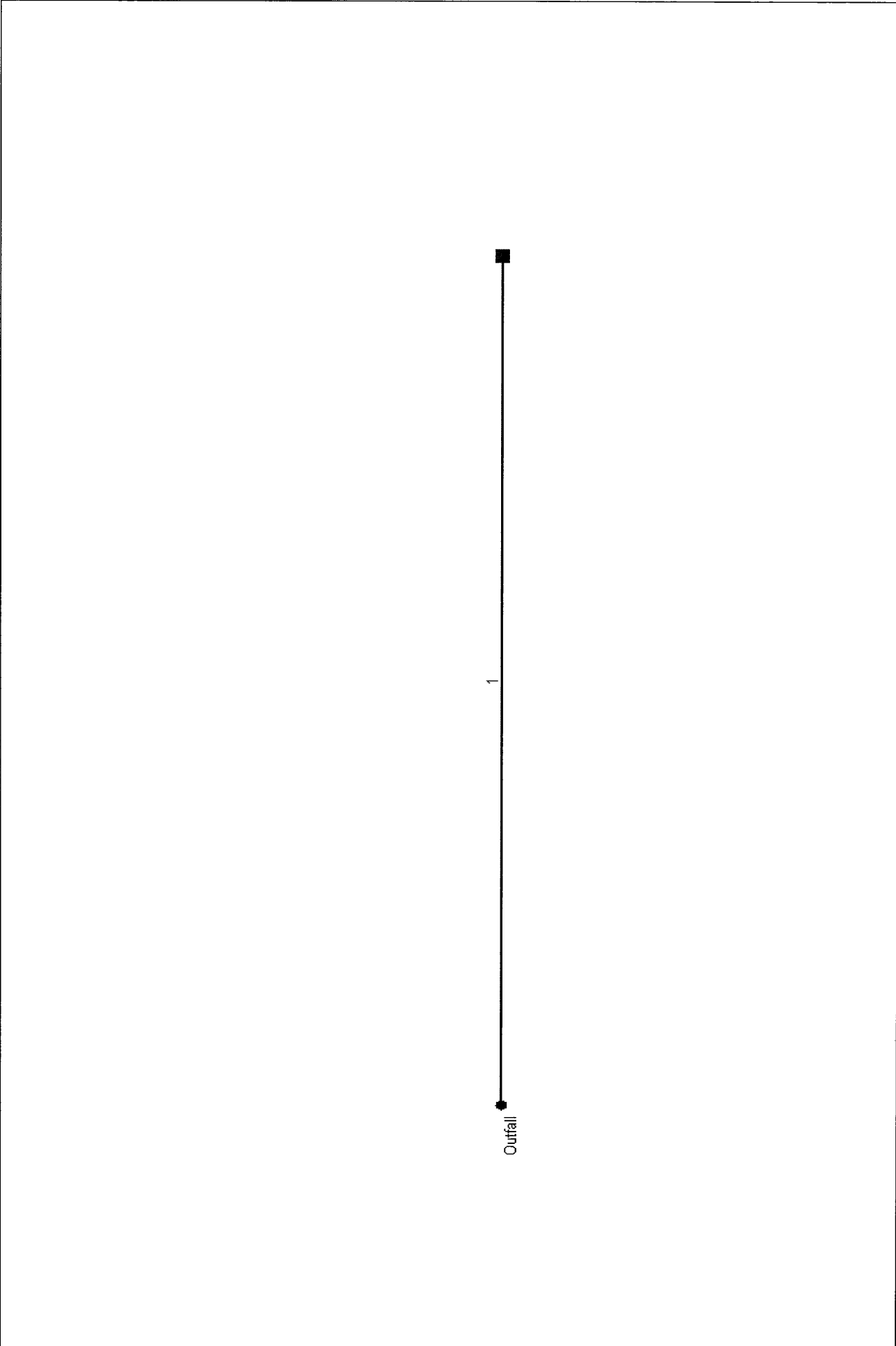
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	
1	C19	216.16	0.00	1.78	Outfall	0.00	6.24	83.34	5744.50	5747.50	5742.62	5743.84	5740.00	5741.22	101.00	54	1.21	0.88	7.0	
2	Pond C2	171.04	1.78	0.50	1	62.30	0.00	62.30	5747.50	5747.00	5745.30	5744.98	5741.72	5742.50	55.00	48	1.42	0.00	0.0	
Project File: D02049 Line-10 25-yr.stm																Number of lines: 2			Date: 07-29-2004	
NOTES: ** At critical depth																				

Storm Sewer Profile

Proj. file: D02049 Line-10 25-yr.stm



Hydraflow Plan View



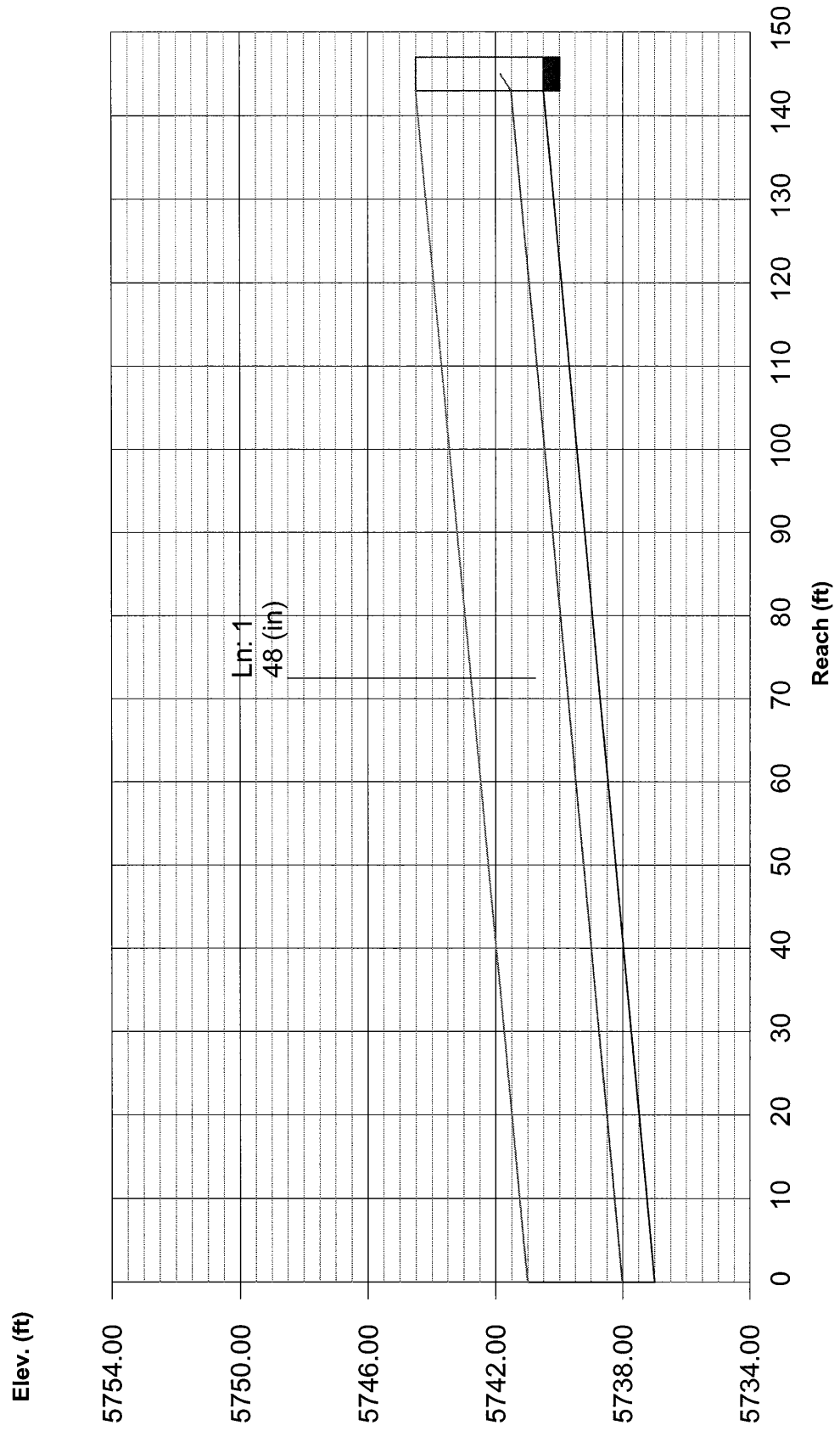
Project file: D02049 Line-11 25-yr.stm	No. Lines: 1	07-29-2004
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Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	Pond B/B5	223.18	0.00	0.00	Outfall	11.63	2.34	11.63	5741.00	5744.50	5738.01	5741.51	5737.00	5740.50	145.00	48	2.41	0.13	5.0

Project File: D02049 Line-11 2-yr.stm															Number of lines: 1		Date: 07-29-2004		
NOTES: ** At critical depth																			

Storm Sewer Profile

Proj. file: D02049 Line-11 2-yr.stm



Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	Pond B/B5	223.18	0.00	0.00	Outfall	44.20	2.34	47.68	5741.00	5744.50	5739.04	5742.54	5737.00	5740.50	145.00	48	2.41	0.35	5.0

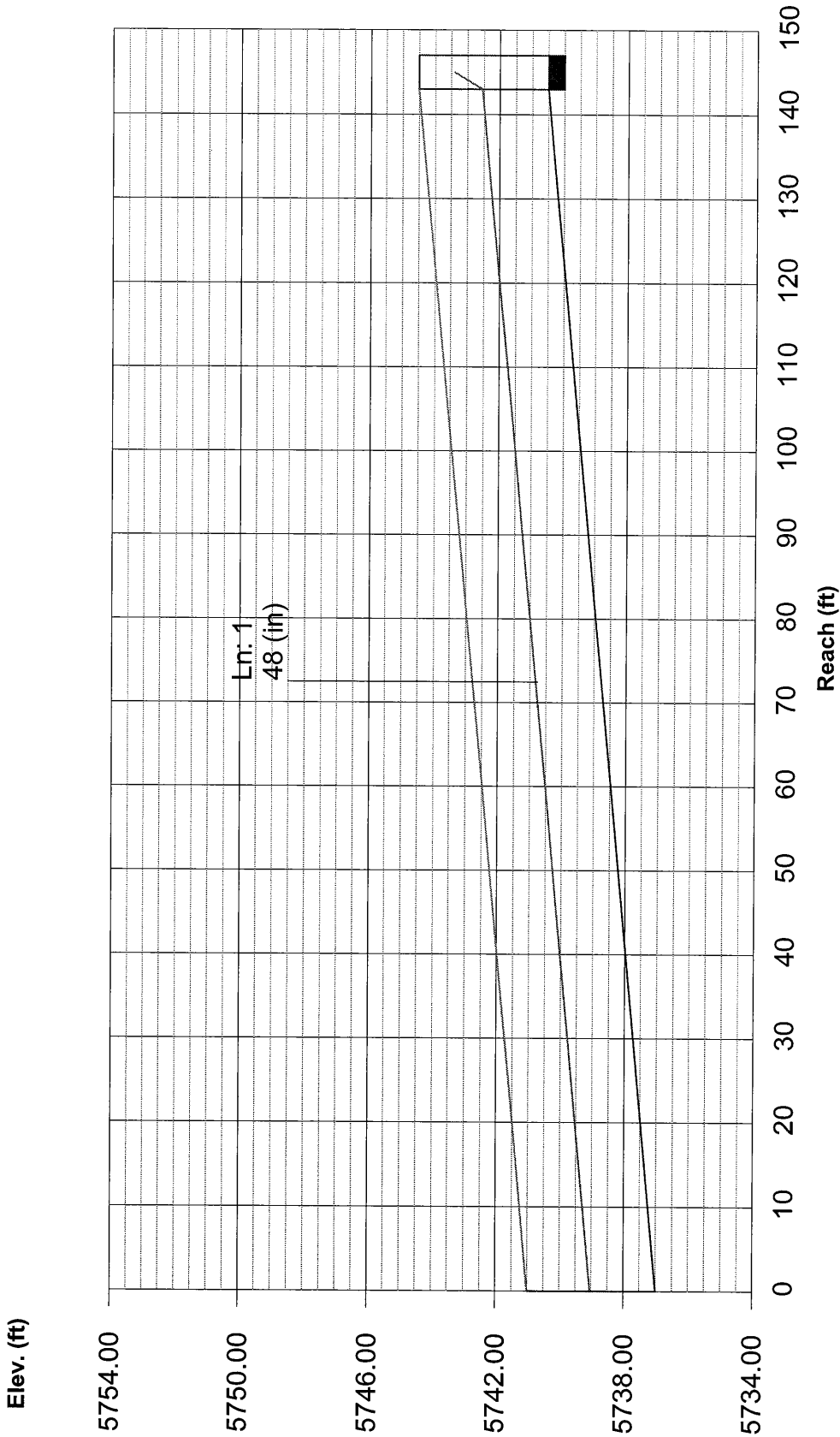
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Number of lines: 1

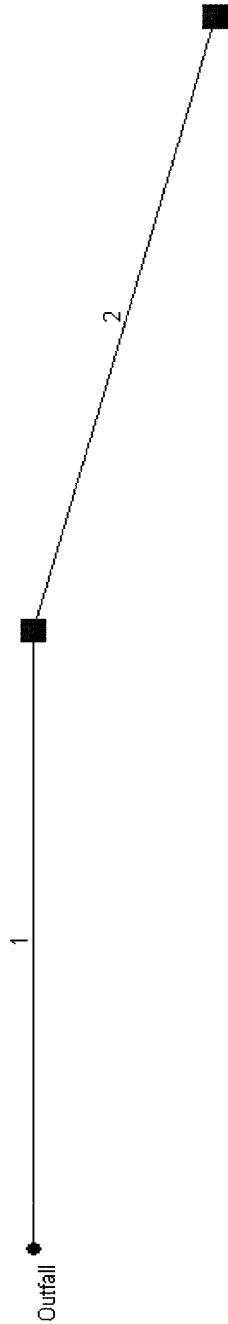
Date: 07-29-2004

NOTES: ** At critical depth

Storm Sewer Profile



Hydraflow Plan View



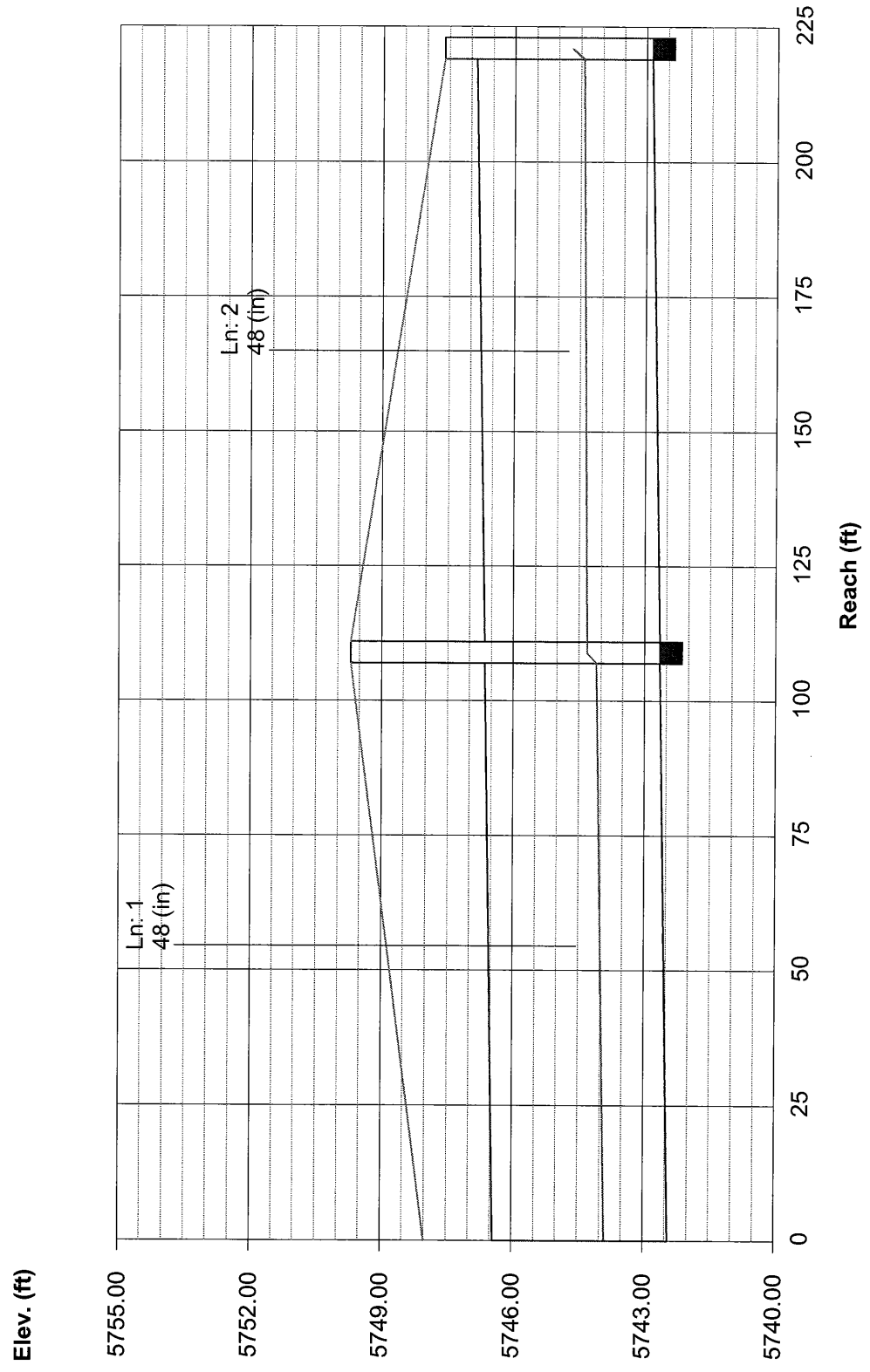
Project file: D02049 Line-12 2-yr.stm

No. Lines: 2

07-29-2004

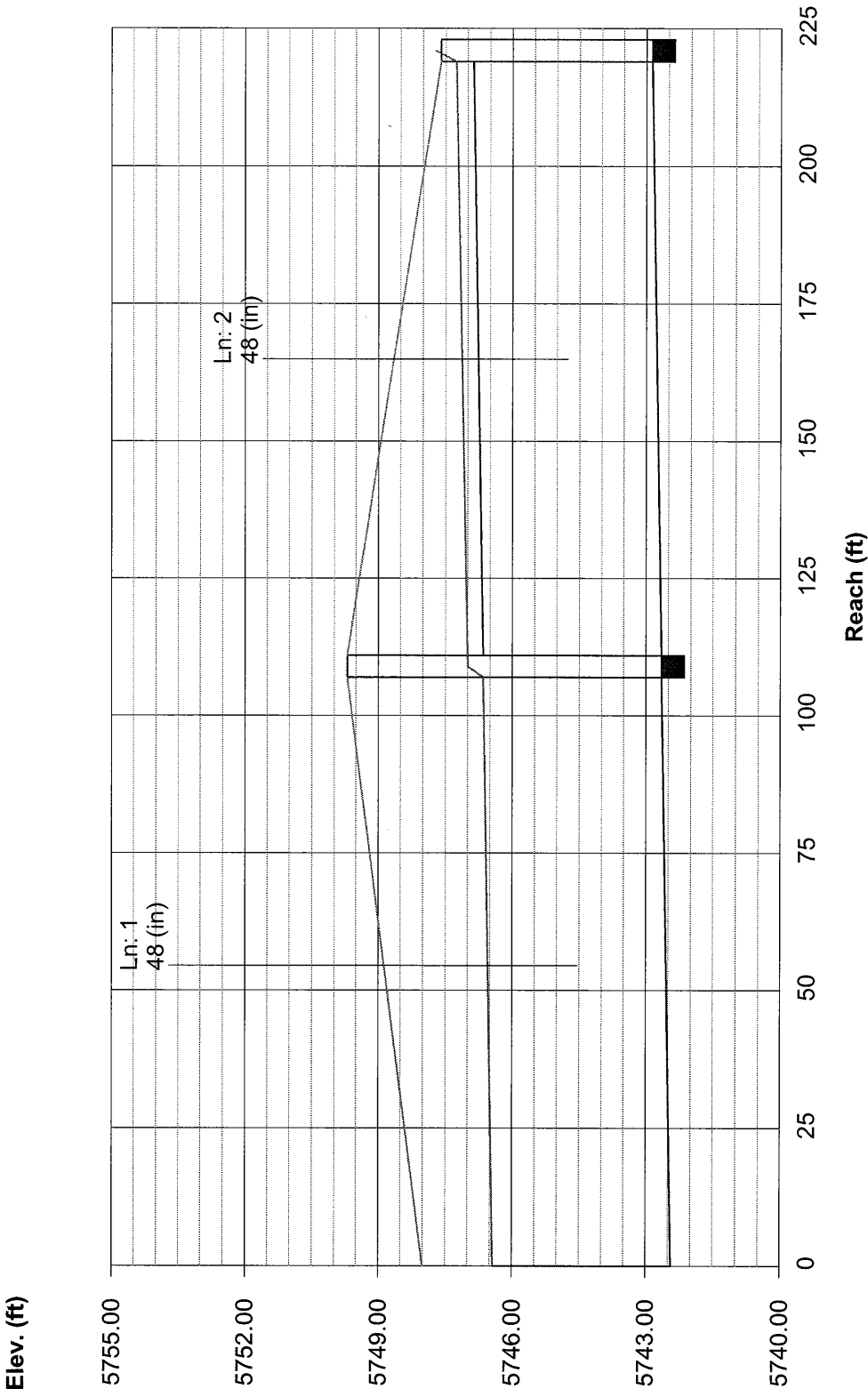
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	
1	A25	64.49	1.57	3.05	Outfall	0.00	0.92	18.18	5748.00	5749.70	5743.89	5744.10	5742.43	5742.65	109.00	48	0.20	0.37	9.3	
2	Pond A1/A28	63.70	3.05	0.73	1	18.18	0.77	18.18	5749.70	5747.60	5744.31	5744.43	5742.65	5742.87	112.00	48	0.20	0.11	8.0	
Project File: D02049 Line-12 2-yr.stm																Number of lines: 2			Date: 07-29-2004	
NOTES: ** At critical depth																				

Storm Sewer Profile

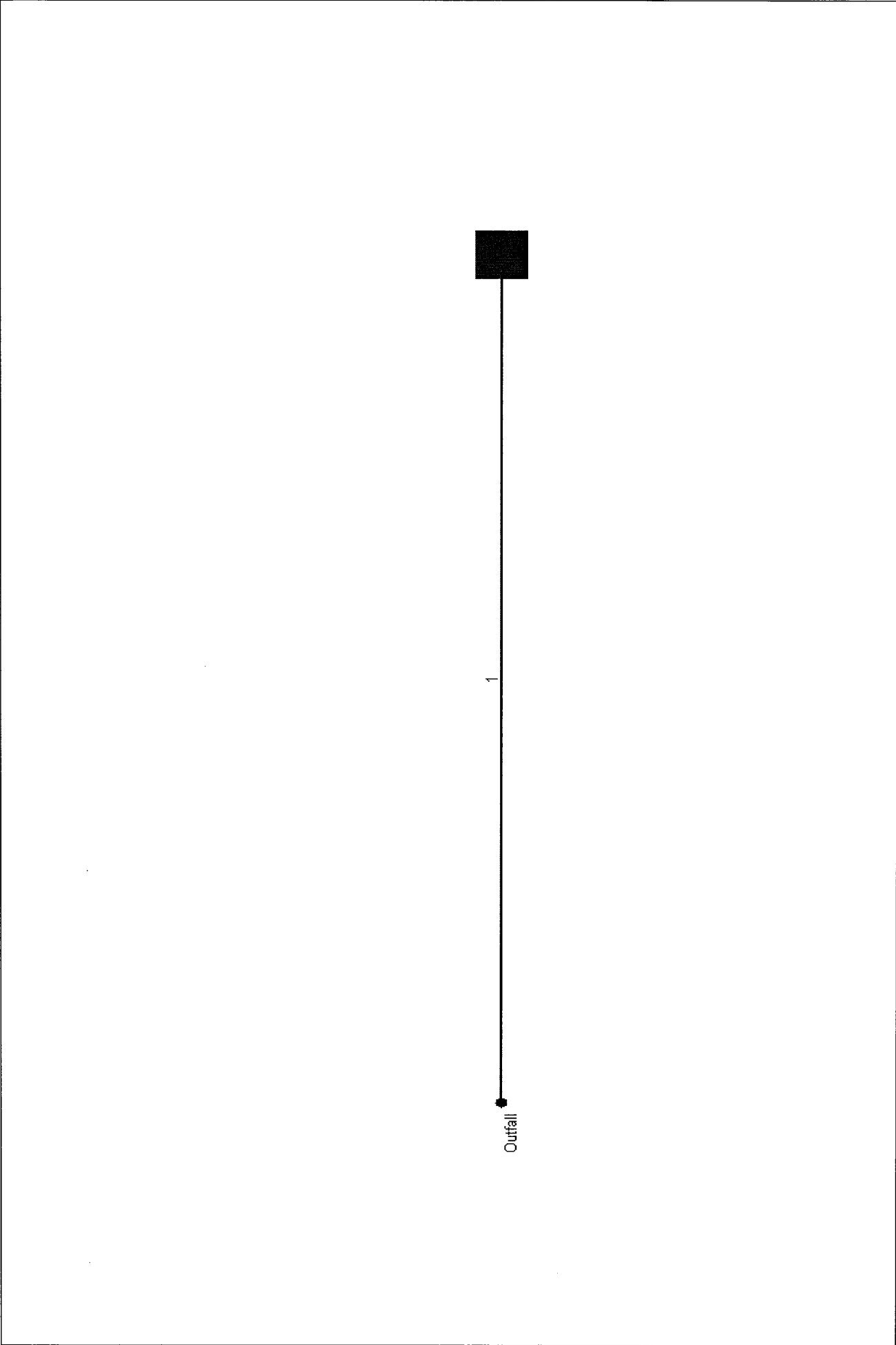


Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	
1	A25	64.49	1.57	3.05	Outfall	0.00	0.92	70.67	5748.00	5749.70	5746.43	5746.65	5742.43	5742.65	109.00	48	0.20	0.53	8.3	
2	Pond A1/A28	63.70	3.05	0.73	1	68.00	0.77	68.93	5749.70	5747.60	5746.99	5747.25	5742.65	5742.87	112.00	48	0.20	0.33	8.0	
Project File: D02049 Line-12 25-yr.stm																Number of lines: 2			Date: 07-29-2004	
NOTES: ** At critical depth																				

Storm Sewer Profile



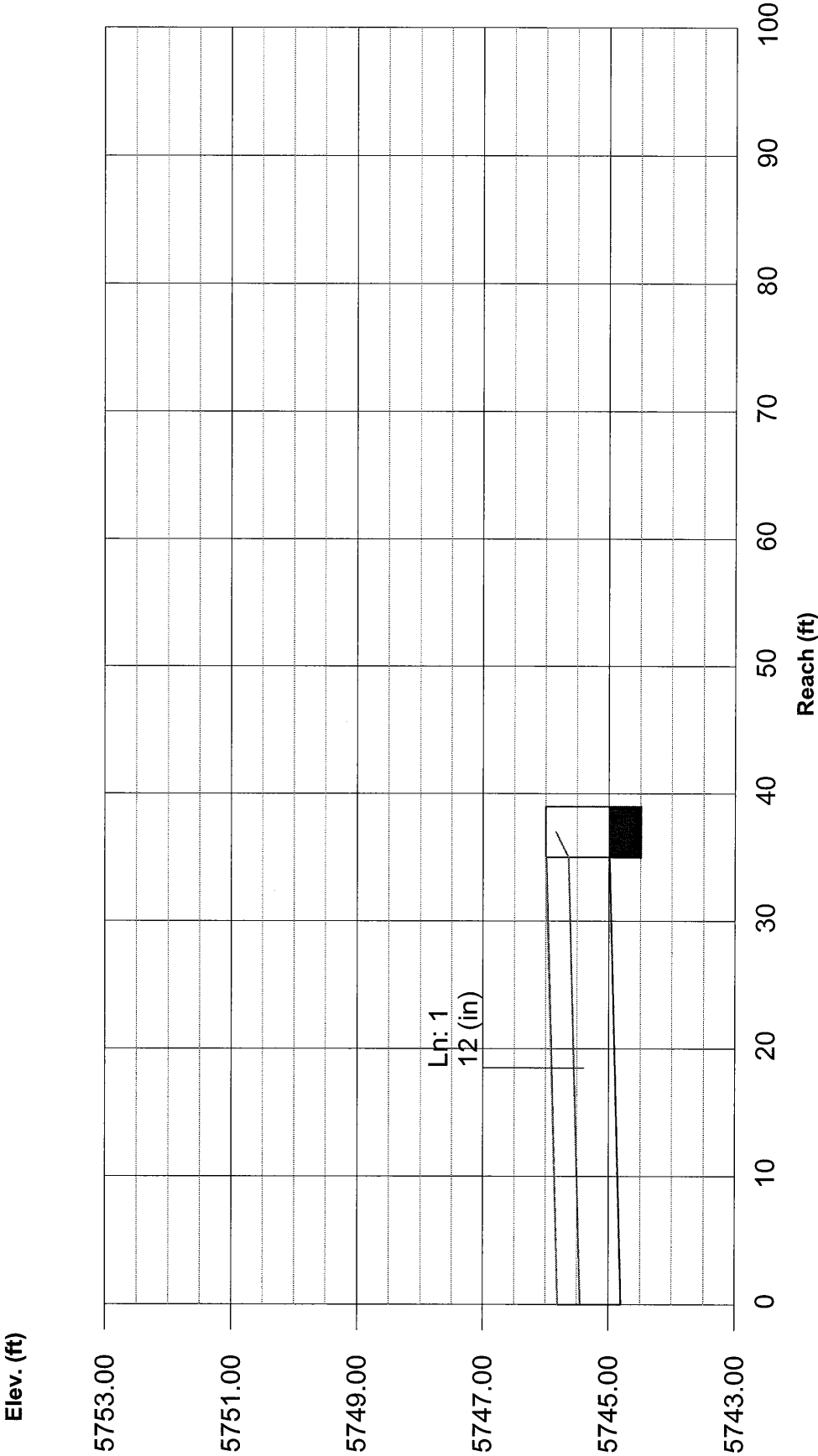
Hydraflow Plan View



Project file: D02049 Line-13 2-yr.stm	No. Lines: 1	07-29-2004
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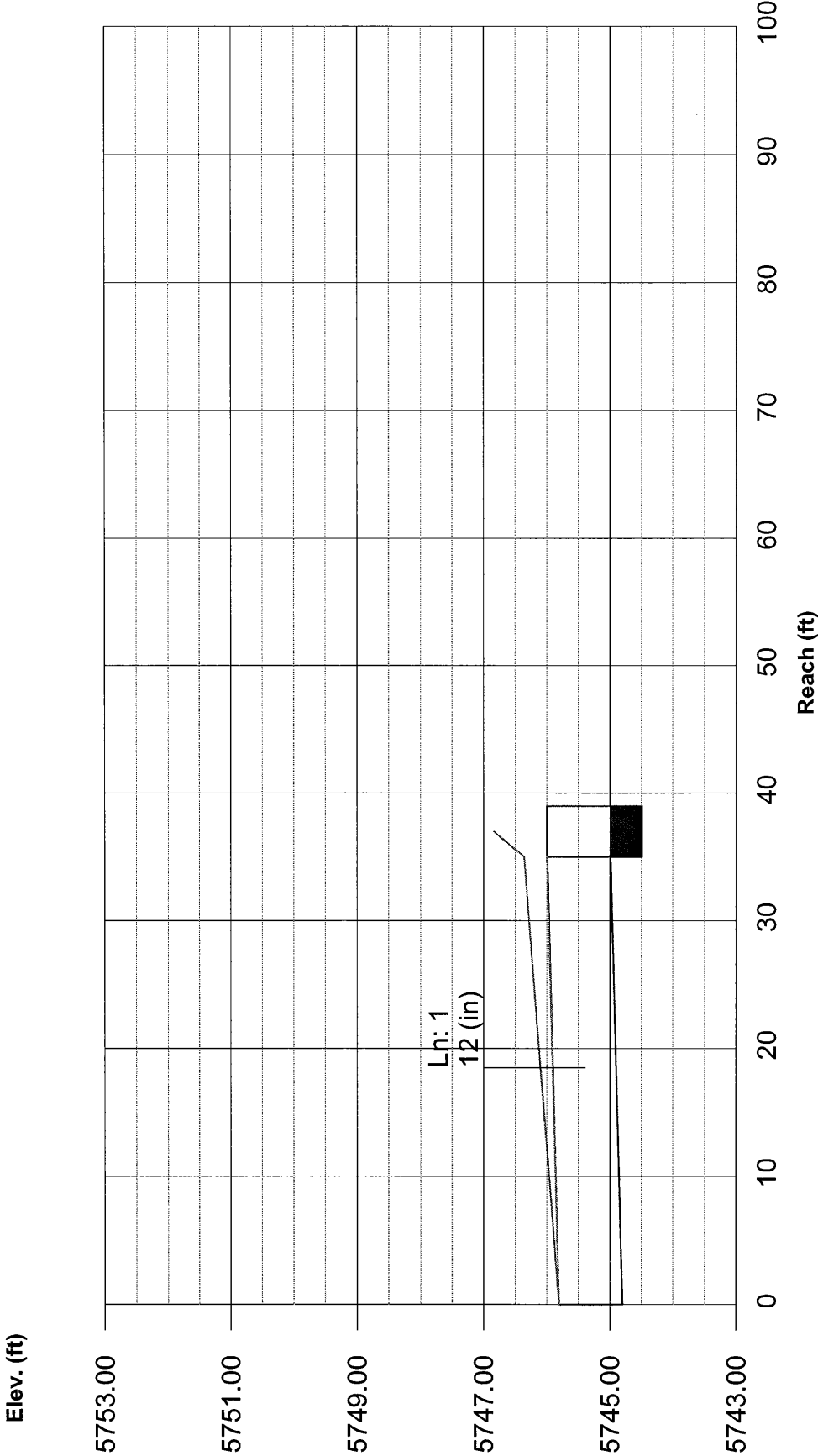
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	C-16	2.55	0.00	0.01	Outfall	0.00	1.17	1.92	5745.80	5746.00	5745.45	5745.64	5744.80	5744.99	37.00	12	0.51	0.82	5.0
Project File: D02049 Line-13 2-yr.stm Number of lines: 1 Date: 07-29-2004																			
NOTES: ** At critical depth																			

Storm Sewer Profile



Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)	
1	C-16	2.55	0.00	0.01	Outfall	0.00	1.17	4.37	5745.80	5746.00	5745.80	5746.36	5744.80	5744.99	37.00	12	0.51	0.88	5.0	
Project File: D02049 Line-13 25-yr.stm																Number of lines: 1		Date: 07-29-2004		
NOTES: ** At critical depth																				

Storm Sewer Profile



Hydraflow Plan View

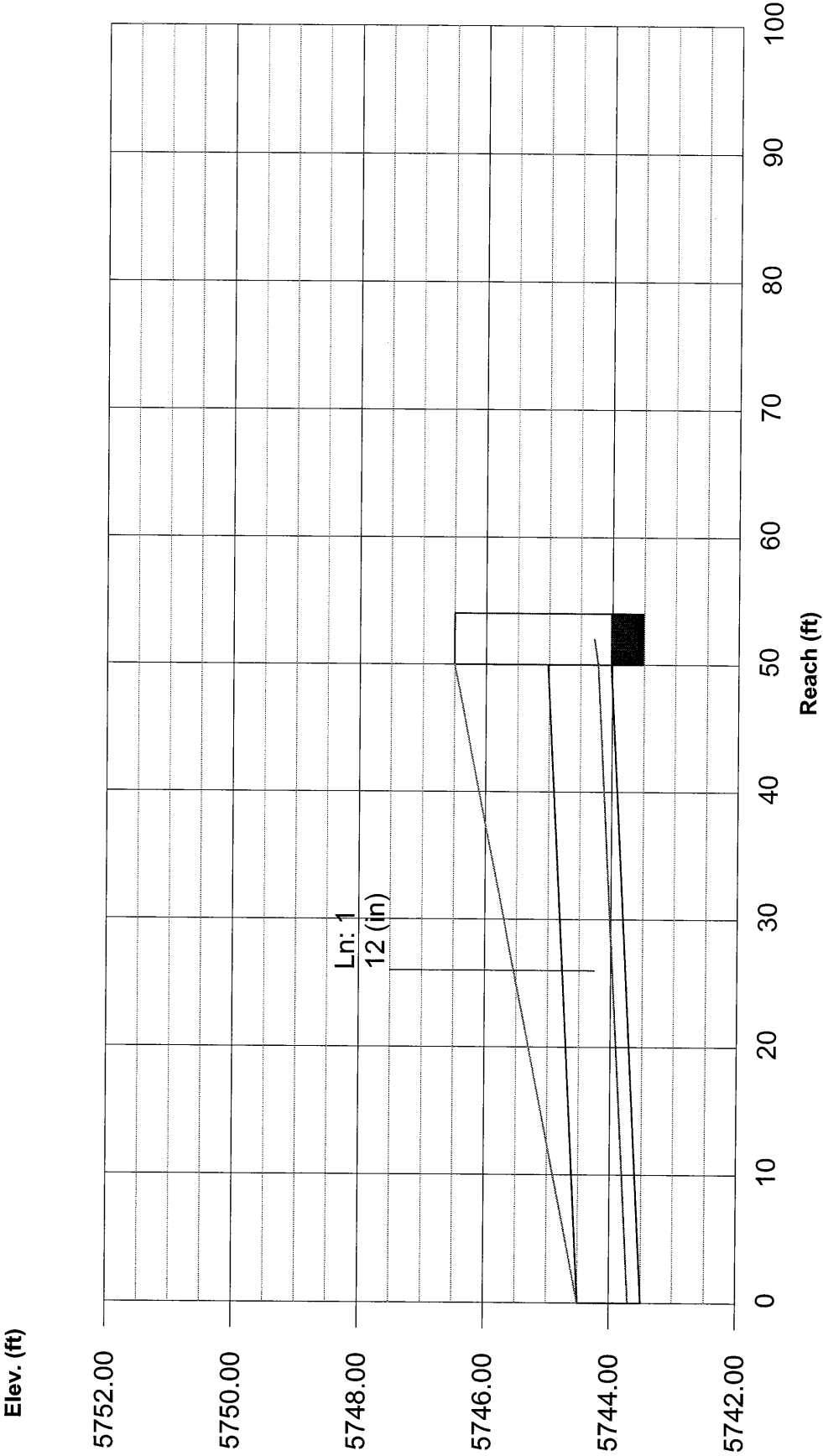


Project file: D02049 Line-14 2-yr.stm		No. Lines: 1	07-29-2004
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Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	E1	3.56	0.00	1.48	Outfall	0.00	0.65	0.23	5744.50	5746.50	5743.71	5744.23	5743.50	5744.02	52.00	12	1.00	0.18	5.0

Project File: D02049 Line-14 2-yr.stm																Number of lines: 1		Date: 07-29-2004	
NOTES: ** At critical depth																			

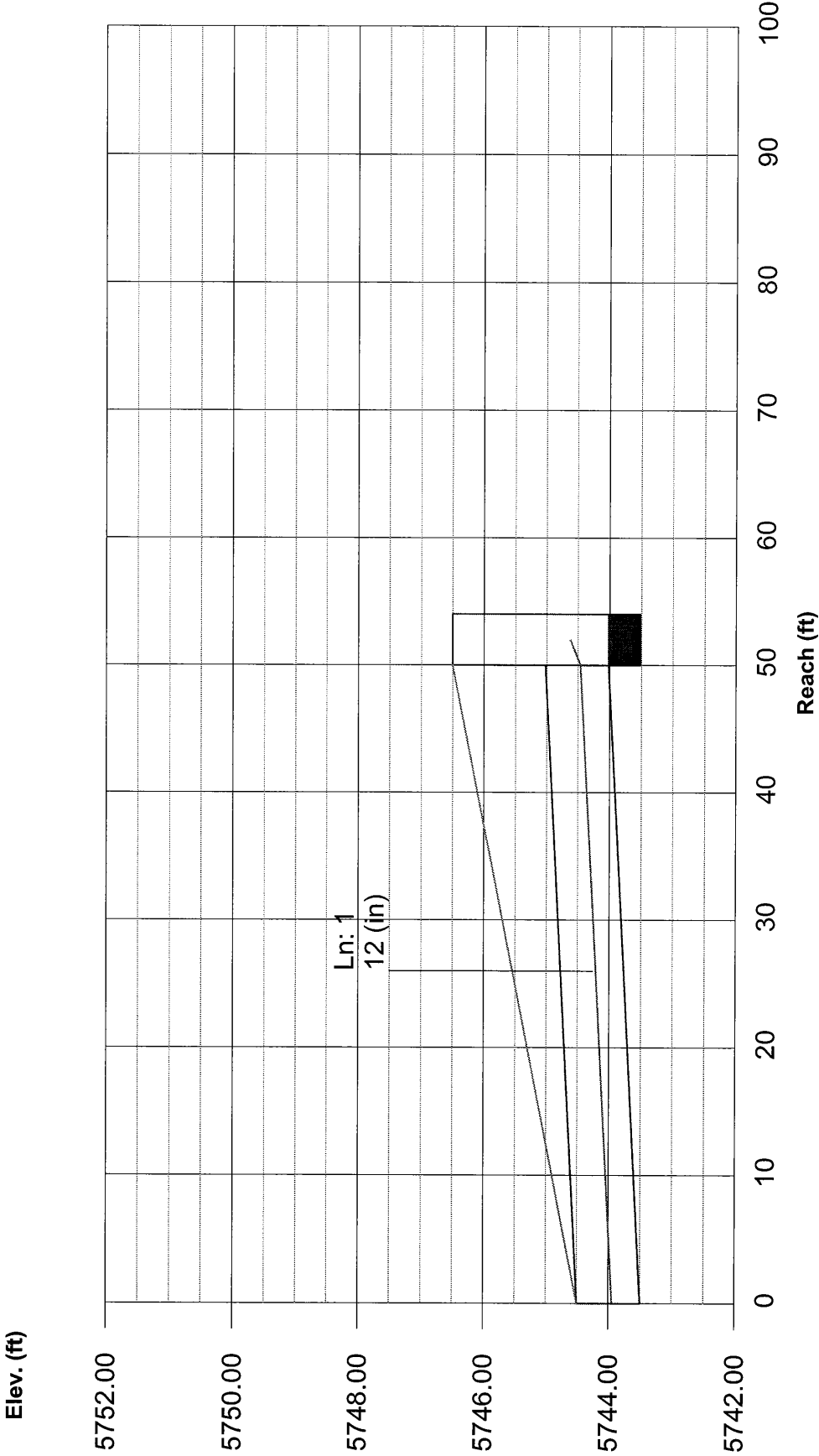
Storm Sewer Profile



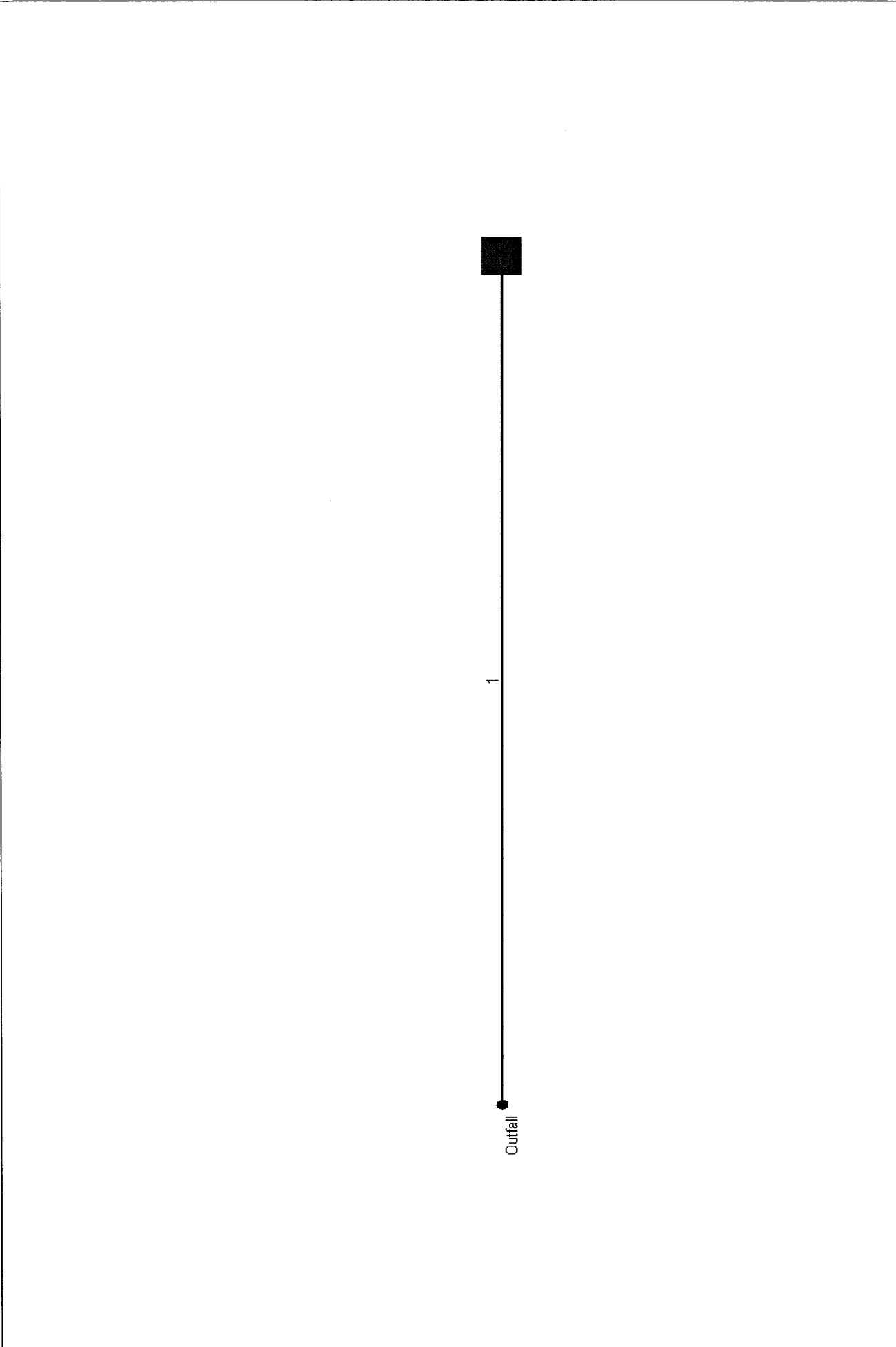
Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	E1	3.56	0.00	1.48	Outfall	0.00	0.65	1.08	5744.50	5746.50	5743.94	5744.46	5743.50	5744.02	52.00	12	1.00	0.39	5.0

Project File: D02049 Line-14 25-yr.stm																Number of lines: 1		Date: 07-29-2004	
NOTES: ** At critical depth																			

Storm Sewer Profile



Hydraflow Plan View

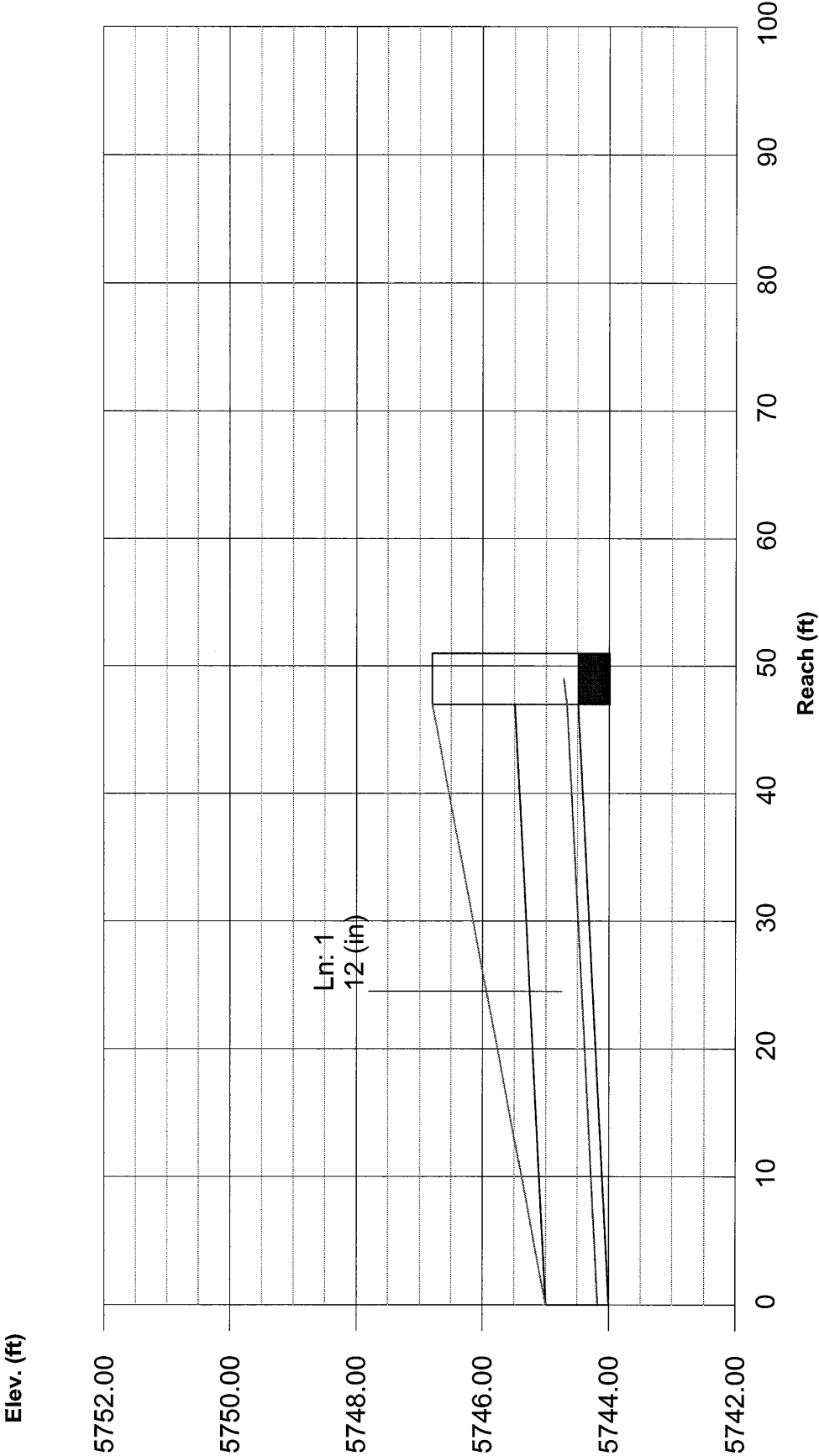


Project file: D02049 Line-15 2-yr.stm	No. Lines: 1	07-29-2004
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Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	A28	3.56	0.00	1.31	Outfall	0.00	0.77	0.17	5745.00	5746.80	5744.17	5744.67	5744.00	5744.49	49.00	12	1.00	0.11	5.0

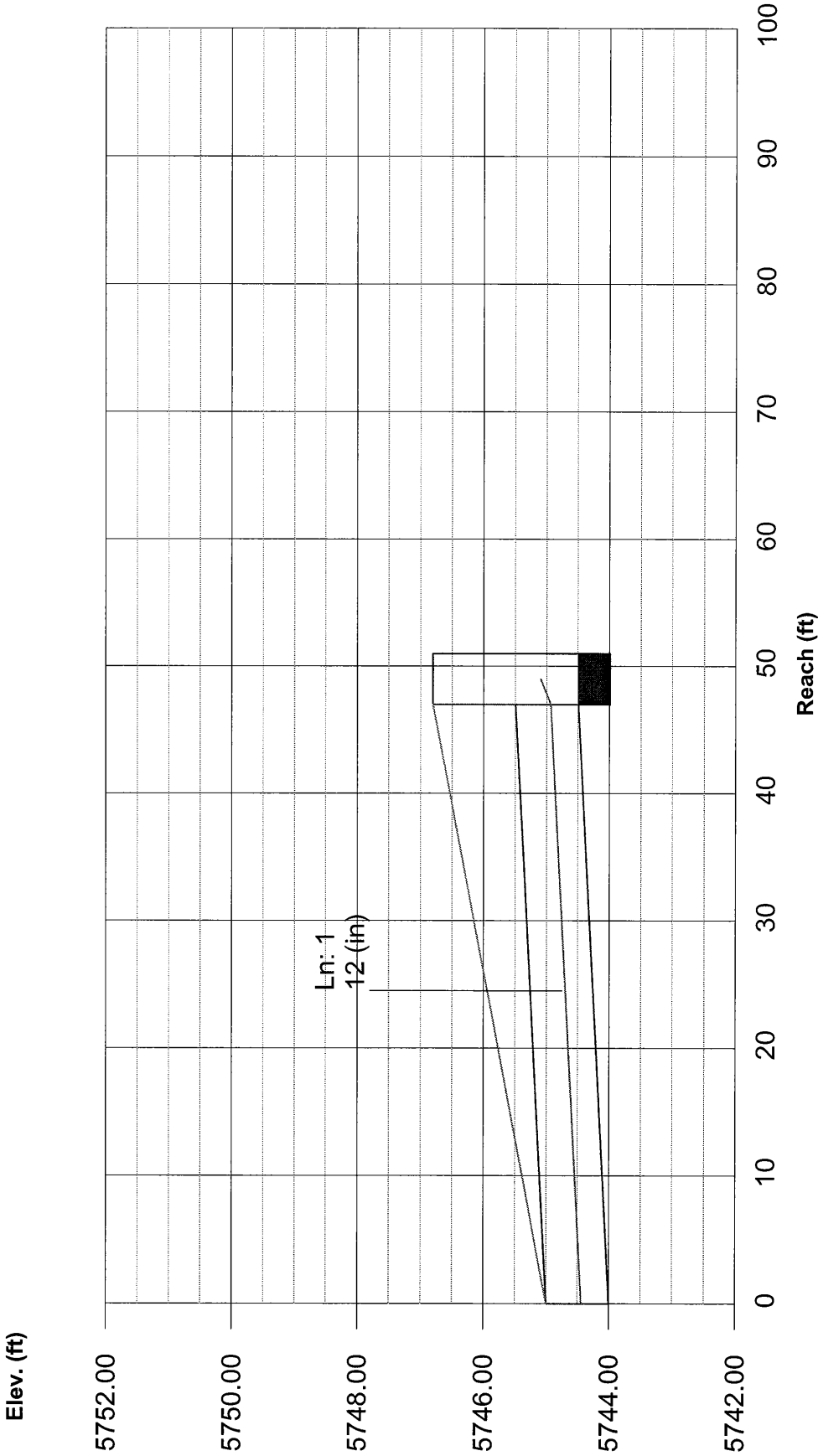
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NOTES: ** At critical depth																				

Storm Sewer Profile



Line No.	Line ID	Capac Full (cfs)	Cover Dn (ft)	Cover Up (ft)	DnStm Ln No	Known Q (cfs)	Drng Area (ac)	Flow Rate (cfs)	Gnd/Rim El Dn (ft)	Gnd/Rim El Up (ft)	HGL Dn (ft)	HGL Up (ft)	Invert Dn (ft)	Invert Up (ft)	Line Length (ft)	Line Size (in)	Line Slope (%)	Runoff Coeff (C)	Tc (min)
1	A28	3.56	0.00	1.31	Outfall	0.00	0.77	1.08	5745.00	5746.80	5744.44	5744.93	5744.00	5744.49	49.00	12	1.00	0.33	5.0
Project File: D02049 Line-15 25-yr.stm												Number of lines: 1			Date: 07-29-2004				
NOTES: ** At critical depth																			

Storm Sewer Profile



APPENDIX O

RIP RAP CALCULATIONS

RIP RAP CALCULATIONS

OUTLET FROM STORM LINE-3 TO POND A-1:

$$Q = 59.8 \text{ cfs}, A = \frac{Q}{V} = \frac{59.8 \text{ ft}^3/\text{s}}{9.6 \text{ ft/s}} = 6.2 \text{ ft}^2$$

$$V = 9.6 \text{ ft/s}$$

$$D = 36" = 3.0'$$

$$\frac{Y_t}{D} = 0.40; Y_t = 0.40(3.0') = 1.2'$$

$$\left. \begin{aligned} \frac{Y_t}{D} &= 0.40 \\ \frac{Q}{D^{1.5}} &= \frac{59.8 \text{ ft}^3/\text{s}}{(3.0')^{1.5}} = 11.5 \end{aligned} \right\} \text{FIGURE MD-21} \Rightarrow \text{TYPE-L RIPRAP}$$

$$\left. \begin{aligned} \frac{Y_t}{D} &= 0.40 \\ \frac{Q}{D^{2.5}} &= \frac{59.8 \text{ ft}^3/\text{s}}{(3.0')^{2.5}} = 3.8 \end{aligned} \right\} \text{FIGURE MD-23} \Rightarrow \frac{1}{2} \tan \theta = 3.8$$

$$L_p = \frac{1}{2 \tan \theta} \left[\frac{A}{Y_t} - D \right] = 3.8 \left[\frac{6.2 \text{ ft}^2}{0.40} - 3.0' \right] = 8.2' < 3D$$

USE TYPE-L RIPRAP FOR 12.0'

OUTLET FROM STORM LINE-2 TO POND A-2:

$$Q = 2.8 \text{ cfs}, A = \frac{Q}{V} = \frac{2.8 \text{ ft}^3/\text{s}}{4.7 \text{ ft/s}} = 0.6 \text{ ft}^2$$

$$V = 4.7 \text{ ft/s}$$

$$D = 12" = 1.0'$$

$$\frac{Y_t}{D} = 0.40 \Rightarrow Y_t = 0.40(1.0') = 0.40$$

$$\left. \begin{aligned} \frac{Y_t}{D} &= 0.40 \\ \frac{Q}{D^{1.5}} &= \frac{2.8}{(1.0')^{1.5}} = 2.8 \end{aligned} \right\} \text{FIGURE MD-21} \Rightarrow \text{TYPE-L RIPRAP}$$

$$\left. \begin{aligned} \frac{Y_t}{D} &= 0.40 \\ \frac{Q}{D^{2.5}} &= \frac{2.8}{(1.0')^{2.5}} = 2.8 \end{aligned} \right\} \text{FIGURE MD-23} \Rightarrow \frac{1}{2} \tan \theta = 4.7$$

$$L_p = 3.0 \left[\frac{0.6}{0.4} - 1.0 \right] = 1.5' < 3D$$

USE TYPE-L RIPRAP FOR 3.0'

COMPUTED:

DATE:

CHECKED:

DATE:



CONSULTANTS

ENGINEERING CALCULATIONS

PROJECT:

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OUTFALL FROM STORM LINE-7 TO POND A-1:

$$Q = 7.1 \frac{\text{ft}^3}{\text{s}}, A = \frac{Q}{V} = \frac{7.1 \frac{\text{ft}^3}{\text{s}}}{9.0 \frac{\text{ft}}{\text{s}}} = 0.8 \text{ ft}^2$$

$$V = 9.0 \frac{\text{ft}}{\text{s}}$$

$$D = 12'' = 1.0', \frac{V}{D} = 0.40 \Rightarrow Y_c = 0.40(1.0') = 0.40$$

$$\frac{V}{D} = 0.40$$

$$\frac{Q}{D^{1.5}} = \frac{7.1}{(1.0)^{1.5}} = 7.1$$

} FIGURE MD-21 $\Rightarrow$ TYPE-L RIP RAP

$$\frac{V}{D} = 0.40$$

$$\frac{Q}{D^{2.5}} = 7.1$$

} FIGURE MD-23 $\Rightarrow \frac{1}{2 \tan \theta} = \text{N/A}$, USE $L_p = 3D = 3.0(1.0)$

USE TYPE-L RIP RAP FOR 3.0'

OUTFALL FROM STORM LINE-4 TO POND B:

$$Q = 37.8 \frac{\text{ft}^3}{\text{s}}, A = \frac{Q}{V} = \frac{37.8}{7.4} = 5.1 \text{ ft}^2$$

$$V = 7.4 \frac{\text{ft}}{\text{s}}$$

$$D = 36'' = 3.0', \frac{V}{D} = 0.40, \Rightarrow Y_c = 1.2$$

$$\frac{V}{D} = 0.40$$

$$\frac{Q}{D^{1.5}} = \frac{37.8}{(3.0)^{1.5}} = 7.3$$

} FIGURE MD-21 $\Rightarrow$ TYPE-L RIP RAP

$$\frac{V}{D} = 0.40$$

$$\frac{Q}{D^{2.5}} = \frac{37.8}{(3.0)^{2.5}} = 2.4$$

} FIGURE MD-23 $\Rightarrow \frac{1}{2 \tan \theta} = 5.2$

$$L_p = \frac{1}{2 \tan \theta} \left[\frac{A}{Y_c} - D \right] = 5.2 \left[\frac{5.1}{1.2} - 3.0 \right] = 6.5' < 3D$$

USE TYPE-L RIP RAP FOR 9.0'

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OUTFALL FROM STORM LINE-5 TO POND C-1:

$$Q = 10.1 \text{ cfs}, A = \frac{Q}{V} = \frac{10.1}{5.4} = 1.9 \text{ ft}^2$$
$$V = 5.4 \text{ ft/s}$$
$$D = 24" = 2.0', \frac{Y_c}{D} = 0.40 \Rightarrow Y_c = 0.8$$

$$\left. \begin{array}{l} \frac{Y_c}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = \frac{10.1}{(2.0)^{1.5}} = 3.6 \end{array} \right\} \text{FIG. MD-21} \Rightarrow \text{TYPE-L RIP RAP}$$

$$\left. \begin{array}{l} \frac{Y_c}{D} = 0.40 \\ \frac{Q}{D^{2.5}} = \frac{10.1}{(2.0)^{2.5}} = 1.8 \end{array} \right\} \text{FIG. MD-23} \Rightarrow \frac{1}{2k\theta} = 6.0$$

$$L_p = \frac{1}{2k\theta} \left[\frac{A}{Y_c - D} \right] = 6.0 \left[\frac{1.9}{0.8 - 2.0} \right] = 2.3' < 3.0$$

USE TYPE-L RIP RAP FOR 6.0'

OUTFALL FROM STORM LINE-6 TO POND C-1:

$$Q = 31.1 \text{ cfs}, A = \frac{Q}{V} = \frac{31.1}{9.9} = 3.1 \text{ ft}^2$$
$$V = 9.9 \text{ ft/s}$$
$$D = 24" = 2.0', \frac{Y_c}{D} = 0.40, Y_c = 0.80$$

$$\left. \begin{array}{l} \frac{Y_c}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = \frac{31.1}{(2.0)^{1.5}} = 3.6 \end{array} \right\} \text{FIG. MD-21, TYPE-L RIP RAP}$$

$$\left. \begin{array}{l} \frac{Y_c}{D} = 0.40 \\ \frac{Q}{D^{2.5}} = \frac{31.1}{(2.0)^{2.5}} = 1.8 \end{array} \right\} \text{FIG. MD-23,} \Rightarrow \frac{1}{2k\theta} = 6.0$$

$$L_p = 6.0 \left[\frac{3.1}{0.8 - 2.0} \right] = 11.25$$

USE TYPE-L RIP RAP FOR 11.25'

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OUTFALL FROM STORM LINE-8 TO POND C-1:

$$Q = 9.5 \text{ cfs}, A = \frac{Q}{V} = \frac{9.5}{12.1} = 0.78 \text{ ft}^2$$
$$V = 12.1 \text{ ft/s}$$
$$D = 12'' = 1.0', \frac{Y_b}{D} = 0.40, Y_b = 0.40$$

$$\frac{Y_b}{D} = 0.40$$
$$\frac{Q}{D^{1.5}} = \frac{9.5}{(1.0)^{1.5}} = 9.5$$
$$\left. \begin{array}{l} \frac{Y_b}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = 9.5 \end{array} \right\} \text{FIG. MD-21} \Rightarrow \text{TYPE-L RIP RAP}$$

$$\frac{Y_b}{D} = 0.40$$
$$\frac{Q}{D^{2.5}} = \frac{9.5}{(1.0)^{2.5}} = 9.5$$
$$\left. \begin{array}{l} \frac{Y_b}{D} = 0.40 \\ \frac{Q}{D^{2.5}} = 9.5 \end{array} \right\} \text{FIG. MD-23} \Rightarrow \frac{1}{2 \tan \theta} = \text{NA}, \text{ USE } L_p = 3D$$

USE TYPE-L RIP RAP FOR 3'-0"

OUTFALL FROM STORM LINE-9 TO POND C-1:

$$Q = 7.2 \text{ cfs}, A = \frac{Q}{V} = \frac{7.2}{9.2} = 0.8 \text{ ft}^2$$
$$V = 9.2 \text{ ft/s}$$
$$D = 12'' = 1.0', \frac{Y_b}{D} = 0.40, Y_b = 0.40$$

$$\frac{Y_b}{D} = 0.40$$
$$\frac{Q}{D^{1.5}} = \frac{7.2}{(1.0)^{1.5}} = 7.2$$
$$\left. \begin{array}{l} \frac{Y_b}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = 7.2 \end{array} \right\} \text{FIG. MD-21} \Rightarrow \text{TYPE-L RIP RAP}$$

$$\frac{Y_b}{D} = 0.40$$
$$\frac{Q}{D^{2.5}} = \frac{7.2}{(1.0)^{2.5}} = 7.2$$
$$\left. \begin{array}{l} \frac{Y_b}{D} = 0.40 \\ \frac{Q}{D^{2.5}} = 7.2 \end{array} \right\} \text{FIG. MD-23} \Rightarrow \frac{1}{2 \tan \theta} = \text{NA}, \text{ USE } L_p = 3D$$

USE TYPE-L RIP RAP FOR 3'-0"

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OUTFALL FROM STORM LINE-10 / POND C2 TO PROPOSED MIDLAND CULVERT No. 14, 54" RCP

$$Q = 83.3 \text{ cfs}, A = \frac{Q}{V} = \frac{83.3}{8.7} = 9.6 \text{ ft}^2$$

$$V = 8.7 \text{ fps}$$

$$D = 54" = 4.5', \frac{y_e}{D} = 0.40 \Rightarrow y_e = 1.8$$

$$\frac{y_e}{D} = 0.40$$

$$\frac{Q}{D^{1.5}} = \frac{83.3}{(4.5)^{1.5}} = 8.7$$

FIG. MD-21 $\Rightarrow$ TYPE-L RIP RAP

$$\frac{y_e}{D} = 0.40$$

$$\frac{Q}{D^{2.5}} = \frac{83.3}{(4.5)^{2.5}} = 1.9$$

FIG. MD-23 $\Rightarrow \frac{1}{2 \tan \theta} = 6.0$

$$L_p = \frac{1}{2 \tan \theta} \left[\frac{A}{y_e} - D \right] = 6.0 \left[\frac{9.6}{1.8} - 4.5 \right] = 5.0' < 3D$$

$$L_p = 3D = 3(4.5') = 13.5'$$

USE TYPE-L RIP RAP FOR 13.5'

OUTFALL FROM STORM LINE-11 TO PROPOSED MIDLAND CULVERT 12. - 48" RCP

$$Q = 47.7 \text{ cfs}, A = \frac{Q}{V} = \frac{47.7}{7.4} = 6.4 \text{ ft}^2$$

$$V = 7.4 \text{ fps}$$

$$D = 48" = 4.0', \frac{y_e}{D} = 0.40 \Rightarrow y_e = 1.6$$

$$\frac{y_e}{D} = 0.40$$

$$\frac{Q}{D^{1.5}} = 6.0$$

FIG. MD-21 $\Rightarrow$ TYPE-L RIP RAP

$$\frac{y_e}{D} = 0.40$$

$$\frac{Q}{D^{2.5}} = 1.5$$

FIG. MD-23 $\Rightarrow \frac{1}{2 \tan \theta} = 6.3$

$$L_p = \frac{1}{2 \tan \theta} \left[\frac{A}{y_e} - D \right] = 6.3 \left[\frac{6.4}{1.6} - 4.0 \right] = \text{NA}; \text{ Use } L_p = 3D = 3(4.0) = 12'$$

USE TYPE-L RIP RAP FOR 12.0'

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OUTFALL FROM STORM LINE-15 TO POND A-1:

$$Q = 1.1 \text{ cfs}, A = \frac{Q}{V} = \frac{1.1}{3.2} = 0.34 \text{ ft}^2$$

$$V = 3.2 \text{ fps}$$

$$D = 12'' = 1.0', \frac{Y_e}{D} = 0.40 \Rightarrow Y_e = 0.40$$

$$\left. \begin{array}{l} \frac{Y_e}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = \frac{1.1}{(1.0)^{1.5}} = 1.1 \end{array} \right\} \text{FIG. MD-21, TYPE-L RIPRAP}$$

$$L_p = 3D = 3.0'$$

USE TYPE-L RIPRAP FOR 3.0'

OUTLET FROM STORM LINE-13 TO POND C1:

$$Q = 4.4 \text{ cfs}, A = \frac{Q}{V} = \frac{4.4}{5.6} = 0.8$$

$$V = 5.6 \text{ cfs}$$

$$D = 12'' = 1.0', \frac{Y_e}{D} = 0.40 \Rightarrow Y_e = 0.40$$

$$\left. \begin{array}{l} \frac{Y_e}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = \frac{4.4}{(1.0)^{1.5}} = 4.4 \end{array} \right\} \text{FIG. MD-21, TYPE-L RIPRAP}$$

$$\left. \begin{array}{l} \frac{Y_e}{D} = 0.40 \\ \frac{Q}{D^{1.5}} = 4.4 \end{array} \right\} \text{FIG. MD-23, } \frac{1}{2} \tan \theta = 3.0$$

$$L_p = \frac{1}{2 \tan \theta} \left[\frac{A}{Y_e} - D \right] = 3.0 \left[\frac{0.8}{0.4} - 1.0 \right] = 3.0' = 3D$$

USE TYPE-L RIPRAP FOR 3.0'

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OUTFALL FROM STORM LINE-14 TO EXISTING MIDLAND CULVERT No. 10 - 18" CMP

$$Q = 1.1 \text{ cfs}, A = \frac{Q}{V} = \frac{1.1}{3.2} = 0.3$$

$$V = 3.2 \text{ fps}$$

$$D = 12'' = 1.0', \frac{V_e}{V} = 0.40, V_e = 0.40$$

$$\left. \begin{array}{l} \frac{V_e}{V} = 0.40 \\ \frac{Q}{D^3} = 1.1 \end{array} \right\} \text{FIG MD-21} \Rightarrow \text{TYPE-L RIP RAP FOR } L_p = 30$$

USE TYPE-L RIP RAP FOR 3-0'

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TABLE MD-7

Classification and Gradation of Ordinary Riprap

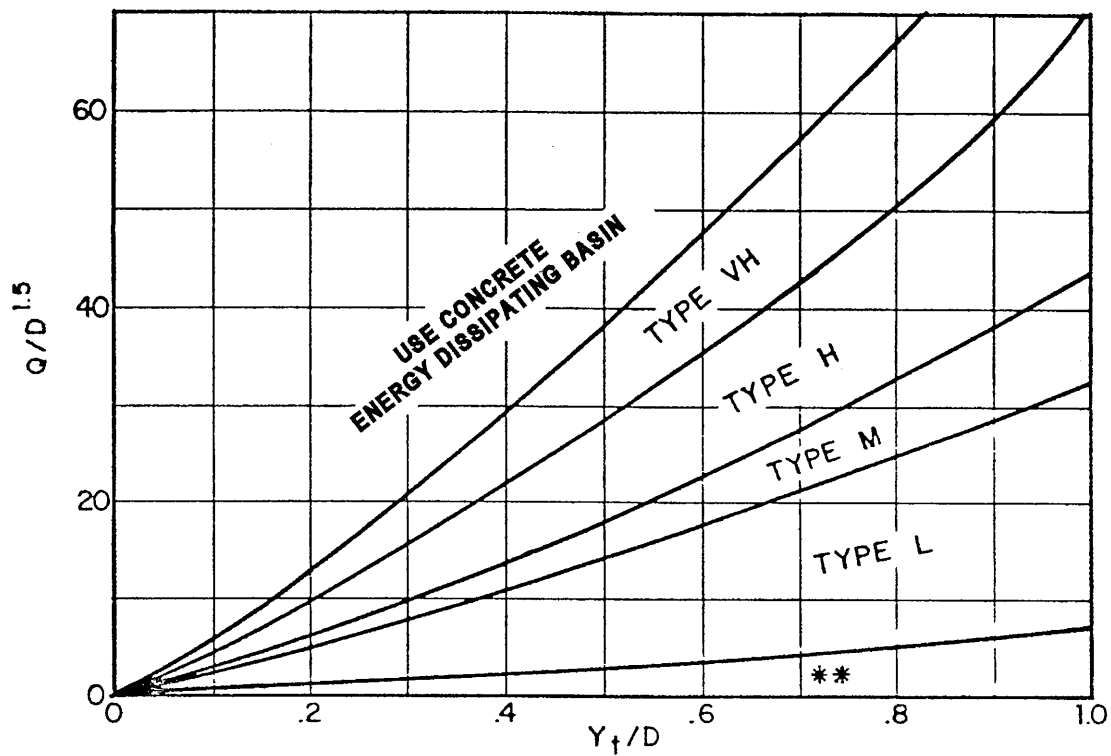
Riprap Designation	% Smaller Than Given Size by Weight	Intermediate Rock Dimensions (inches)	d_{50} (inches)*
Type VL	70-100	12	6**
	50-70	9	
	35-50	6	
	2-10	2	
Type L	70-100	15	9**
	50-70	12	
	35-50	9	
	2-10	3	
Type M	70-100	21	12**
	50-70	18	
	35-50	12	
	2-10	4	
Type H	70-100	30	18
	50-70	24	
	35-50	18	
	2-10	6	
Type VH	70-100	42	24
	50-70	33	
	35-50	24	
	2-10	9	

* d_{50} = mean particle size (intermediate dimension) by weight.

** Mix VL and L riprap with 30% (by volume) topsoil and bury it with 6+ inches of topsoil, all vibration compacted, and revegetate.

Rock used for riprap should be hard, durable, angular in shape, and free from cracks, overburden, shale, and organic matter. Neither breadth nor thickness of a single stone should be less than one-third its length, and rounded stone should be avoided. The rock should sustain a loss of not more than 40% after 500 revolutions in an abrasion test (Los Angeles machine—ASTM C-535-69) and should sustain a loss of not more than 10% after 12 cycles of freezing and thawing (AASHTO test 103 for ledge rock procedure A). Rock having a minimum specific gravity of 2.65 is preferred; however, in no case should rock have a specific gravity less than 2.50.

4.4.1.2 Grouted Boulders. Table MD-8 provides the classification and size requirements for boulders. When grouted boulders are used, they provide a relatively impervious channel lining which is less subject to vandalism than ordinary riprap. Grouted boulders require less routine maintenance by reducing silt and trash accumulation and are particularly useful for lining low-flow channels and steep banks. The appearance of grouted boulders is enhanced by exposing the tops of individual stones and by cleaning the projecting rocks with a wet broom right after the grouting operation. In addition, it is recommended that grouted boulders on channel banks and outside of frequent flow areas be buried with topsoil and revegetated with native grasses, with or without shrubs depending on the local setting. Boulders used for



Use D_a instead of D whenever flow is supercritical in the barrel.
 ** Use Type L for a distance of $3D$ downstream.

FIGURE MD-21

Riprap Erosion Protection at Circular Conduit Outlet Valid for $Q/D^{2.5} \leq 6.0$

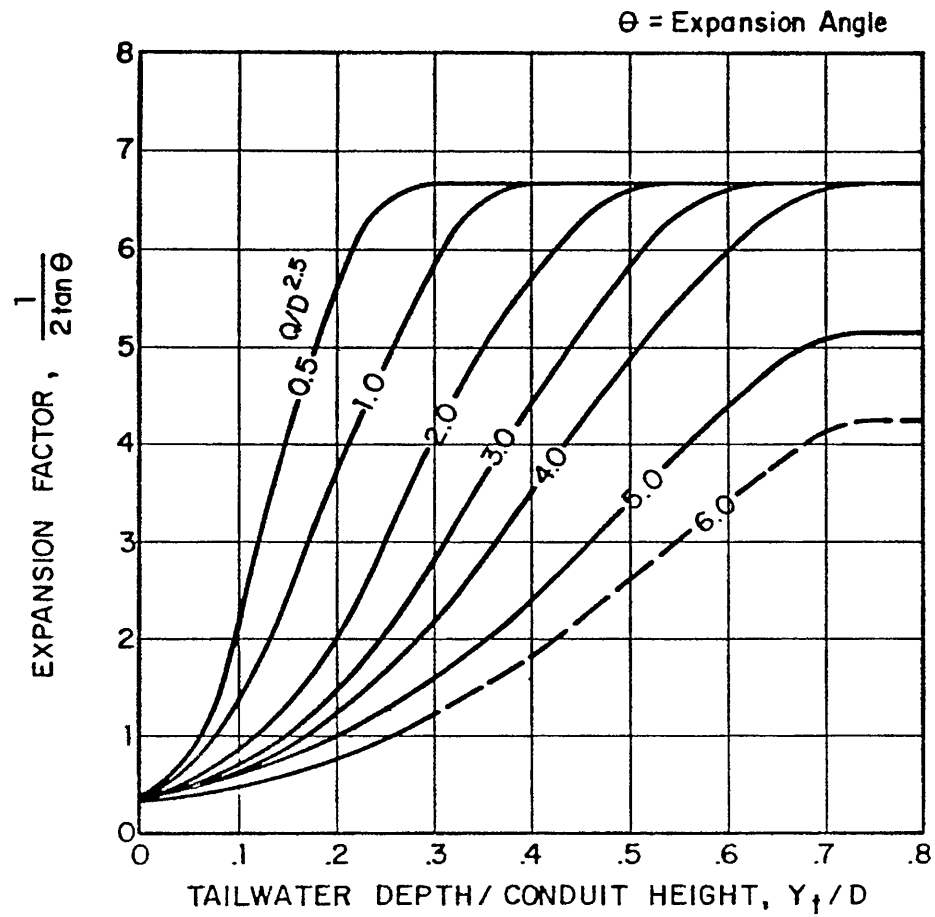


FIGURE MD-23

Expansion Factor for Circular Conduits

APPENDIX P

OUTLET STRUCTURE CALCULATIONS

OUTLET STRUCTURE WATER QUALITY ORIFICE SIZING

$$Q = CA[2gh]^{0.5} \Rightarrow A = \frac{Q}{C[2gh]^{0.5}}$$

POND A1:

$$A = \frac{Q}{C[2gh]^{0.5}} ; \begin{aligned} Q &= 1.41 \text{ cfs} \\ C &= 0.60 \\ g &= 32.2 \frac{\text{ft}}{\text{s}^2} \\ h &= 5747.0' - 5742.87' = 4.1' \end{aligned}$$

$$A = \frac{1.41 \frac{\text{ft}^3}{\text{s}}}{0.60 [2(32.2 \frac{\text{ft}}{\text{s}^2})(4.1')]^{0.5}} = 0.14 \text{ ft}^2$$

$$A = \pi r^2 \Rightarrow r = \sqrt{\frac{A}{\pi}} = \sqrt{\frac{0.14 \text{ ft}^2}{\pi}} = 0.21 \text{ ft} = 2.5''$$

d = 5.0'', FOR A CIRCULAR ORIFICE

POND B:

$$A = \frac{Q}{C[2gh]^{0.5}} ; \begin{aligned} Q &= 1.50 \text{ cfs} \\ C &= 0.60 \\ g &= 32.2 \frac{\text{ft}}{\text{s}^2} \\ h &= 5745.0' - 5740.5' = 4.5' \end{aligned}$$

$$A = \frac{1.50 \frac{\text{ft}^3}{\text{s}}}{0.60 [2(32.2 \frac{\text{ft}}{\text{s}^2})(4.5')]^{0.5}} = 0.15'$$

$$r = \sqrt{\frac{A}{\pi}} = \sqrt{\frac{0.15'}{\pi}} = 0.22' = 2.62''$$

d = 5.25'', FOR A CIRCULAR ORIFICE

POND C2:

$$A = \frac{Q}{C[2gh]^{0.5}} ; \begin{aligned} Q &= 1.2 \text{ cfs} \\ C &= 0.60 \\ g &= 32.2 \frac{\text{ft}}{\text{s}^2} \\ h &= 5747.0' - 5742.5' = 4.5' \end{aligned}$$

$$A = \frac{1.2 \frac{\text{ft}^3}{\text{s}}}{0.60 [2(32.2 \frac{\text{ft}}{\text{s}^2})(4.5')]^{0.5}} = 0.12'$$

$$r = \sqrt{\frac{A}{\pi}} = \sqrt{\frac{0.12'}{\pi}} = 0.19' = 2.32''$$

d = 4.64''

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CAPACITY OF CDOT TYPE-D OUTLET STRUCTURE

$$Q = C \cdot A (2gh)^{3/2} ; \text{ Where } Q = \text{MAX. OUTFALL FLOW RATE - 100 YR}$$

$$C = \text{WEIR COEFF.} = 0.67$$

$$A = \text{EFFECTIVE ORIFICE AREA}$$

$$g = \text{GRAVITATIONAL CONSTANT} = 32.2 \text{ ft/s}^2$$

$$h = \text{HEAD ABOVE ORIFICE}$$

POND A:

$$C = 0.67$$

$$A = L \times W \times \text{Effective Area} = 20' \times 12' \times (0.80) ; \text{ CDOT Type-D Outlet Structure}$$

$$= 13.22 \text{ ft}^2$$

$$h = 5750.0' - 5747.5' = 2.5' \quad (5750.0 \text{ IS MAXIMUM ELEV. OF PONDING DEPTH IN POND A-2})$$

$$Q(\text{Outlet Max.}) = (0.67)(13.22 \text{ ft}^2) \left[2(32.2 \text{ ft/s}^2)(2.5') \right]^{3/2}$$

$$= 123 \text{ cfs}$$

$$Q_{100}(\text{Pond A, Actual}) = 95.0 \text{ cfs} \quad \checkmark \text{ OK}$$

POND B:

$$C = 0.67$$

$$A = 13.22 \text{ ft}^2$$

$$h = 5746.5' - 5744.8' = 1.7' \quad (5746.5 \text{ IS MAXIMUM ELEV. OF PONDING DEPTH IN POND B})$$

$$Q(\text{Outlet Max.}) = (0.67)(13.22 \text{ ft}^2) \left[2(32.2 \text{ ft/s}^2)(1.7') \right]^{3/2}$$

$$= 92.7 \text{ cfs}$$

$$Q_{100}(\text{Pond B, Actual}) = 66.7 \text{ cfs} \quad \checkmark \text{ OK}$$

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SHEET NO:

CAPACITY OF CDOT TYPE-D OUTLET STRUCTURE (CONT.)

POND C:

$$C = 0.67$$

$$A = 13.22 \text{ ft}^2$$

$$h = 5749.0' - 5747.0' = 2.0', \text{ (5749.0' IS THE MAXIMUM ELEV. OF PONDING DEPTH)}$$

$$Q(\text{OUTLET C2, MAX}) = (0.67)(13.22)[2(32.2)(2.0')]^{0.5}$$
$$= \underline{\underline{100.5 \text{ cfs}}}$$

$$Q_{100}(\text{POND C-2, ACTUAL}) = \underline{\underline{54.8}} \quad \checkmark \text{ OK}$$

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OUTLET STRUCTURE RESTRICTOR PLATE

POND A-1

N.T.S.

$$Q = C A (Zgh)^{1/2}; \text{ ORIFICE Eq. } C = 0.67$$

$\Rightarrow A = \frac{Q}{C (Zgh)^{1/2}}$

$A = \text{EFFECTIVE AREA, ft}^2$
 $h = \text{TOTAL HEAD, ft}$
 $g = 32.2 \text{ ft/s}^2$
 $Q = \text{FLOWRATE, cfs}$

$$A = \frac{950 \text{ ft}^3/\text{s}}{0.67 (2 (32.2 \text{ ft/s}^2) (2.7 \text{ ft}))^{1/2}}$$
$$= 8.83 \text{ ft}^2$$

POND A-1, $Q_{100} = 950 \text{ cfs}$
POND A, $h_{100} = 2.7 \text{ ft}$

$$A = \pi r^2$$
$$\left(\frac{8.83 \text{ ft}^2}{\pi} \right)^{1/2} = r = 1.67', d = 3.35'$$

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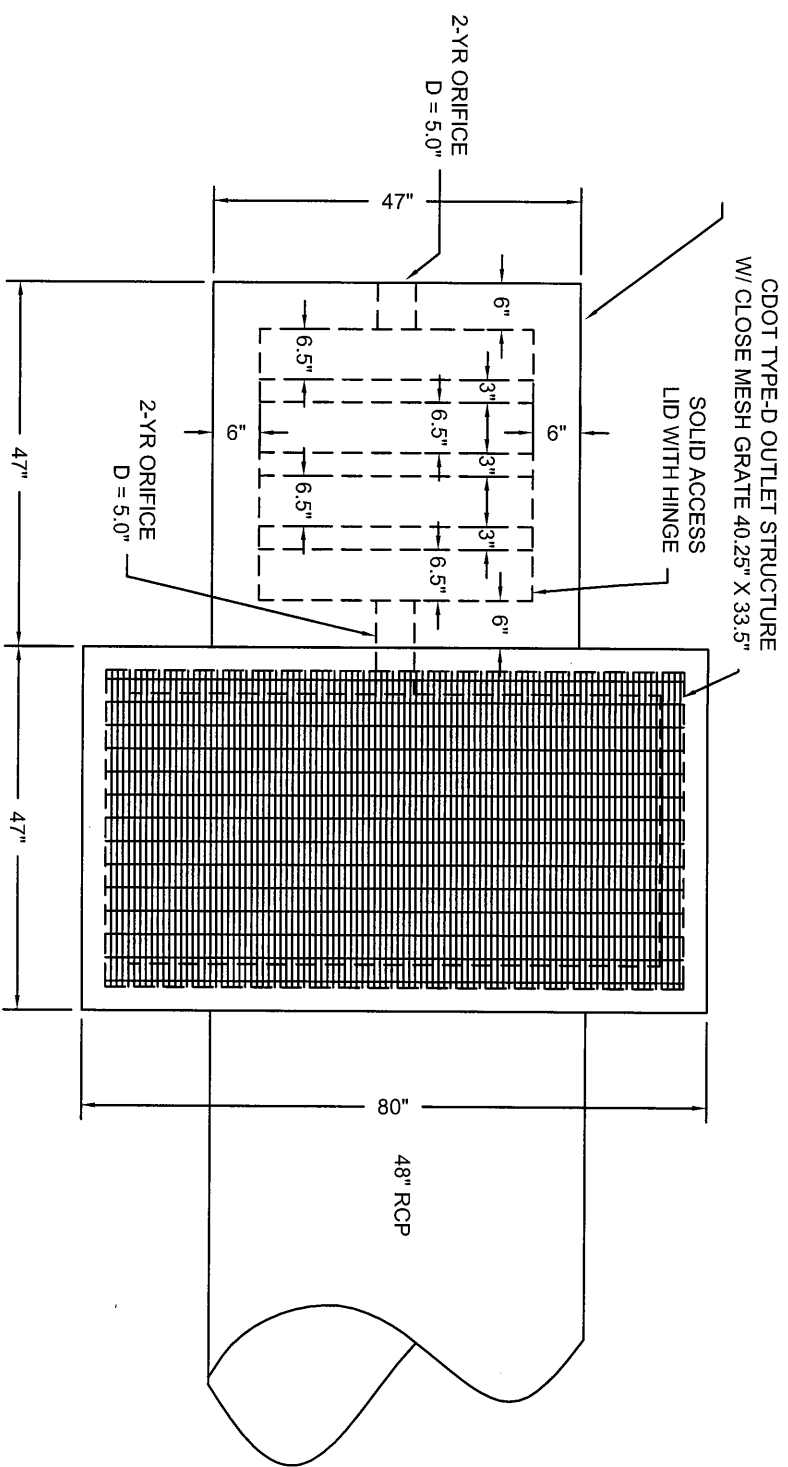
CONSULTANTS

ENGINEERING CALCULATIONS

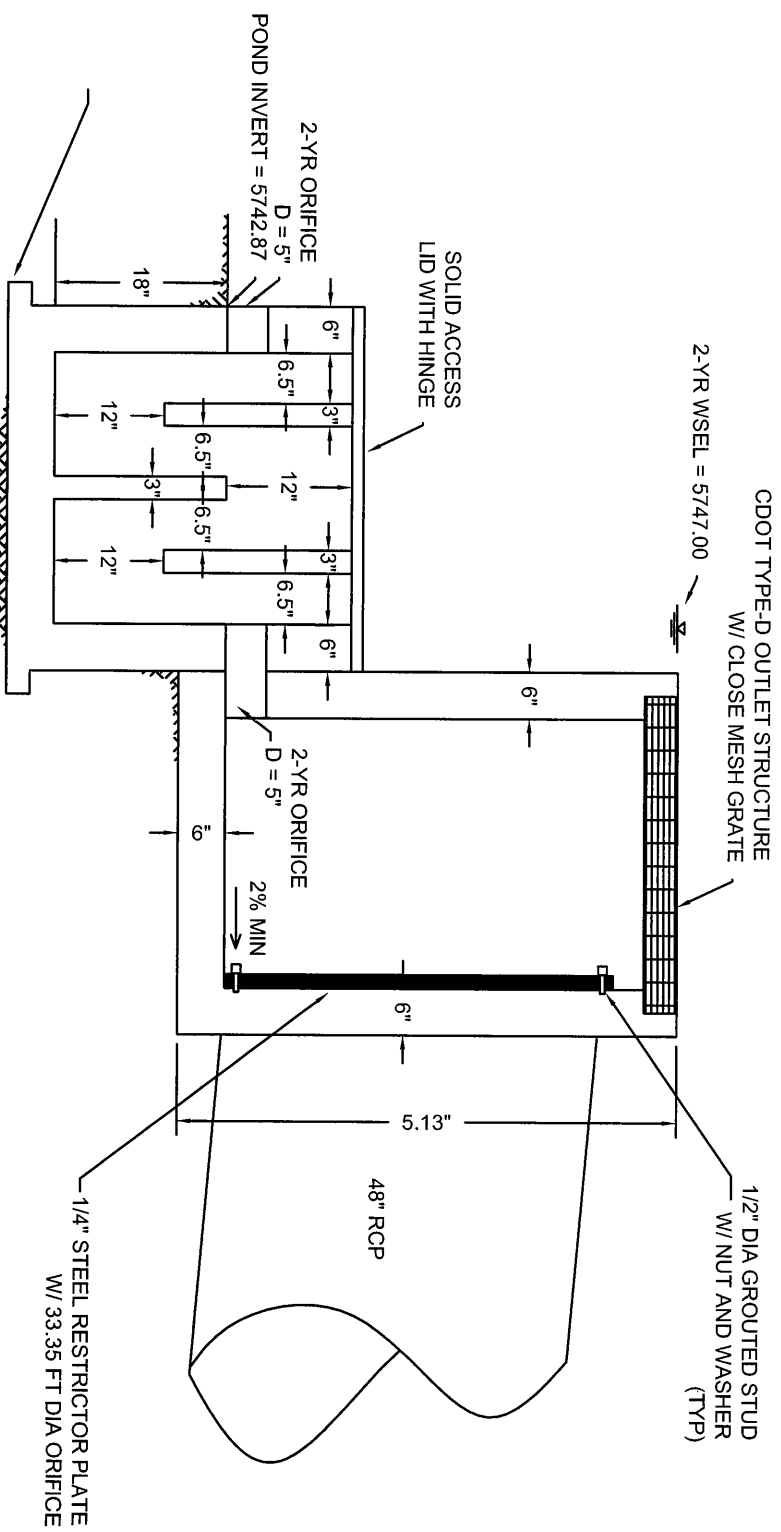
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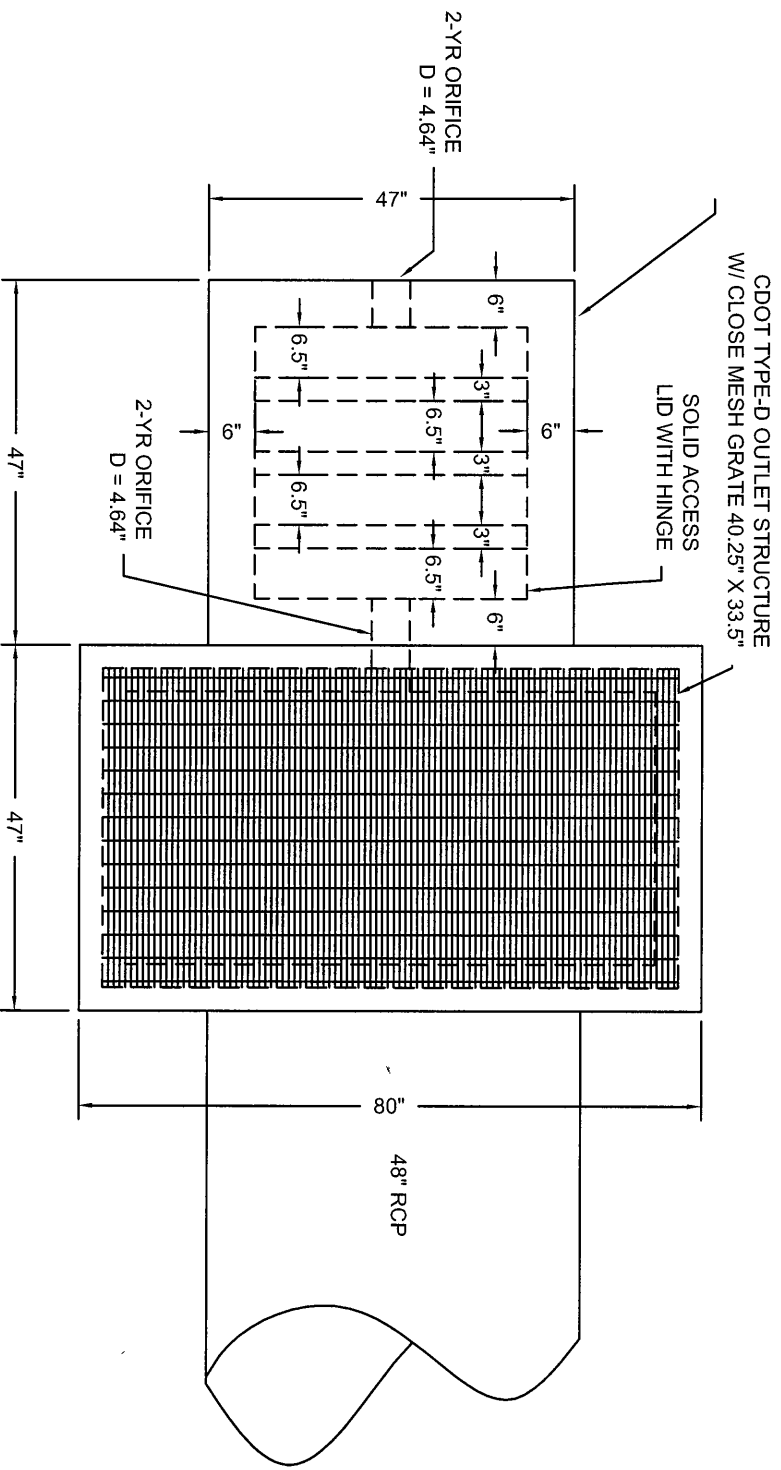
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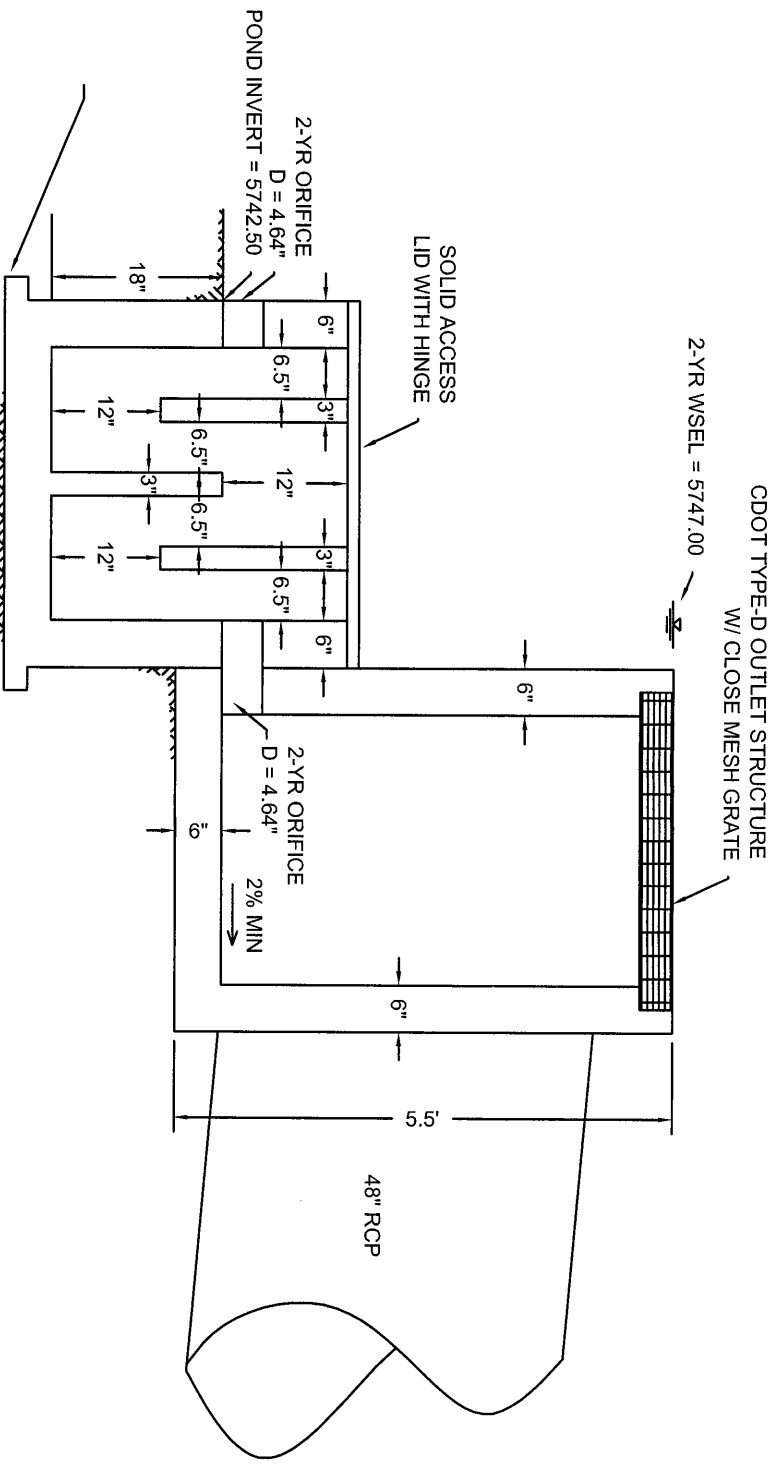
PLAN VIEW



POND A1 OUTLET STRUCTURE CROSS SECTION N.T.S.



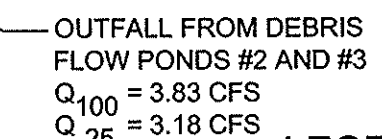
PLAN VIEW



CROSS SECTION

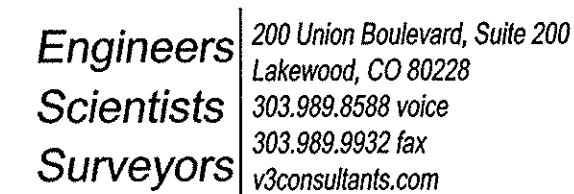
POND C2 OUTLET STRUCTURE N.T.S.

MATCHLINE SEE SHEET D1.1



EXISTING	PROPOSED	DESCRIPTION
		TYPE-II INLET
		CDOT TYPE-D OUTLET STRUCTURE
		FLARED END SECTION (F.E.S.)
		STORM MANHOLE
		MAJOR BASIN LINE
		MINOR BASIN LINE
		MINOR CONTOUR
		MAJOR CONTOUR
		EXISTING MINOR CONTOUR
		EXISTING MAJOR CONTOUR
		PROPOSED RCP STORM PIPE
		FLOW ARROW
		DESIGN POINT
		RIP RAP
		SUBBASIN
		2-YR RUNOFF COEFF.
		25-YR RUNOFF COEFF.

Scale : 1"=50'

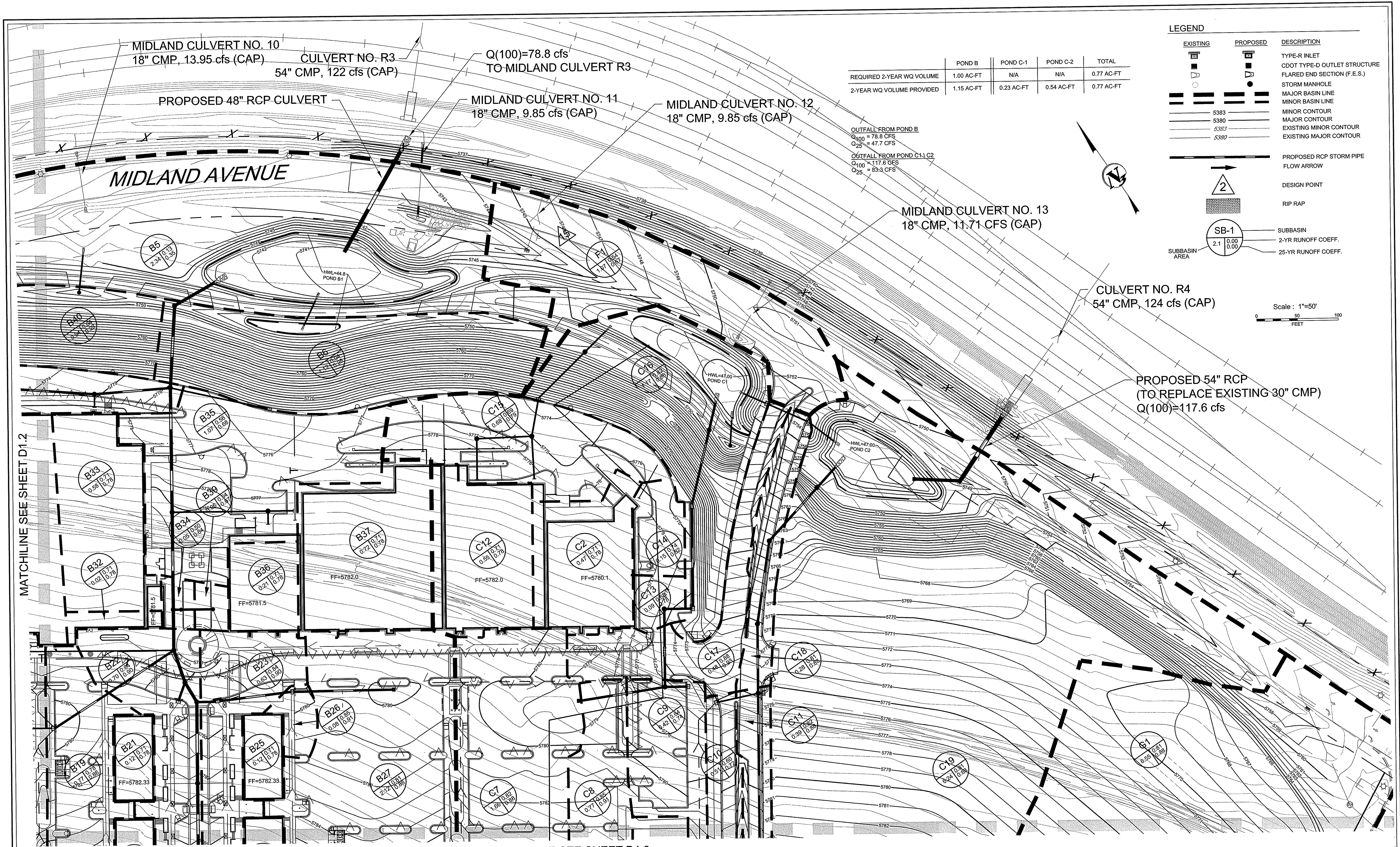
SEAL:

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C | GLENWOOD SPRINGS

DRAWING NO.

D1.3



LEGEND		DESCRIPTION
EXISTING	PROPOSED	
		TYPE-R INLET
		CDOT TYPE-D OUTLET STRUCTURE
		FLARED END SECTION (F.E.S.)
		STORM MANHOLE
		MAJOR BASIN LINE
		MINOR BASIN LINE
		MINOR CONTOUR
		MAJOR CONTOUR
		EXISTING MINOR CONTOUR
		EXISTING MAJOR CONTOUR
		PROPOSED RCP STORM PIPE
		FLOW ARROW
		DESIGN POINT
		RIP RAP
		SUBBASIN AREA
		SUBBASIN
		2-YR RUNOFF COEFF.
		25-YR RUNOFF COEFF.

	POND B	POND C-1	POND C-2	TOTAL
REQUIRED 2-YEAR WQ VOLUME	1.00 AC-FT	N/A	N/A	0.77 AC-FT
2-YEAR WQ VOLUME PROVIDED	1.15 AC-FT	0.23 AC-FT	0.54 AC-FT	0.77 AC-FT

OUTFALL FROM POND B
Q₁₀₀ = 78.8 CFS
Q₂₅ = 47.7 CFS

OUTFALL FROM POND C1, C2
Q₁₀₀ = 117.6 CFS
Q₂₅ = 83.3 CFS

Scale: 1"=50'
0 50 100
FEET

MATCHLINE SEE SHEET D1.2

MATCHLINE SEE SHEET D1.3

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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	7-14-04	MISC REVISIONS			
2	07-30-04	MISC REVISIONS			

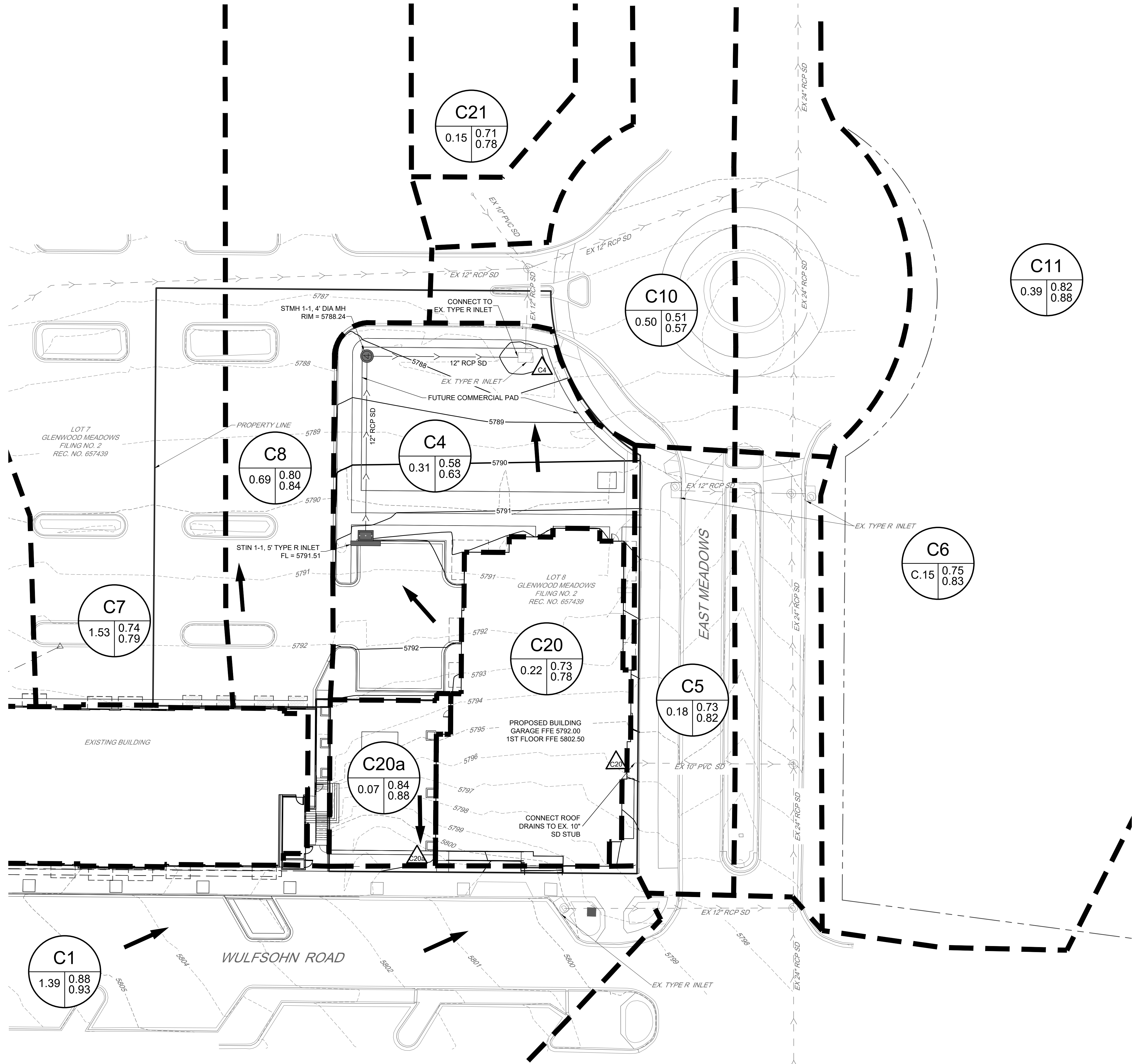
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FILE NAME: D1.0 Storm	DRAWN BY: SA
DATE: July 3, 2003	CHECKED BY: MC
SCALE: 1"=100'	PROJ. MANAGER: MC

GLENWOOD MEADOWS
GLENWOOD SPRINGS
COLORADO

STORMWATER DRAINAGE PLAN

DRAWING NO.
D1.4

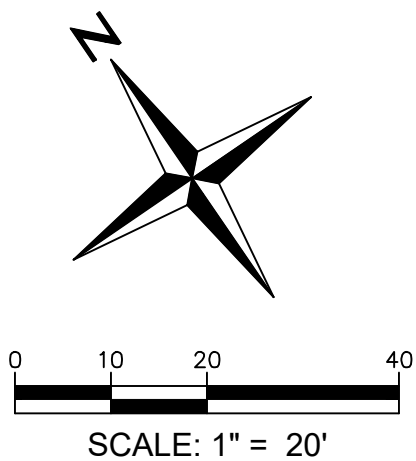
I:\2012\12013 - Glenwood Meadows\CADD\Sheet Sets\12013.12 - LARM Phase 4\Drainage Plan\12013.12 - Drainage Plan.dwg, tab: Drainage Plan.dwg, Feb 26, 2021 - 7:06pm, b.plnk



DRAINAGE LEGEND

- 5281--- EXISTING MINOR CONTOUR
- 5280--- EXISTING MAJOR CONTOUR
- 5281--- PROPOSED MINOR CONTOUR
- 5280--- PROPOSED MAJOR CONTOUR
- PROPOSED STORM SEWER LINE
- PROPOSED MANHOLE
- PROPOSED BOX BASE MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED BASIN BOUNDARY
- A1 BASIN ID
- 0.000 0.00 1.00 2 YEAR RUNOFF COEFFICIENT
- 0.000 0.00 1.00 25 YEAR RUNOFF COEFFICIENT
- 0.000 0.00 1.00 BASIN AREA (ACRES)
- 90 PROPOSED DESIGN POINT
- FLOW ARROW

Basin Summary Table - Developed						
Basin	Area (AC)	Runoff Coefficients			Peak Flows (cfs)	
		C2	C25	I (%)	Q2	Q25
C4	0.31	0.58	0.63	74.8%	0.29	0.65
C8	0.69	0.80	0.84	95.9%	0.95	2.07
C10	0.50	0.52	0.58	69.5%	0.31	0.72
C20	0.22	0.73	0.78	90.0%	0.28	0.61
C20a	0.07	0.84	0.88	100.0%	0.10	0.22



Know what's below.
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PHASE I ENVIRONMENTAL SITE ASSESSMENT

**Lot 8 – 0.95-acre Vacant Parcel
Northwest of Intersection of Wulfsohn Road and East Meadows
Drive
Glenwood Springs, Colorado 81601**

AEC Project No. 20-062C
September 14, 2020

Prepared for:

Stoneleigh Companies LLC
760 West Main Street Suite 140
Barrington, Illinois 60010

Prepared by:

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone (720) 459-7251



September 14, 2020

Mr. Anthony Rodriguez
Stoneleigh Companies LLC
760 West Main Street Suite 140
Barrington, Illinois 60010

Subject: **Phase I Environmental Site Assessment
Lot 8 – 0.95-acre Vacant Parcel
Northwest of Intersection of Wulfsohn Road and East Meadows Drive
Glenwood Springs, Colorado 81601
AEC Project No. 20-062C**

Dear Mr. Rodriguez:

Advantage Environmental Consultants, LLC (AEC) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of American Society for Testing and Materials Practice E1527-13 and 40 Code of Federal Regulations Part 312, of the above-referenced property (hereinafter referred to as "the Site"). This ESA included public environmental agency and historical record reviews, interviews, site observations, and report preparation. This report includes AEC's findings, conclusions, recommendations, and supporting documentation.

We appreciate the opportunity to be of service to you on this project. If you should have any questions regarding this report, or if we can be of further assistance, please contact David Svrjcek at (720) 459-7251.

Sincerely,

ADVANTAGE ENVIRONMENTAL CONSULTANTS, LLC

A handwritten signature in blue ink, appearing to read 'D. Svrjcek', is positioned above a horizontal line.

David F. Svrjcek
Branch Manager
ASTM Environmental Professional

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1.0 Introduction

1.1 Purpose

The purpose of this Phase I ESA is to provide a professional opinion on the presence of recognized environmental conditions and other suspect environmental conditions in connection with the Site as they existed on the date of the site inspection, and to recommend whether further investigation is required. ASTM Standard Practice E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, specifies minimum requirements for conducting an ESA of a parcel of commercial real estate with respect to the range of contaminants pertinent to the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as well as petroleum products. As such, this ESA is intended to satisfy one of the threshold criteria for satisfying the landowner liability protections to CERCLA liability assuming compliance with other elements of the defense. In other words, this ESA represents one of the practices that constitute "all appropriate inquiry" into the previous ownership and uses of the property consistent with good commercial or customary practice, as defined in 42 USC Section 9601(35)(B) and 40 CFR Part 312.

The goal of the process is to identify recognized environmental conditions, which are defined by the Practice as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment. The term recognized environmental condition includes hazardous substances or petroleum products even under conditions in compliance with laws. In addition, the term also included historical recognized environmental conditions and controlled recognized environmental conditions. A historical recognized environmental condition is defined by the Practice as "a past release of hazardous substances or petroleum products that has occurred in connection with a property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." A controlled recognized environmental condition is defined by the Practice as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." The term recognized environmental condition is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The term "environment" is defined in CERCLA 42 USC 9601(8) as "(A) the navigable waters, the water of the contiguous zone, and the ocean waters of which the natural resources are under the exclusive management authority of the United States under the Magnuson-Stevens Fishery conservation and Management Act, and (B) any other surface water, ground water, drinking water supply, land surface or subsurface strata, or ambient air within the United States or under the jurisdiction of the United States.

The term “release” means any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment (including the abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance or pollutant or contaminant), but excludes (A) any release which results in exposure to persons solely within a workplace, with respect to a claim which such persons may assert against the employer of such persons, (B) emissions from the engine exhaust of a motor vehicle, rolling stock, aircraft, vessel, or pipeline pumping station engine, (C) release of source, byproduct, or special nuclear material from a nuclear incident, as those terms are defined in the Atomic Energy Act of 1954 [42 U.S.C. 2011 et seq.], if such release is subject to requirements with respect to financial protection established by the Nuclear Regulatory Commission under section 170 of such Act [42 U.S.C. 2210], or, for the purposes of 42 USC 9604 or any other response action, any release of source byproduct, or special nuclear material from any processing site designated under section 7912(a)(1) or 7942(a) of this title, and (D) the normal application of fertilizer.

1.2 Detailed Scope of Services

The Phase I ESA was conducted in accordance with generally accepted Phase I industry standards using ASTM Standard Practice E 1527-13 and 40 CFR Part 312. The following services were provided for this assessment:

- A search for environmental liens in connection with the Site.
- An evaluation of standard environmental record sources contained within Federal, State and local environmental databases within specific search distances.
- A qualitative evaluation of the physical characteristics of the Site through a review of published topographic, geologic, and hydrogeologic maps; published groundwater data; and area observations to characterize surface water flow in the Site area.
- An evaluation of past Site and adjacent/nearby property uses through a review of historical resources including historical aerial photographs and topographic maps.
- A physical inspection of the Site (interior and exterior) conducted to search for conditions indicative of potential environmental concerns including underground storage tanks (USTs), above ground storage tanks (ASTs), and associated tank piping; stained soil or pavement; equipment that may contain or have historically contained polychlorinated biphenyls (PCBs); and other potential environmental concerns as defined in the ASTM E 1527-13 standard.
- A physical assessment of indications of past uses and visual observations of adjacent and surrounding properties (from curbside or public spaces) to assess potential impacts to the Site.
- Interviews completed with a representative of the current owner of the Site and local regulatory officials.
- The preparation of this Phase I ESA report, which includes the findings of the study and our opinion regarding their level of significance. Conclusions have been drawn based on the significance levels of the findings with subsequent recommendations provided.

1.3 Significant Assumptions

This Phase I ESA was conducted in accordance with ASTM guidelines and 40 CFR Part 312, for the performance of such assessment. No other warranties either express or implied, are made by AEC. AEC's evaluations, analyses, and opinions should not be taken as representations regarding subsurface conditions or the actual value of the Site. Subsurface conditions may differ from the conditions implied by the surficial observations, and can only be reliably evaluated through intrusive techniques.

Documentation and data provided by the client, designated representatives, other interested third parties, or from the public domain, and referred to in the preparation of this assessment, are assumed to be complete and correct and have been used and referenced with the understanding that AEC assumes no responsibility or liability for their accuracy. AEC's conclusions are based upon such information and documentation and on our observations of site conditions, as they existed on the date of the site inspection. Because Site conditions may change significantly over a short period of time and additional data may become available, data reported and conclusions drawn in this report are limited to current conditions and may not be relied upon on a significantly later date.

1.4 Limitations and Exceptions

Reasonable efforts have been made during this assessment to uncover evidence of USTs, ASTs, ancillary equipment associated with such tanks, and other subsurface structures. "Reasonable efforts" are limited to information gained from visual observation of unobstructed areas, recorded database information held in public record, and available information gathered from interviews. Such methods may not identify subsurface equipment that may have been hidden from view due to paving, construction or debris pile storage, or incorrect information from sources.

This investigation was not an environmental compliance audit. While some observations and discussion in this report may address conditions and/or operations that may be regulated, the regulatory compliance of those conditions and/or operations is outside the scope of this investigation. Nothing in this report constitutes a legal opinion or legal advice. For information regarding specific individual or organizational liability, AEC recommends consultation with independent legal counsel.

According to 40 CFR Part 312, Standards and Practices for All Appropriate Inquiry: Final Rule, CERCLA liability rests with the owner or operator of a property and not with an environmental professional hired by the prospective landowner and who is not involved with the ownership or operation of the property. This report meets the requirements set forth in 40 CFR Part 312 Standards and Practices for All Appropriate Inquiries; Final Rule. However, in order to qualify for certain landowner liability protections under CERCLA. Bona Fide Prospective Purchasers, Contiguous Property Owners, and/or Innocent Landowners must meet additional requirements of CERCLA (42 U.S.C. 9601 (35)(B)).

This ESA does not address non-scope ASTM considerations including asbestos containing materials, radon, lead-based paint, lead in drinking water, wetlands, protected environments and habitat, industrial hygiene concerns, indoor air quality (unrelated to releases of hazardous substances or petroleum products into the environment) and high voltage power lines.

1.5 Special Terms and Conditions

No special terms and conditions between AEC and the client pertinent to the findings of this ESA or methodology used to complete this assessment are noted. In addition, AEC does not have a financial interest in the Site.

1.6 User Reliance

This report was prepared for use solely and exclusively by Stoneleigh Companies LLC and is not for the use or benefit of, nor may it be relied upon by, any other person or entity for any purpose without the advance written consent of AEC. AEC makes no representation to any third party except that it has used the degree of care and skill ordinarily exercised by a reasonable prudent environmental professional in the same community and in the same time frame given the same or similar facts and circumstances. No other use or disclosure is intended or authorized by AEC, and no other warranties are made to any third party, either express or implied.

2.0 Site Description

2.1 Location and Legal Description

The Site is approximately 0.95 acres (41,643 square feet) and is identified as Lot 8 Glenwood Meadows. The Site is further identified by Garfield County Parcel No. 218508138008. The Site is located immediately northwest of the intersection of Wulfsohn Road and East Meadows Drive, in Garfield County, Glenwood Springs, Colorado. The Site consists of vacant land and an asphalt-paved parking lot. According to tax records, the Site is owned by Weingarten Miller Glenwood LLC. A Vicinity Map depicting the general location of the Site is included in Section 12.1.

2.2 Site and Vicinity General Characteristics

The Site and its adjacent/nearby properties are situated within the City of Glenwood Springs, Garfield County, Colorado in an area comprised of vacant land, and light commercial and residential properties. Additional details pertaining to the Site and its adjoining properties are provided in the sections below.

2.3 Current Use of the Site

The Site is vacant of structures and includes an asphalt-paved parking lot at the northern portion of the Site.

2.4 Description of Structures, Roads, Other Improvements on the Site

Other than public utilities and parking areas, no improvements are located on the Site. Potable water and sanitary sewer services in the area are provided by the City of Glenwood Springs. Electric and natural gas services in the area are provided by the City of Glenwood. A Site Plan is included in Appendix 12.2. Photographs taken of the Site during the visit are included in Appendix 12.3.

2.5 Current Uses of the Adjoining Properties

AEC performed a visual inspection of adjoining properties from the Site property boundaries, adjacent sidewalks and public right-of-ways. The following table identifies the adjacent property uses:

Direction	Adjoining Property Use
North	Wells Fargo (205 East Meadows Drive) followed by a parking lot and Glenwood Meadows Retail Center (105-135 East Meadows Drive).
South	Intersection of Wulfsohn Road and East Meadows Drive followed by Flat Tops View Drive, vacant land and an apartment complex.
East	East Meadows Drive followed by a Residence Inn (125 Wulfsohn Road).
West	Vacant land, followed by commercial retail and restaurant buildings (10-45 Market Street).

No adjoining properties were observed to be an environmental concern to the Site based on AEC's visual inspection from public right-of-ways and none were identified on any of the provided regulatory databases.

3.0 User Provided Information

3.1 Title Records

No title information was provided to AEC. No environmentally related liens, deed restrictions, activity and use limitations or institutional/engineering controls related to environmental concerns are known for the Site.

3.2 Environmental Liens or Activity and Land Use Limitations

No knowledge of any environmental related liens, deed restrictions or activity and land use limitations that are related to potential environmental issues at the Site are known for the property.

3.3 Specialized Knowledge

The owner representative provided no specialized knowledge pertinent to potential recognized environmental conditions at the Site.

3.4 Commonly Known or Reasonably Ascertainable Information

The owner representative provided no knowledge of commonly known or reasonably ascertainable information pertinent to potential recognized environmental conditions at the Site.

3.5 Valuation Reduction for Environmental Issues

AEC was not made aware of information pertaining to the relationship of the purchase price to the estimated fair market value of the Site that might indicate that significant contamination exists.

3.6 Owner, Property Manager, and Occupant Information

As the Site has no occupants, no interviews were conducted during the Site visit. AEC was unescorted during the Site inspection. However, AEC submitted an environmental questionnaire to a property owner representative. AEC received a response from Stoneleigh Companies Analyst, Mr. Anthony Rodriguez. Mr. Rodriguez was unaware of any environmental concerns related to the Site. This questionnaire response is provided in Appendix 12.6

3.7 Reason for Performing Phase I ESA

AEC has been retained to conduct this Phase I ESA to identify environmental issues that may be present and to comply with 40 CFR Part 312.

4.0 Records Review

4.1 Standard Environmental Record Sources

AEC reviewed Federal and State environmental databases provided by ERIS of Toronto, Canada for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances. A copy of the ERIS Report is included in Section 12.4.

AEC also reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. Unmappable sites are sites that cannot be plotted with confidence, but can be located by zip code or city name. In general, a site cannot be mapped because of inaccurate or missing location information in the record provided by the regulatory agency. Any unmappable sites that AEC identifies within the specified search radii were evaluated as part of the preparation of this report.

The following Federal databases related to potential on-site and off-site sources of contamination were reviewed and interpreted by AEC:

Federal Databases	Search Distance From Site
National Priorities List (NPL)	One mile
Delisted NPL	One mile
Superfund Enterprise Management System (SEMS)	One-half mile
SEMS No Further Remedial Action Planned (NFRAP)	One-half mile
Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS) Facilities	One mile
RCRA non-CORRACTS Hazardous Waste Treatment, Storage and Disposal Facilities (TSDF)	One-half mile
RCRA Hazardous Waste Generators (RCRA GEN)	One-eighth mile
Emergency Response Notification System (ERNS)	One-eighth mile
Institutional Controls/Engineering Control (IC/EC) Registries	One-half mile

The following State/local databases related to potential on-site and off-site sources of contamination were also searched and reviewed:

State/Local Databases	Search Distance From Site
State-equivalent NPL and SEMS	One mile
State and Tribal Voluntary Cleanup Sites (Indian VCP)	One-half mile
State and Tribal Landfill and/or Solid Waste Disposal Sites (SWF/LF)	One-half mile
State and Tribal Leaking Storage Tank (LST, LAST, Indian LUST)	One-half mile
State and Tribal Registered Storage Tank (UST, AST, Indian UST and FEMA UST)	One-eighth mile

Descriptions/sources of each of the above referenced regulatory databases and the dates these databases were last updated by the applicable regulatory agencies are included in the ERIS report

Subject Site

The Site was not identified on any of the reviewed regulatory databases.

Adjoining and Nearby Properties

Petco #1446 (105 East Meadows Drive) was listed on the Resource Conservation and Recovery Act (RCRA) Conditionally Exempt Small Quantity Generator (CESQG) database and is located approximately 400 feet north and topographically downgradient from the Site. This facility is a documented generator of hazardous products such as benzene, lead, mercury, and corrosive wastes. No violations were identified for this facility. Based on distance, topography, and reported regulatory status, this listing is not considered likely to have adversely impacted the Site.

Target Store T2029 (110 West Meadows Drive) was listed on RCRA Large-Quantity Generator (LQG) and FINDS/FRS database and is located approximately 600 feet northwest and topographically downgradient of the Site. This facility is a documented generator of hazardous products such as lead, benzene, formaldehyde, and corrosive waste. One violation was reported for this facility regarding waste management in mid-2017. According to EPA Enforcement and Compliance History Online (ECHO) database, the last RCRA Inspection was in 2017. No other violations were identified for this facility. Based on distance, topography and reported regulatory status, this listing is not considered likely to have adversely impacted the Site.

Six additional listings between one-eighth and one mile of the Site were listed on regulatory databases. These additional properties are not considered environmental concerns to the Site. This opinion is based on several factors including distance of the off-Site listed properties from the Site, orientation of the listed properties relative to the Site, interpreted direction of groundwater flow, current operation of the Site, and/or regulatory case status information (i.e. "closed case") for the various properties as described in the database report.

4.2 Additional Environmental Record Sources

State Health Departments

AEC searched the Colorado Division of Oil & Public Safety (OPS) online facility database system (COSTIS) for information pertaining to the Site. However, no records were identified for the Site location after searching the COSTIS database.

4.3 Physical Setting Sources

The following physical setting sources were reviewed to provide information about the topographic, hydrologic, geologic and/or hydrogeologic characteristics of the Site.

4.3.1 Topography and Hydrology

USGS Topographic Quadrangle

Based on the review of United States Geological Survey (USGS) 7.5-minute topographic map of the Glenwood Springs, CO Quadrangle (2019), regional topography is depicted with a northwestern/northeastern slope toward Atkinson Canal. The Site is situated on the map at an elevation ranging from approximately 5,800 feet above mean sea level. No structures are depicted on the Site. Public roadways bordering and in the general vicinity of the Site are depicted in their current configurations on the map.

Hydrology/Storm Water Management

Surface runoff at the Site and along adjacent roads moves north/northeast and occurs as sheet flow towards nearby storm drains or infiltrates into undeveloped and/or landscaped areas.

4.3.2 Geology

According to the USGS geologic map of Colorado as provided on Google Earth, the Site is primarily underlain by the Eagle Valley Formation consisting of siltstone, shale, and evaporite, primarily of the Phanerozoic age.

4.3.3 Hydrogeology

Regional groundwater flow at the Site appears to flow northwest/northeast in the direction of the Colorado River. The depth to groundwater at the Site is anticipated to be approximately 30 to 50 feet below ground surface.

4.4 Historical Use Information on the Subject Site and Adjoining Properties

Historical sources (as described in the following sections) were reviewed during this assessment to develop a history of the previous uses of the Site and adjoining properties, and to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the Site.

4.4.1 Topographic Maps

AEC reviewed topographic maps provided by the USGS dated 1927, 1930, 1961, 1981, 2011, 2013, 2016, and 2019. The results of the topographic map review are summarized in the following table:

Topographic Map Review	
Year	Observations
1927	Site: The Site is illustrated with no structures.
1930	Adjacent Properties: Areas surrounding the Site are relatively undeveloped. A railroad track is depicted to the north of the Site.
1961	Site: The Site is illustrated with no structures.
1981	Adjacent Properties: No structures are depicted. Atkinson Canal is depicted to the north of the Site.
2011	Site: The Site is illustrated with no structures.
	Adjacent Properties: No structures are depicted. Wulfsohn Road is depicted to the south of the Site.
2013	Site: The Site is illustrated with no structures.
2016	Adjacent Properties: No structures are depicted. Roadways are generally depicted in their current configurations.
2019	

No on-Site or off-Site environmental concerns for adjacent facilities were noted on the topographic maps. A copy of representative maps is included in Section 12.5.1.

4.4.2 Aerial Photographs

AEC reviewed historical aerial photographs dated 1945, 1955, 1960, 1979, 1983, 1989, 1993, 2002, 2005, 2011, 2015, and 2017 provided by ERIS and Google Earth. The results of the aerial photograph review are summarized in the following table:

Aerial Photograph Review	
Year	Observations
1945 1955 1960 1979 1983 1989 1993 2002	Site: The Site appears as agricultural fields. A temporary structure is present on the eastern edge of the Site on the 2002 aerial but is not observed on any other photographs. Adjacent Properties: Areas surrounding the Site appears as undeveloped land and/or agricultural fields.
2005	Site: The Site appears to be undeveloped with an asphalt-paved parking lot on the northern portion of the Site. Adjacent Properties: Areas surrounding the Site are developed with commercial structures to the northwest, northeast and southeast of the Site. East Meadows Drive is depicted to the east of the Site. Wulfsohn Road is depicted to the south of the Site.
2011 2015 2017	Site: The Site appears to be undeveloped with an asphalt-paved parking lot on the northern portion of the Site. Adjacent Properties: Areas surrounding the Site are developed to the northwest, northeast, southeast and south of the Site.

No on-Site or off-Site environmental concerns for adjacent facilities were noted on the aerial photographs. A temporary metal structure appears only on the 2002 photograph, but does not appear to be an environmental concern based on AEC's site visit and regulatory review. A copy of representative maps is included in Section 12.5.3.

4.4.3 City Directories

As the Site has been historically undeveloped, city directories were not researched.

4.4.4 Fire Insurance Maps

As the Site has been historically undeveloped, fire insurance maps were not researched as they are not expected to be available.

4.4.5 Prior Environmental Reports

AEC was provided with a Phase I ESA of a 250-acre commercial development tract of land that appears to include the Site parcel, prepared by Braun Intertec and dated June 8, 2006. No RECs were identified for the Site. A copy of the report is included in Section 12.7.

AEC was provided with a Phase I ESA of a 436-acre tract of land that included the Site parcel referenced as the Wulfsohn Ranch Property, prepared by Western Technologies, Inc. and dated June 5, 1996. No RECs were identified for the parcel. A copy of the report is included in Section 12.7.

AEC was not provided with any additional environmental reports (i.e., Phase I ESAs or Phase II Subsurface Investigations) for the Site from the client.

4.4.6 Historical Use Summary

The past uses of the Site, as determined by a review of reasonably ascertainable historical information, are summarized in the following table:

Historical Use of the Site	
Years	Site Use
1945 to 2002	Vacant and/or agricultural land.
2005 to Present	Undeveloped land with an asphalt-paved parking lot on the northern portion of the Site.

4.4.7 Historical Data Failure

AEC encountered no historical data failures as defined by ASTM E 1527-13 and 40 CFR Part 312.

5.0 Site Reconnaissance

The objective of the Site reconnaissance was to obtain information indicating the likelihood of recognized environmental conditions in connection with the Site. The reconnaissance was conducted on September 10, 2020 by Ms. Morgan Torstenson of AEC's Colorado office. Ms. Torstenson was unescorted during the survey.

5.1 Methodology and Limiting Conditions

The reconnaissance consisted of walking accessible portions of the Site, and walking accessible roadways and pedestrian walkways surrounding the Site. Full access to the Site was provided. As stated previously, a Site Plan is included in Section 12.2. Photographs of the Site were taken to document existing Site conditions, and are included and described in Section 12.3.

5.2 General Property Setting

The Site is vacant of structures with an asphalt-paved parking lot on the northern portion of the Site. The Site and its adjacent/nearby properties are situated within Glenwood Springs, Colorado in an area comprised of undeveloped land, light commercial and residential properties. The current uses of nearby properties are not ones that are indicative of the use, treatment, storage, disposal or generation of hazardous substances.

5.3 Site Observations

AEC examined the Site for evidence of the following potential environmental concerns:

Conditions	Not Observed or Noted	Observed or Noted	Significant Concern?
Hazardous Substances/Petroleum Products	X		
Waste Generation/Storage/Disposal	X		
Aboveground Storage Tanks (ASTs)	X		
Underground Storage Tanks (USTs)	X		
PCB Containing Equipment	X	X	No
Chemical/Petroleum Odors	X		
Pools of Liquid	X		
Floor Drains/Sumps/Wells	X		
Drums	X		
Stains or Corrosion	X		
Unidentified Substance Containers	X		
Stained Soil or Pavement	X		
Stressed Vegetation	X		
Pits, Ponds or Lagoons	X		
Wastewater Discharges/Disposal Systems	X		
Septic Systems/Cesspools	X		
Non-Hazardous Waste Disposal Areas	X		
Drinking Water Systems/Water Wells/Other	X		
Other Features	X		

Polychlorinated Biphenyls (PCBs)

One presumed utility-owned pad-mounted transformer was observed on the eastern portion of the Site. The transformer was not labeled with regard to PCB content but as observed to be in good condition with no evidence of leaks. Based on utility ownership and observed condition, this transformer is not considered to represent an environmental concern to the Site.

No on-site equipment containing fluids potentially contaminated with PCBs, including capacitors, transformers, hydraulically operated elevators, trash compactors, box balers, or dock levelers were noted.

Natural Gas Pipeline

AEC observed a natural gas pipeline marker on the eastern portion of the Site. No concerns related to releases from pipelines in the Site vicinity were noted on the database.

6.0 Interview Information

6.1 Interview with Owner

AEC submitted an environmental questionnaire to a property owner representative. AEC received a response from Stoneleigh Companies Analyst, Mr. Anthony Rodriguez. Mr. Rodriguez was unaware of any environmental concerns related to the Site. This questionnaire response is provided in Appendix 12.6

6.2 Interview with Property Manager

The Site owner is also considered to be the Site manager. No structures are located on the Site.

6.3 Interviews with Occupants

No occupants are located on the Site, therefore, no interviews with Site occupants were conducted.

6.4 Interview with Local Government Official

No interviews with local government officials were conducted.

6.5 Interview with Others

No other interviews with others were conducted

7.0 Additional Services

7.1. Radon

A review of the CDPHE Map of Radon Zones indicates the Site is located in Zone 1. Zone 1 is an area of high radon propensity and has a predicted average indoor radon screening level greater than four pCi/L. As the Site is vacant, radon is not considered a significant environmental risk; however, future buildings may require initial radon screening and/or mitigation systems to reduce radon risk to an acceptable level. A copy of the CDPHE radon map is included in Appendix 12.7.

7.2 Mold/Fungi/Microbial Growth

As the Site is vacant of permanent structures, a mold inspection was not completed.

7.3 Vapor Intrusion and Encroachment

In conjunction with this Phase I ESA, AEC has evaluated the potential for vapor intrusion to occur at the Site by way of a Tier 1 vapor encroachment screening (VES) consistent with ASTM International Standard E2600-10 (Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions). As stated in the ASTM E 2600-10 standard, a VES screening makes use of information similar to information generally collected as part of an ASTM-compliant Phase I ESA. As such, it is AEC's opinion that the information gathered during this Phase I ESA, including regulatory and historical research, the Site reconnaissance, physical setting characteristics, and interviews is sufficient to conclude that a vapor intrusion concern at the Site can be ruled out because such a condition is not likely to exist at the Site.

7.4 Asbestos Containing Building Materials

As the Site is vacant, no suspect asbestos containing building materials are present. In addition, no areas of dumping were noted that may contain suspect materials.

7.5 Lead-Based Pain (LBP)

As the Site is vacant, no suspect lead-based paint surfaces are present.

8.0 Findings, Opinions, Conclusions and Recommendations

Advantage Environmental Consultants, LLC has performed a Phase I Environmental Site Assessment, in conformance with the scope and limitations of ASTM Practice E1527-13 at Lot 8 Glenwood Meadows, Garfield County, Glenwood Springs, Colorado. Any exceptions to, or deletions from, this practice are described in Section 10.0 of this report.

Based on the results of this assessment, no evidence of recognized environmental conditions (RECs) were identified in connection with the Site and no further investigation (i.e., Phase II Subsurface Investigation) is recommended.

9.0 Deviations and Data Gaps

AEC encountered no historical data failures as defined by ASTM E 1527-13 and 40 CFR Part 312.

10.0 References

"All Appropriate Inquiry" as necessary to satisfy the defenses available under 42 U.S.C. §§ 9607(b) (3), 9607(r) (1), and 9607(q), relying on definitions provided at 42 U.S.C. §§ 9601(35) (B); and as further explained in 40 CFR §§ 312.1 – 312.31.

ASTM International, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process," ASTM Designation E 1527-13, Published November 2013;

Environmental Risk Information Services (ERIS), Inc., September 12, 2020, Report, Inquiry #2029100819 at Lot 8 Glenwood Springs, Colorado";

ERIS, Inc., July 20, 2017, "Aerial Photographs, Inquiry #20170719160 at Glenwood Springs, Colorado" dated 1945, 1955, 1960, 1979, 1983, 1989, 1993, 2005, 2006, 2011, 2013, and 2015;

Google Aerials, dated 2002, 2005, 2011, 2015 and 2017;

Phase I Environmental Site Assessment of Wulfsohn Ranch Property, dated June 5, 1996, prepared by Western Technologies Inc;

US Geologic Map of Colorado;

United States Geological Survey (USGS), 1927, 1930, 1961, 1981, 2011, 2013, 2016, and 2019 "Glenwood Springs, CO, Quadrangle 7.5 Minute Topographic Maps".

11.0 Signatures and Qualifications of Environmental Professionals

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR 312.10. I have the specific qualifications based on education, training and experience to assess a property of the nature, history and setting of the subject Site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

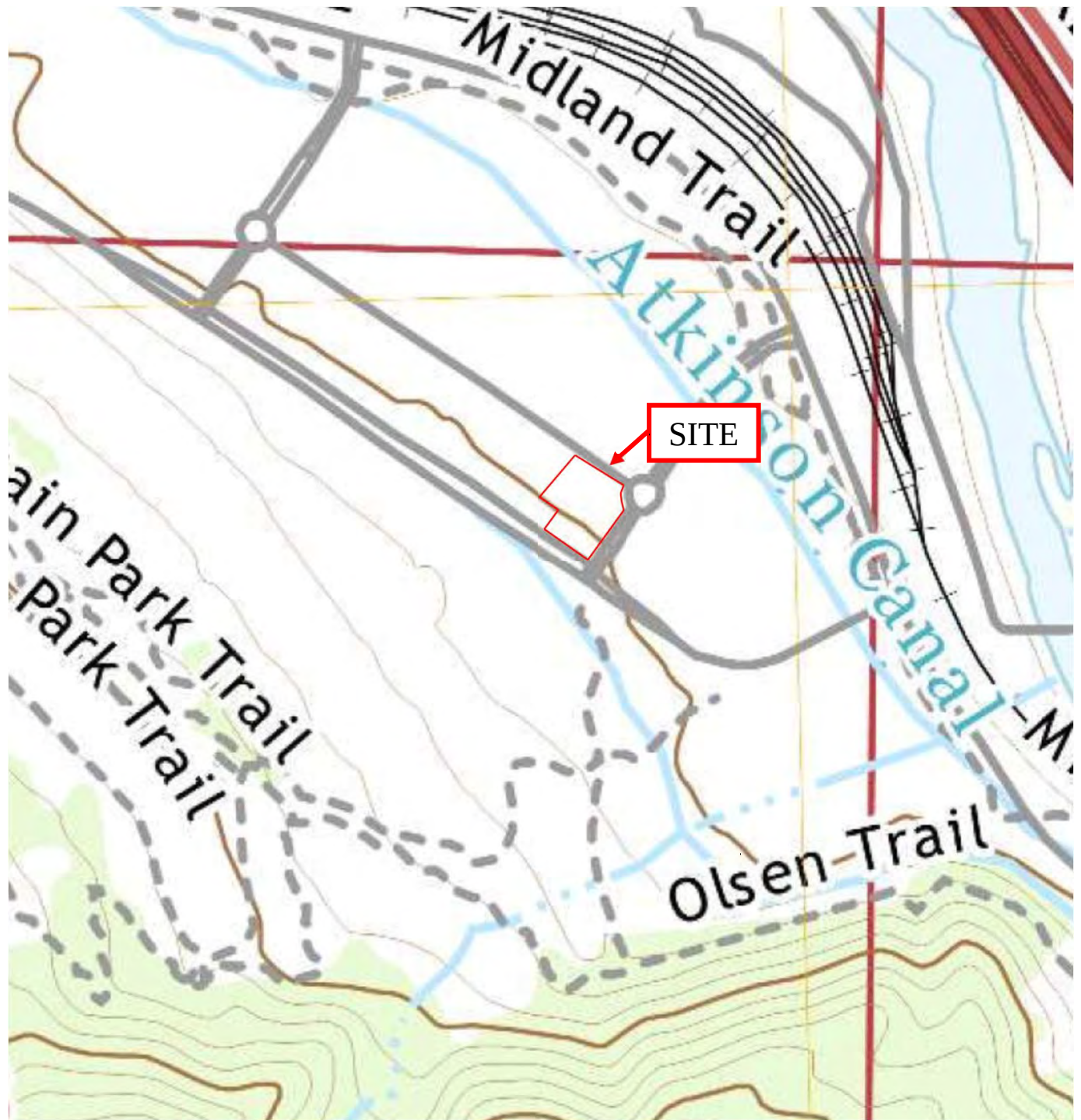


David F. Svrjcek
Branch Manager
AEC Colorado Regional Manager

Qualifications for the environmental professionals involved in the performance of the Phase I ESA are included in Section 12.

12.0 Appendices

12.1 Vicinity Map



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

Site Vicinity Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT

12.2 Site Plan



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

Site Plan Lot 8 Glenwood Meadows Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT

12.3 Site Photographs



Photograph 1: View of the Site, facing northeast.



Photograph 2: Another view of the Site, facing east.



Photograph 3: Another view of the Site, facing northwest.



Photograph 4: Another view of the Site, facing south/southeast.



Photograph 5: Another view of the Site, facing east.



Photograph 6: View of natural gas pipeline signage at the Site.



Photograph 7: View of property signage at the Site.



Photograph 8: View of drainage at the northeast corner of the parking lot at the Site.



Photograph 9: View of pad-mounted transformer along the eastern Site boundary.



Photograph 10: View to the south of the Site, facing south.



Photograph 11: View to the east of the Site, facing east.



Photograph 12: View to the north of the Site, facing north.



Photograph 13: View to the northeast of the Site, facing northeast.



Photograph 14: View to the west of the Site, facing west.

12.4 Regulatory Database Report



DATABASE REPORT

Project Property: 405 Wulsohn Road
405 Wulsohn Road
Glenwood Springs CO 81601

Project No:

Report Type: Database Report

Order No: 20291000819

Requested by: Advantage Environmental Consultants, LLC

Date Completed: September 12, 2020

Environmental Risk Information Services

A division of Glacier Media Inc.

1.866.517.5204 | info@erisinfo.com | erisinfo.com

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Executive Summary

Property Information:

Project Property: 405 Wulsohn Road
405 Wulsohn Road Glenwood Springs CO 81601

Project No:

Coordinates:

Latitude: 39.55335061
Longitude: -107.34179862
UTM Northing: 4,380,804.59
UTM Easting: 298,797.77
UTM Zone: 13S

Elevation: 5,792 FT

Order Information:

Order No: 20291000819
Date Requested: September 10, 2020
Requested by: Advantage Environmental Consultants, LLC
Report Type: Database Report

Historicals/Products:

ERIS Xplorer [ERIS Xplorer](#)
Excel Add-On Excel Add-On

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
<u>Standard Environmental Records</u>								
Federal								
FRP	Y	0.25	0	0	0	-	-	0
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	0.5	0	0	0	0	-	0
SEMS	Y	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	0.5	0	0	0	0	-	0
ODI	Y	0.5	0	0	0	0	-	0
IODI	Y	0.5	0	0	0	0	-	0
CERCLIS	Y	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	1	1
RCRA TSD	Y	0.5	0	0	0	0	-	0
RCRA LQG	Y	0.25	0	0	1	-	-	1
RCRA SQG	Y	0.25	0	0	1	-	-	1
RCRA CESQG	Y	0.25	0	0	1	-	-	1
RCRA NON GEN	Y	0.25	0	0	0	-	-	0
FED ENG	Y	0.5	0	0	0	0	-	0
FED INST	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	-	0
REFN	Y	0.25	0	0	0	-	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
SUPERFUND ROD	Y	1	0	0	0	0	0	0
State								
DELISTED SHWS	Y	1	0	0	0	0	0	0
SHWS	Y	1	0	0	0	0	0	0
SWF/LF	Y	0.5	0	0	0	0	-	0
HIST LF	Y	0.5	0	0	0	0	-	0
LST	Y	0.5	0	0	1	3	-	4
DELISTED LST	Y	0.5	0	0	0	0	-	0
UST	Y	0.25	0	0	0	-	-	0
AST	Y	0.25	0	0	2	-	-	2
TANKS	Y	0.25	0	0	0	-	-	0
DTNK	Y	0.25	0	0	0	-	-	0
AUL	Y	0.5	0	0	0	0	-	0
VCP	Y	0.5	0	0	0	0	-	0
BROWNFIELDS	Y	0.5	0	0	0	0	-	0
Tribal								
INDIAN LUST	Y	0.5	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
DELISTED ILST	Y	0.5	0	0	0	0	-	0
DELISTED IUST	Y	0.25	0	0	0	-	-	0
County								
<i>No County standard environmental record sources available for this State.</i>								
<u>Additional Environmental Records</u>								
Federal								
PFAS NPL	Y	0.5	0	0	0	0	-	0
FINDS/FRS	Y	PO	0	-	-	-	-	0
TRIS	Y	PO	0	-	-	-	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS WATER	Y	0.5	0	0	0	0	-	0
HMIRS	Y	0.125	0	0	-	-	-	0
NCDL	Y	0.125	0	0	-	-	-	0
TSCA	Y	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
ALT FUELS	Y	0.25	0	0	1	-	-	1
SSTS	Y	0.25	0	0	0	-	-	0
PCB	Y	0.5	0	0	0	0	-	0

State

SPILLS	Y	0.125	0	0	-	-	-	0
OG SPILLS	Y	0.125	0	0	-	-	-	0
DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
PFAS	Y	0.5	0	0	0	0	-	0
NPDES	Y	PO	0	-	-	-	-	0

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental record sources available for this State.

Total:	0	0	7	3	1	11
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* PO – Property Only

* 'Property and adjoining properties' database search radii are set at 0.25 miles.

Executive Summary: Site Report Summary - Project Property

<i>Map Key</i>	<i>DB</i>	<i>Company/Site Name</i>	<i>Address</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev Diff (ft)</i>	<i>Page Number</i>
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No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	RCRA CESQG	PETCO STORE #1446	105 E MEADOWS DR GLENWOOD SPRINGS CO 81601 EPA Handler ID: COR000232926	NE	0.13 / 712.67	-49	16
2	RCRA LQG	TARGET STORE T2029	110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516 EPA Handler ID: COR000212498	NW	0.15 / 772.56	-9	18
3	ALT FUELS	Target T2029 - Glenwood Springs, CO	110 W. Meadows Dr. Glenwood Springs CO 81601	WNW	0.17 / 878.70	35	25
4	LST	Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO Facility ID: 17895 Event ID Status: 9927 Closed	E	0.19 / 1,024.51	-64	25
4	AST	Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO Facility ID: 17895 Tank Tag Tank Status: 17895-1 Permanently Closed	E	0.19 / 1,024.51	-64	27
5	AST	Lowes #1905	215 W Meadows Dr Glenwood Springs 81601 CO Facility ID: 18586 Tank Tag Tank Status: 18586-1 Currently In Use	WNW	0.23 / 1,239.94	30	28
5	RCRA SQG	LOWES OF GLENWOOD SPRINGS CO #1905	215 W MEADOWS DR GLENWOOD SPRINGS CO 81601 EPA Handler ID: COR000247502	WNW	0.23 / 1,239.94	30	30
6	LST	Coca Cola Bottling Co	1220 Devereux Rd Glenwood Springs 81601 CO Facility ID: 6956 Event ID Status: 7210 Closed	NNE	0.32 / 1,706.51	-85	32
7	LST	CDOT Glenwood	202 Centennial Glenwood Springs 81601 CO Facility ID: 460 Event ID Status: 9806 Closed	E	0.35 / 1,847.63	-68	33
7	LST	CDOT Glenwood Springs	202 Centennial St Glenwood Springs 81601 CO Facility ID: 7564 Event ID Status: 784 Closed	E	0.35 / 1,847.63	-68	34
8	RCRA CORRACTS	EIMCO COAL MACHINERY	2222 DEVERUEX RD GLENWOOD SPRINGS CO 81601-8702 EPA Handler ID: COD981544786	WNW	0.95 / 5,032.18	-91	35

Executive Summary: Summary by Data Source

Standard

Federal

RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Jul 27, 2020 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
EIMCO COAL MACHINERY	2222 DEVERUEX RD GLENWOOD SPRINGS CO 81601-8702 <i>EPA Handler ID: COD981544786</i>	WNW	0.95 / 5,032.18	<u>8</u>

RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Jul 27, 2020 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
TARGET STORE T2029	110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516 <i>EPA Handler ID: COR000212498</i>	NW	0.15 / 772.56	<u>2</u>

RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Jul 27, 2020 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
LOWES OF GLENWOOD SPRINGS CO #1905	215 W MEADOWS DR GLENWOOD SPRINGS CO 81601 <i>EPA Handler ID: COR000247502</i>	WNW	0.23 / 1,239.94	<u>5</u>

RCRA CESQG - RCRA Conditionally Exempt and Very Small Quantity Generators List

A search of the RCRA CESQG database, dated Jul 27, 2020 has found that there are 1 RCRA CESQG site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
PETCO STORE #1446	105 E MEADOWS DR GLENWOOD SPRINGS CO 81601 <i>EPA Handler ID: COR000232926</i>	NE	0.13 / 712.67	<u>1</u>

State

LST - Leaking Storage Tanks

A search of the LST database, dated Jun 30, 2020 has found that there are 4 LST site(s) within approximately 0.50 miles of the project

property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO <i>Facility ID: 17895</i> <i>Event ID Status: 9927 Closed</i>	E	0.19 / 1,024.51	<u>4</u>
Coca Cola Bottling Co	1220 Devereux Rd Glenwood Springs 81601 CO <i>Facility ID: 6956</i> <i>Event ID Status: 7210 Closed</i>	NNE	0.32 / 1,706.51	<u>6</u>
CDOT Glenwood Springs	202 Centennial St Glenwood Springs 81601 CO <i>Facility ID: 7564</i> <i>Event ID Status: 784 Closed</i>	E	0.35 / 1,847.63	<u>7</u>
CDOT Glenwood	202 Centennial Glenwood Springs 81601 CO <i>Facility ID: 460</i> <i>Event ID Status: 9806 Closed</i>	E	0.35 / 1,847.63	<u>7</u>

AST - Aboveground Storage Tanks

A search of the AST database, dated Jun 30, 2020 has found that there are 2 AST site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Lowes #1905	215 W Meadows Dr Glenwood Springs 81601 CO <i>Facility ID: 18586</i> <i>Tank Tag Tank Status: 18586-1 Currently In Use</i>	WNW	0.23 / 1,239.94	<u>5</u>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO <i>Facility ID: 17895</i> <i>Tank Tag Tank Status: 17895-1 Permanently Closed</i>	E	0.19 / 1,024.51	<u>4</u>

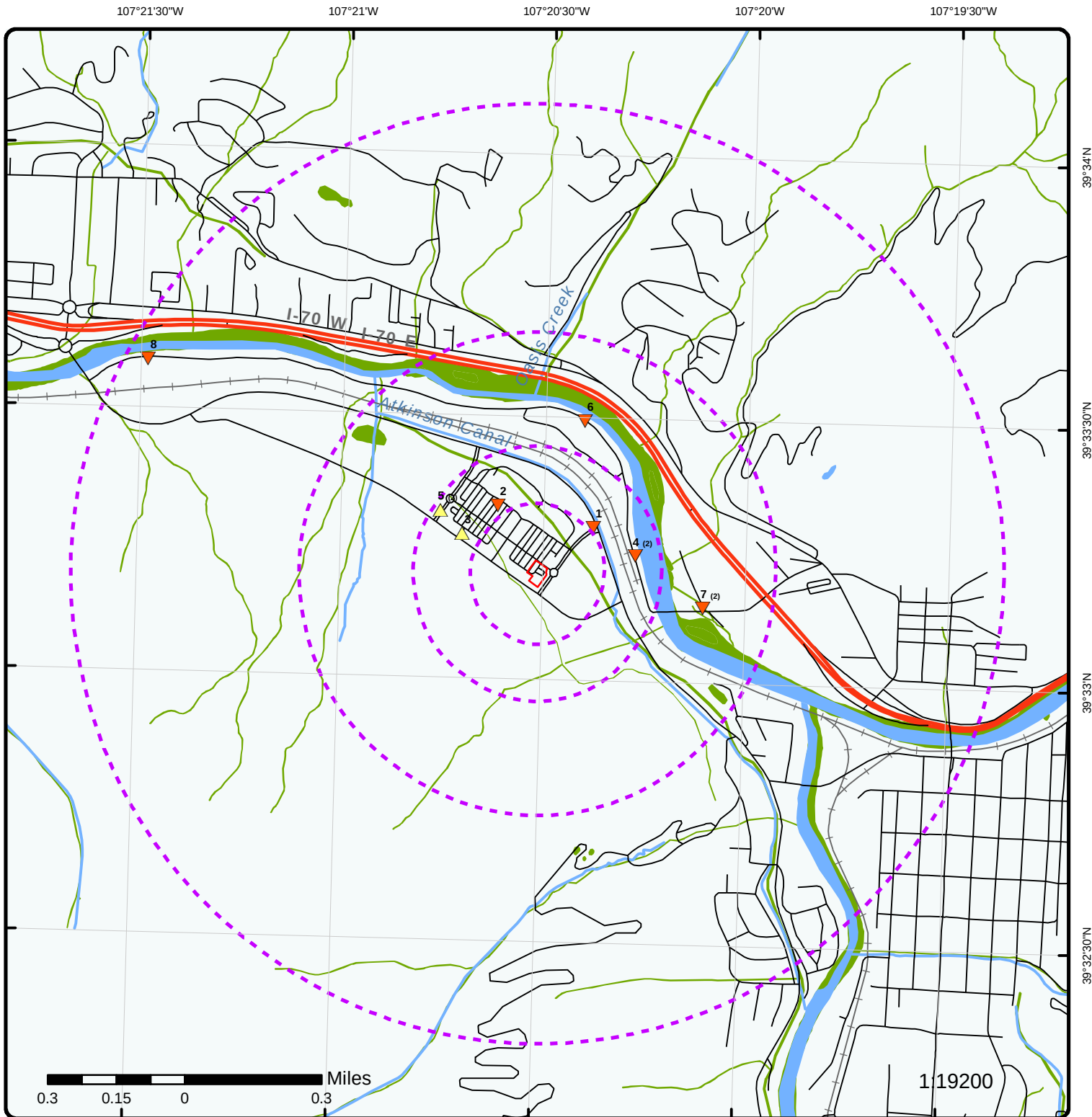
Non Standard

Federal

ALT FUELS - Alternative Fueling Stations

A search of the ALT FUELS database, dated Jun 22, 2020 has found that there are 1 ALT FUELS site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Target T2029 - Glenwood Springs, CO	110 W. Meadows Dr. Glenwood Springs CO 81601	WNW	0.17 / 878.70	<u>3</u>



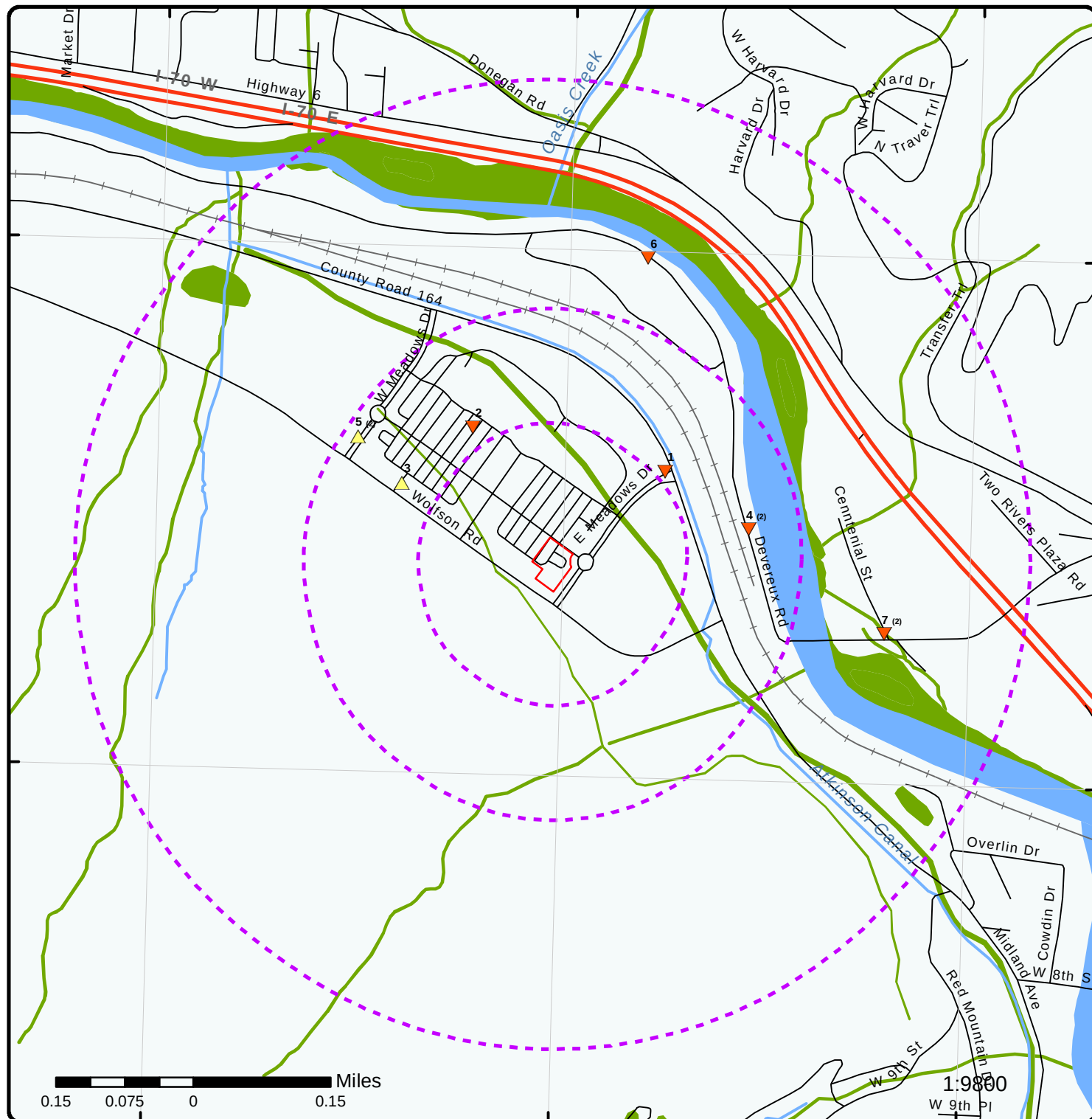
Map : 1.0 Mile Radius

Order Number: 20291000819

Address: 405 Wulfsohn Road, Glenwood Springs, CO



Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas:Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas:NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		



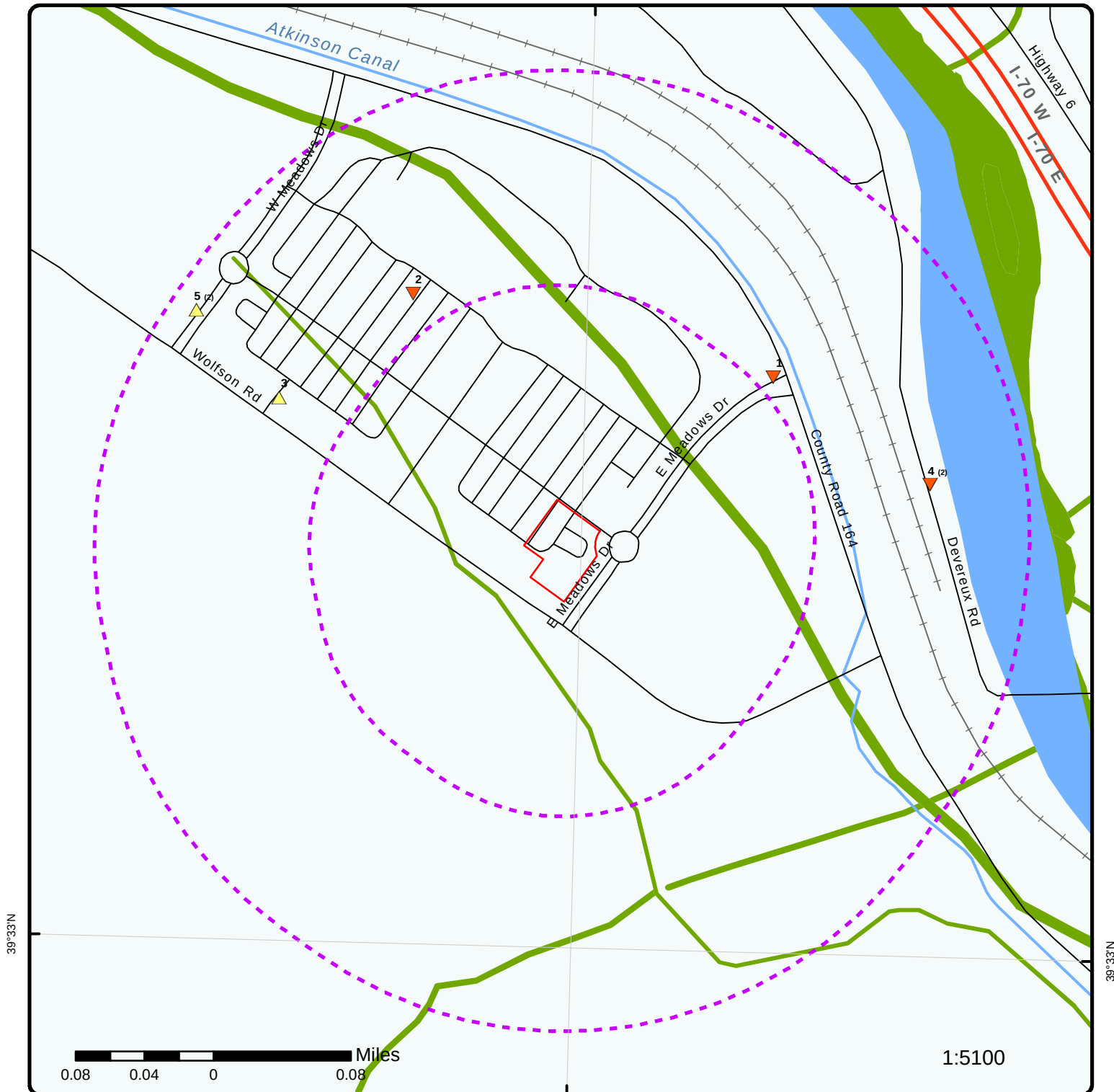
Map : 0.5 Mile Radius

Order Number: 20291000819

Address: 405 Wulfsohn Road, Glenwood Springs, CO



Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas: Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas: NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		



Map : 0.25 Mile Radius

Order Number: 20291000819

Address: 405 Wulfsohn Road, Glenwood Springs, CO



Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas: Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas: NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		

107°21'W

107°20'30"W

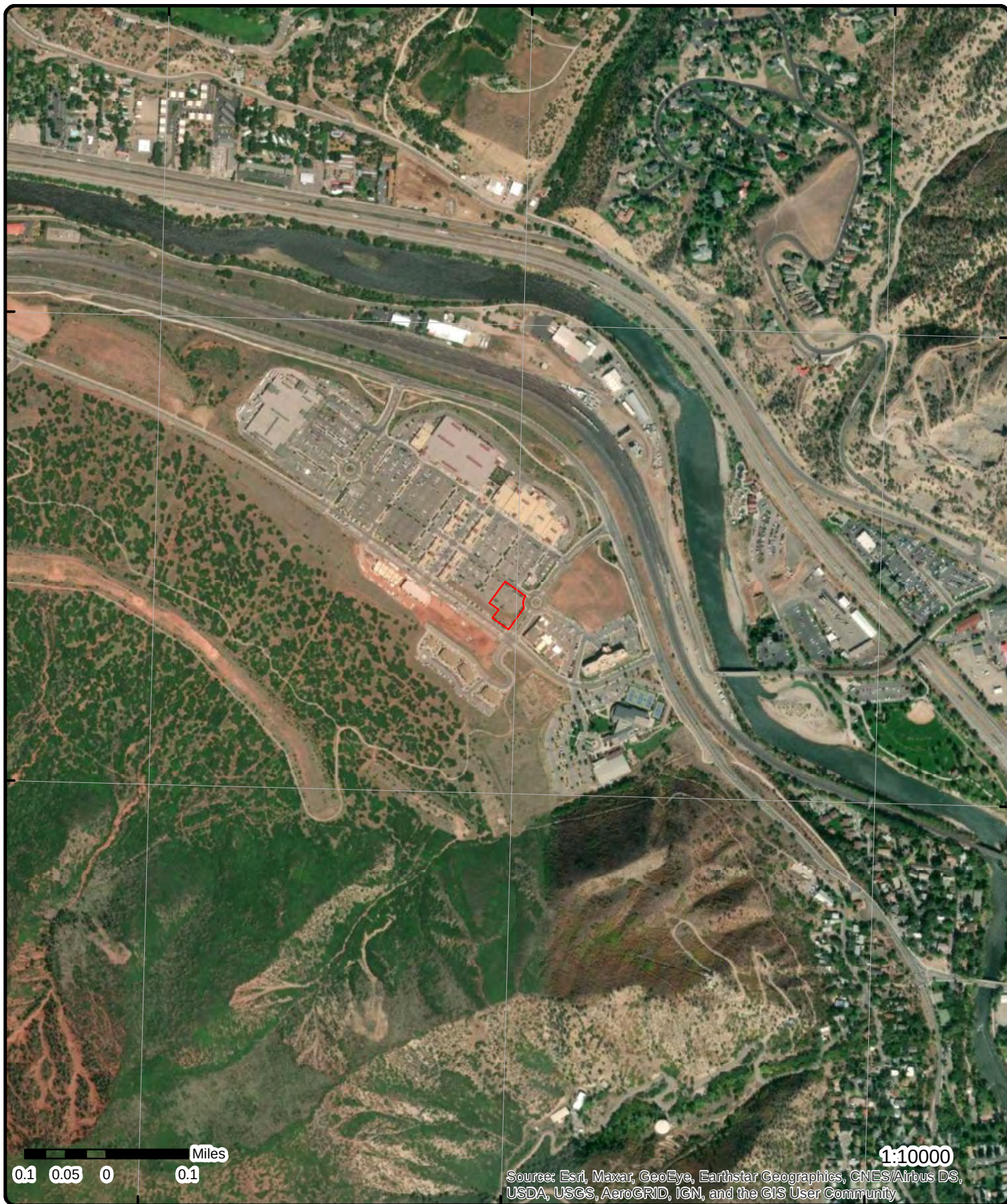
107°20'W

39°33'30"N

39°33'N

39°33'30"N

39°33'N



Aerial Year: 2018

Address: 405 Wulfsohn Road, Glenwood Springs, CO

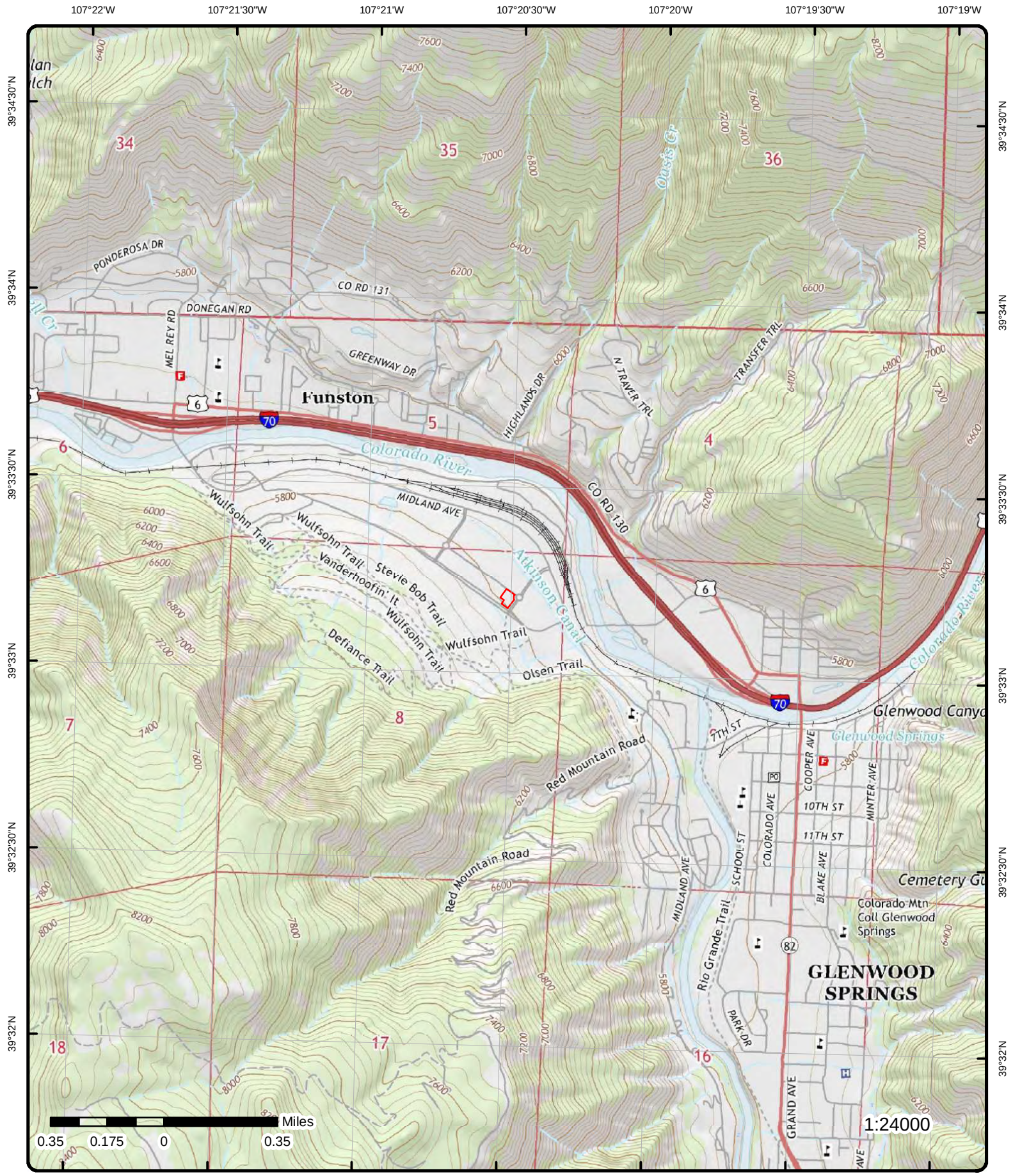
Source: ESRI World Imagery

Packet Page 1369

Order Number: 20291000819



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Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 1	NE	0.13 / 712.67	5,743.02 / -49	PETCO STORE #1446 105 E MEADOWS DR GLENWOOD SPRINGS CO 81601	RCRA CESQG

EPA Handler ID: COR000232926
Gen Status Universe: Conditionally Exempt Small Quantity Generator
Contact Name: AMY PATTON
Contact Address: 654 , RICHLAND HILLS DR , , SAN ANTONIO , TX, 78245 , US
Contact Phone No and Ext: 210-201-9241
Contact Email: AMY.PATTON@PETCO.COM
Contact Country: US
County Name: GARFIELD
EPA Region: 08
Land Type: Private
Receive Date: 20140506

Violation/Evaluation Summary

Note: NO RECORDS: As of May 2020, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20140402
Handler Name: PETCO STORE #1446
Federal Waste Generator Code: 3
Generator Code Description: Very Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D008
Waste Code Description:	LEAD
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	D016
Waste Code Description:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
Hazardous Waste Code:	D018
Waste Code Description:	BENZENE
Hazardous Waste Code:	D035
Waste Code Description:	METHYL ETHYL KETONE

Hazardous Waste Handler Details

Sequence No:	2
Receive Date:	20140506
Handler Name:	PETCO STORE #1446
Federal Waste Generator Code:	3
Generator Code Description:	Very Small Quantity Generator
Source Type:	Notification

Waste Code Details

Hazardous Waste Code:	D001
Waste Code Description:	IGNITABLE WASTE
Hazardous Waste Code:	D002
Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D008
Waste Code Description:	LEAD
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	D016
Waste Code Description:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
Hazardous Waste Code:	D018
Waste Code Description:	BENZENE
Hazardous Waste Code:	D035
Waste Code Description:	METHYL ETHYL KETONE

Owner/Operator Details

Owner/Operator Ind:	Current Owner	Street No:	850
Type:	Private	Street 1:	ENGLEWOOD PKWY STE 200
Name:	WEINGARTEN MILLER GLENWOOD LLC	Street 2:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Date Became Current:	20140402			City:	ENGLEWOOD	
Date Ended Current:				State:	CO	
Phone:				Country:	US	
Source Type:	Notification			Zip Code:	80110	
Owner/Operator Ind:	Current Operator			Street No:	105	
Type:	Private			Street 1:	E MEADOWS DR	
Name:	PETCO STORE #1446			Street 2:		
Date Became Current:	20140402			City:	GLENWOOD SPRINGS	
Date Ended Current:				State:	CO	
Phone:				Country:	US	
Source Type:	Notification			Zip Code:	81601	
<u>Historical Handler Details</u>						
Receive Dt:	20140402					
Generator Code Description:	Very Small Quantity Generator					
Handler Name:	PETCO STORE #1446					

2	1 of 1	NW	0.15 / 772.56	5,783.10 / -9	TARGET STORE T2029 110 W MEADOWS DR GLENWOOD SPRINGS CO 81601- 9516	RCRA LQG
EPA Handler ID:	COR000212498					
Gen Status Universe:	Large Quantity Generator					
Contact Name:	STEVE MUSSER					
Contact Address:	P O BOX 111 , , MINNEAPOLIS , MN, 55440 , US					
Contact Phone No and Ext:	800-587-2228					
Contact Email:	POC@TARGET.COM					
Contact Country:	US					
County Name:	GARFIELD					
EPA Region:	08					
Land Type:	Private					
Receive Date:	20200214					

Violation/Evaluation Summary

Note: VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated May, 2020.

Violation Details

Citation:
Violation Short Description: Generators - Pre-transport
Violation Type: 262.C
Violation Determined Date: 20170719
Scheduled Compliance Date:
Return to Compliance: Documented
Actual Return to Compl: 20170821
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 175
Enforcement Type Description: COMPLIANCE ADVISORY
Enforcement Action Date: 20170719
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violation Details

Citation:
Violation Short Description: Universal Waste - General
Violation Type: 273.A
Violation Determined Date: 20170719
Scheduled Compliance Date:
Return to Compliance: Documented
Actual Return to Compl: 20170821
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 175
Enforcement Type Description: COMPLIANCE ADVISORY
Enforcement Action Date: 20170719
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Evaluation Details

Evaluation Start Date: 20170821
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 20170719
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Pre-transport
Return to Compliance Date: 20170821
Evaluation Agency: State

Evaluation Start Date: 20170719
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Universal Waste - General
Return to Compliance Date: 20170821
Evaluation Agency: State

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Sequence No:		1				
Receive Date:		20051017				
Handler Name:		TARGET #2029				
Federal Waste Generator Code:		3				
Generator Code Description:		Very Small Quantity Generator				
Source Type:		Notification				
 <u>Waste Code Details</u>						
Hazardous Waste Code:		D001				
Waste Code Description:		IGNITABLE WASTE				
Hazardous Waste Code:		D002				
Waste Code Description:		CORROSIVE WASTE				
 <u>Hazardous Waste Handler Details</u>						
Sequence No:		2				
Receive Date:		20160411				
Handler Name:		TARGET STORE T2029				
Federal Waste Generator Code:		1				
Generator Code Description:		Large Quantity Generator				
Source Type:		Notification				
 <u>Waste Code Details</u>						
Hazardous Waste Code:		D001				
Waste Code Description:		IGNITABLE WASTE				
Hazardous Waste Code:		D002				
Waste Code Description:		CORROSIVE WASTE				
Hazardous Waste Code:		D004				
Waste Code Description:		ARSENIC				
Hazardous Waste Code:		D005				
Waste Code Description:		BARIUM				
Hazardous Waste Code:		D006				
Waste Code Description:		CADMIUM				
Hazardous Waste Code:		D007				
Waste Code Description:		CHROMIUM				
Hazardous Waste Code:		D008				
Waste Code Description:		LEAD				
Hazardous Waste Code:		D009				
Waste Code Description:		MERCURY				
Hazardous Waste Code:		D010				
Waste Code Description:		SELENIUM				
Hazardous Waste Code:		D011				
Waste Code Description:		SILVER				
Hazardous Waste Code:		D016				
Waste Code Description:		2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)				
Hazardous Waste Code:		D018				
Waste Code Description:		BENZENE				
Hazardous Waste Code:		D024				
Waste Code Description:		M-CRESOL				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Hazardous Waste Code:		D026				
Waste Code Description:		CRESOL				
Hazardous Waste Code:		D035				
Waste Code Description:		METHYL ETHYL KETONE				
Hazardous Waste Code:		P075				
Waste Code Description:		NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-(S)-, & SALTS				
Hazardous Waste Code:		U002				
Waste Code Description:		2-PROPANONE (I) (OR) ACETONE (I)				
Hazardous Waste Code:		U035				
Waste Code Description:		BENZENE BUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL				
Hazardous Waste Code:		U044				
Waste Code Description:		CHLOROFORM (OR) METHANE, TRICHLORO-				
Hazardous Waste Code:		U058				
Waste Code Description:		2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE				
Hazardous Waste Code:		U072				
Waste Code Description:		BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE				
Hazardous Waste Code:		U122				
Waste Code Description:		FORMALDEHYDE				
Hazardous Waste Code:		U129				
Waste Code Description:		CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE				
Hazardous Waste Code:		U150				
Waste Code Description:		L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN				
Hazardous Waste Code:		U154				
Waste Code Description:		METHANOL (I) (OR) METHYL ALCOHOL (I)				
Hazardous Waste Code:		U188				
Waste Code Description:		PHENOL				
Hazardous Waste Code:		U200				
Waste Code Description:		RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL) OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-				
Hazardous Waste Code:		U201				
Waste Code Description:		1,3-BENZENEDIOL (OR) RESORCINOL				
Hazardous Waste Code:		U279				
Waste Code Description:		CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE				

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20180417
Handler Name: TARGET STORE T2029
Federal Waste Generator Code: 1
Generator Code Description: Large Quantity Generator
Source Type: Annual/Biennial Report update with Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Waste Code Description:		CORROSIVE WASTE				
Hazardous Waste Code:		D004				
Waste Code Description:		ARSENIC				
Hazardous Waste Code:		D005				
Waste Code Description:		BARIUM				
Hazardous Waste Code:		D006				
Waste Code Description:		CADMIUM				
Hazardous Waste Code:		D007				
Waste Code Description:		CHROMIUM				
Hazardous Waste Code:		D008				
Waste Code Description:		LEAD				
Hazardous Waste Code:		D009				
Waste Code Description:		MERCURY				
Hazardous Waste Code:		D010				
Waste Code Description:		SELENIUM				
Hazardous Waste Code:		D011				
Waste Code Description:		SILVER				
Hazardous Waste Code:		D016				
Waste Code Description:		2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)				
Hazardous Waste Code:		D018				
Waste Code Description:		BENZENE				
Hazardous Waste Code:		D024				
Waste Code Description:		M-CRESOL				
Hazardous Waste Code:		D026				
Waste Code Description:		CRESOL				
Hazardous Waste Code:		D027				
Waste Code Description:		1,4-DICHLOROBENZENE				
Hazardous Waste Code:		D035				
Waste Code Description:		METHYL ETHYL KETONE				
Hazardous Waste Code:		D039				
Waste Code Description:		TETRACHLOROETHYLENE				
Hazardous Waste Code:		P075				
Waste Code Description:		NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS				
Hazardous Waste Code:		U002				
Waste Code Description:		2-PROPANONE (I) (OR) ACETONE (I)				
Hazardous Waste Code:		U035				
Waste Code Description:		BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL				
Hazardous Waste Code:		U154				
Waste Code Description:		METHANOL (I) (OR) METHYL ALCOHOL (I)				
Hazardous Waste Code:		U188				
Waste Code Description:		PHENOL				
Hazardous Waste Code:		U279				
Waste Code Description:		CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE				

Hazardous Waste Handler Details

Sequence No: 2

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Receive Date:		20200214				
Handler Name:		TARGET STORE T2029				
Federal Waste Generator Code:		1				
Generator Code Description:		Large Quantity Generator				
Source Type:		Annual/Biennial Report update with Notification				
<u>Waste Code Details</u>						
Hazardous Waste Code:		D001				
Waste Code Description:		IGNITABLE WASTE				
Hazardous Waste Code:		D002				
Waste Code Description:		CORROSIVE WASTE				
Hazardous Waste Code:		D004				
Waste Code Description:		ARSENIC				
Hazardous Waste Code:		D005				
Waste Code Description:		BARIUM				
Hazardous Waste Code:		D006				
Waste Code Description:		CADMIUM				
Hazardous Waste Code:		D007				
Waste Code Description:		CHROMIUM				
Hazardous Waste Code:		D008				
Waste Code Description:		LEAD				
Hazardous Waste Code:		D009				
Waste Code Description:		MERCURY				
Hazardous Waste Code:		D010				
Waste Code Description:		SELENIUM				
Hazardous Waste Code:		D011				
Waste Code Description:		SILVER				
Hazardous Waste Code:		D016				
Waste Code Description:		2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)				
Hazardous Waste Code:		D018				
Waste Code Description:		BENZENE				
Hazardous Waste Code:		D027				
Waste Code Description:		1,4-DICHLOROBENZENE				
Hazardous Waste Code:		D035				
Waste Code Description:		METHYL ETHYL KETONE				
Hazardous Waste Code:		D039				
Waste Code Description:		TETRACHLOROETHYLENE				
Hazardous Waste Code:		P075				
Waste Code Description:		NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS				
Hazardous Waste Code:		U002				
Waste Code Description:		2-PROPANONE (I) (OR) ACETONE (I)				
Hazardous Waste Code:		U134				
Waste Code Description:		HYDROFLUORIC ACID (C,T) (OR) HYDROGEN FLUORIDE (C,T)				
Hazardous Waste Code:		U154				
Waste Code Description:		METHANOL (I) (OR) METHYL ALCOHOL (I)				
Hazardous Waste Code:		U188				
Waste Code Description:		PHENOL				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Hazardous Waste Code:		U279				
Waste Code Description:		CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE				
<u>Owner/Operator Details</u>						
Owner/Operator Ind:	Current Owner			Street No:		
Type:	Private			Street 1:	P O BOX 111	
Name:	TARGET CORPORATION			Street 2:		
Date Became Current:	20051005			City:	MINNEAPOLIS	
Date Ended Current:				State:	MN	
Phone:	800-587-2228			Country:	US	
Source Type:	Annual/Biennial Report update with Notification			Zip Code:	55440	
Owner/Operator Ind:	Current Operator			Street No:		
Type:	Private			Street 1:	P O BOX 111	
Name:	TARGET CORPORATION			Street 2:		
Date Became Current:	20051005			City:	MINNEAPOLIS	
Date Ended Current:				State:	MN	
Phone:	800-587-2228			Country:	US	
Source Type:	Annual/Biennial Report update with Notification			Zip Code:	55440	
Owner/Operator Ind:	Current Operator			Street No:	110	
Type:	Private			Street 1:	W MEADOWS DR	
Name:	TARGET STORE T2029			Street 2:		
Date Became Current:	20160411			City:	GLENWOOD SPRINGS	
Date Ended Current:				State:	CO	
Phone:	800-587-2228			Country:	US	
Source Type:	Notification			Zip Code:	81601-9516	
Owner/Operator Ind:	Current Owner			Street No:	33	
Type:	Private			Street 1:	S 6TH ST CC-3425	
Name:	TARGET CORP			Street 2:		
Date Became Current:	20051102			City:	MINNEAPOLIS	
Date Ended Current:				State:	MN	
Phone:				Country:	US	
Source Type:	Notification			Zip Code:	55402	
Owner/Operator Ind:	Previous Operator			Street No:	110	
Type:	Private			Street 1:	W MEADOWS DR	
Name:	TARGET #2029			Street 2:		
Date Became Current:	20051102			City:	GLENWOOD SPRINGS	
Date Ended Current:	20160411			State:	CO	
Phone:				Country:	US	
Source Type:	Notification			Zip Code:	81601-9516	
Owner/Operator Ind:	Current Operator			Street No:	110	
Type:	Private			Street 1:	W MEADOWS DR	
Name:	TARGET #2029			Street 2:		
Date Became Current:	20051102			City:	GLENWOOD SPRINGS	
Date Ended Current:				State:	CO	
Phone:				Country:	US	
Source Type:	Notification			Zip Code:	81601-9516	
Owner/Operator Ind:	Current Owner			Street No:		
Type:	Private			Street 1:	P O BOX 111	
Name:	TARGET CORPORATION			Street 2:		
Date Became Current:	20160411			City:	MINNEAPOLIS	
Date Ended Current:				State:	MN	
Phone:	800-587-2228			Country:	US	
Source Type:	Notification			Zip Code:	55440	
Owner/Operator Ind:	Previous Owner			Street No:	33	
Type:	Private			Street 1:	S 6TH ST CC-3425	
Name:	TARGET CORP			Street 2:		
Date Became Current:	20051102			City:	MINNEAPOLIS	
Date Ended Current:	20160411			State:	MN	
Phone:				Country:	US	
Source Type:	Notification			Zip Code:	55402	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Owner/Operator Ind:	Current Operator	Street No:	
Type:	Private	Street 1:	PO BOX 111
Name:	TARGET CORPORATION	Street 2:	
Date Became Current:	20051005	City:	MINNEAPOLIS
Date Ended Current:		State:	MN
Phone:	800-587-2228	Country:	US
Source Type:	Annual/Biennial Report update with Notification	Zip Code:	55440

Historical Handler Details

Receive Dt:	20180417
Generator Code Description:	Large Quantity Generator
Handler Name:	TARGET STORE T2029
Receive Dt:	20160411
Generator Code Description:	Large Quantity Generator
Handler Name:	TARGET STORE T2029
Receive Dt:	20051017
Generator Code Description:	Very Small Quantity Generator
Handler Name:	TARGET #2029

3	1 of 1	WNW	0.17 / 878.70	5,827.06 / 35	Target T2029 - Glenwood Springs, CO 110 W. Meadows Dr. Glenwood Springs CO 81601	ALT FUELS
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ID:	146646	CNG Dispenser No:	
Federal Agency ID:		CNG Fill Type Code:	
Federal Agency:		CNG Site Renew Src:	
Fed Agency Name:		CNG PSI:	
Status:	Open: The station is open.	CNG Storage Cap:	
Facility Type:		CNG Tot Compr Cap:	
Fuel Type Code:	ELEC: Electric	CNG Vehicle Class:	
Owner Type Desc:		LPG Nozzle Types:	
Expected Date:		LNG Site Renew Src:	
Dt Last Confirmed:	2020-06-22	LNG Vehicle Class:	
Open Date:		Hydrogen is Retail:	
Updated at:	2020-06-22 10:10:55 UTC	Hydrogen Pressures:	
BD Blends:		Hydrogen Standards:	
NG PSI:		Station Phone:	833-632-2778
NG Fill Type Code:		Latitude:	39.556128
NG Fill Type Desc:		Longitude:	-107.344827
NG Vehicle Class:			
NG Vehicle Class Desc:			
E85 Blender Pump:			
E85 Blender Pump Desc:			
E85 Other Ethanol Blends:			
EV Pricing:			
EV Pricing French:			
EV on Site Renewable Source:			
LPG Primary:			
LPG Primary Desc:			
Intersection Directions:			
Geocode Status Desc:	The location is from a real GPS readout at the station.		
Hydrogen Status Link:			

4	1 of 2	E	0.19 / 1,024.51	5,728.17 / -64	Envirotech 777 Deveroux Ln Glenwood Springs 81601 CO	LST
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Facility ID:	17895	Facility Name(OPS):	Envirotech
Facilty Name(COSTIS):	Envirotech	Address(OPS):	777 Deveroux Ln

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Address (COSTIS):	777 Deveroux Ln Glenwood Springs 81601				City(OPS):	Glenwood Springs
County (COSTIS):	Garfield				Zip Code(OPS):	81601
Facility Type(CDLE):	Non-Retail				County(OPS):	Garfield
Facilty Catgry(CDLE):	Other				State(OPS):	CO
Facility Type(OPS):	Non-Retail				Lat Long(OPS):	39.55465, -107.338196
Facilty Catgry(OPS):	Other					
Original Source:	Colorado Storage Tank Information System (COSTIS); Colorado Department of Labor and Employment (CDLE); Oil & Public Safety(OPS) Regulated Storage Tanks; OPS Petroleum Release Events in Colorado - I-25 N LUST 1; OPS Petroleum Release Events in Colorado - Petroleum Release Events					
Owner ID:	20293					
Owner Name:	Smith; Gary					

Events (CDLE-FOIA)

Event ID:	9927	Proj. Closure Date:	
Alt Event ID:		Category:	9
Status:	Closed	Sardonyx ID:	
UST Tank Count:		MTBE Classifica:	
AST Tank Count:	1	Sum of Reimbur Amt:	
Source of Release:		Reviewer Full Name:	Tina Sandoval
Cause of Release:		Logged On:	10/24/2005 9:31:27 AM
Confirm Rel Dt:	10/21/2005	Logged By:	tsandova
Site Name:	Envirotech		
Loc Addr:	777 Deveroux Ln		
Loc Addr2:			
Loc Addr3:			
Aka Name:			
Aka Loc Addr:			

Events (COSTIS-Online)

Event ID:	9927	Log Date:	10/24/2005 9:31:27 AM
Process Status Name:	Closed		
Site Name:	Envirotech		
Facility Name:			
Address:	777 Deveroux Ln Glenwood Springs CO 81601		
Loc Address:	777 Deveroux Ln Glenwood Springs 81601		
Loc City:	Glenwood Springs		
Loc County:	Garfield		

OPS Petroleum Release Events in Colorado - I-25 N LUST 1 (Jun 30, 2020)

Event ID:	9927	Zip:	81601
Status:	Closed	State:	CO
Release Date:	10/21/2005	County:	Garfield
Contact:	Technical Assistance Line	Latitude:	39.55465
Phone:	303-318-8547	Longitude:	-107.338196
City:	Glenwood Springs		
Site Name:	Envirotech		
Address:	777 Deveroux Ln		
Email:	cdle_ops_public_records_center@state.co.us		
Link to Database:	https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=9927		

OPS Petroleum Release Events in Colorado - Petroleum Release Events (Jun 30, 2020)

Event ID:	9927	Phone:	303-318-8547
Status:	Closed	City:	Glenwood Springs
Release Date:	10/21/2005	Zip:	81601
Closure Date:	06/08/2006	State:	CO
NFA Type:	Tier I	County:	Garfield
Release Cause:		Latitude:	39.55465
Reimbursement Total:		Longitude:	-107.338196
Contact:	Technical Assistance Line	Latitude Longitude:	39.55465, -107.338196

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Release Source:

Site Name: Envirotech
Address: 777 Deveroux Ln
Email: cdle_ops_public_records_center@state.co.us
Link : https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=9927

4	2 of 2	E	0.19 / 1,024.51	5,728.17 / -64	Envirotech 777 Deveroux Ln Glenwood Springs 81601 CO	AST
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Facility ID:	17895	Fac Name (COSTIS):	Envirotech
Facility Name (OPS):	Envirotech	Address (COSTIS):	777 Deveroux Ln Glenwood Springs 81601
Facility Type (OPS):	Non-Retail	Zip (COSTIS):	81601
Fac Category (OPS):	Other	County (COSTIS):	Garfield
Lat/Longitude (OPS):	39.55465, -107.338196	Fac Type (CDLE):	Non-Retail
Address (OPS):	777 Deveroux Ln	Fac Category (CDLE):	Other
City (OPS):	Glenwood Springs		
Zip Code (OPS):	81601		
County (OPS):	Garfield		
State (OPS):	CO		
Data Source(s):	Colorado Storage Tank Information System (COSTIS); Colorado Department of Labor and Employment (CDLE); Oil & Public Safety(OPS) Regulated Storage Tanks		

Facility Information (CDLE-FOIA)

Tank Type ID:	1	RMFD Inspector:	Murray Brown
Count of Tank Tag:	1	OCP Inspector:	Murray Brown
No. Dispensers:	0	Creation Date:	8/15/2005 12:58:00 PM
Comp Inspector:	Murray Brown	Owner ID:	20293
LPG Inspector:	Murray Brown		

Owner Information (CDLE-FOIA)

Contact Name:		State:	CO
City:	Greeley	Zip Code:	80634
County:	Weld		
Company Name:	Gary Smith		
Last Name:	Smith		
First Name:	Gary		
Middle Init:			
Address:	1140 38th Ave Ste #1		
Comment:	SECOND CONTACT IS ERIC NEEMAN		

AST Tanks (COSTIS-Online)

Tank ID:	39241	Owner ID:	20293
Tank Tag:	17895-1	Tank Owner:	
Tank Type Desc:	AST	County:	Garfield
Tank Count:	45350	Product Name:	
Capacity:	1000		
Facility Owner:	Gary Smith		
Facility Name Address:	Envirotech 777 Deveroux Ln Glenwood Springs 81601		

AST Tanks 1 (CDLE-FOIA)

Tank Tag:	17895-1	Product:	
Tank Type ID:	1	Tank Material:	
Tank Type:	AST	Tank Wall Type:	
Tank Status:	Permanently Closed	Piping System:	
Capacity:	1000	Piping Type:	
Install Date:		Piping Material:	
Date Closed:	6/8/2005	Piping Wall Type:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Overfill Preven:

AST Tanks 2 (CDLE-FOIA)

Alt Tank ID:		Line CP ID:	
Tank CP ID:		Anch Method Desc:	
Closure Meth ID:	2	LLD ID:	
Unregulated:	False	LLD Test Date:	
Last Used Date:	6/7/2005	Pipe Reld Meth1 ID:	
Del Prohib Date:		Pipe Reld Meth2 ID:	
Corr Prot Date:		Pipe Reldet Date:	
Spill Protected:	False	Backfill Mat Desc:	
Spl Container Size:	0	Bfill Drt Cover Amt:	0
Spl Protection Dt:		Concr Asph Inches:	0
Spl Container Mfg:		Manifold:	False
Spl Container Mdel:		Tm Name:	
CP Impcur Ins Dt:		Registration Date:	
Tank Reld Meth1 ID:		Compartment:	False
Tank Reld Meth2 ID:		Cpmet:	False
Tank Reldet Date:		Amended:	False
Tank Lining Date:		Invault:	False
CP Test Date:		Serial No:	
No Fee:	True	Category Desc:	Other

Oil & Public Safety Regulated Storage Tank Details

No of Tanks: 1

Oil & Public Safety Regulated Storage Tanks (COSTIS)

Tank Tag:	17895-1	Tank Material:	
Tank Status:	Permanently Closed	Tank Wall Type:	
Tank Type:	AST	Piping Type:	
Facility Type:	Non-Retail	Piping System:	
Installation Date:		Piping Material:	
Closure Date:	06/08/2005	Piping Wall Type:	
Capacity Gallons :	1000	City:	Glenwood Springs
Product:		County:	Garfield
Overfill Preven:			
Facility Name:	Envirotech		
Address:	777 Deveroux Ln		
Facility Category:	Other		

AST Owner (COSTIS-Online)

Owner ID:	20293	Address1:	1140 38th Ave Ste #1
First Name:	Gary	City:	Greeley
Middleinit:		State:	CO
Last Name:	Smith	County:	Weld
Full Name:	Smith, Gary	Zip Code:	80634

<u>5</u>	1 of 2	WNW	0.23 / 1,239.94	5,822.53 / 30	Lowes #1905 215 W Meadows Dr Glenwood Springs 81601 CO	AST
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Facility ID:	18586	Fac Name (COSTIS):	Lowes #1905
Facility Name (OPS):	Lowes #1905	Address (COSTIS):	215 W Meadows Dr Glenwood Springs 81601
Facility Type (OPS):	Emergency Generator	Zip (COSTIS):	81601
Fac Category (OPS):	Other	County (COSTIS):	Garfield
Lat/Longitude (OPS):	39.556575, -107.347139	Fac Type (CDLE):	Emergency Generator
Address (OPS):	215 W Meadows Dr	Fac Category (CDLE):	Other

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
City (OPS):		Glenwood Springs				
Zip Code (OPS):		81601				
County (OPS):		Garfield				
State (OPS):		CO				
Data Source(s):		Colorado Storage Tank Information System (COSTIS); Colorado Department of Labor and Employment (CDLE); Oil & Public Safety(OPS) Regulated Storage Tanks				

Facility Information (CDLE-FOIA)

Tank Type ID:	1	RMFD Inspector:	Murray Brown
Count of Tank Tag:	1	OCP Inspector:	Murray Brown
No. Dispensers:	0	Creation Date:	7/28/2008 1:18:56 PM
Comp Inspector:	Murray Brown	Owner ID:	21296
LPG Inspector:	Murray Brown		

Owner Information (CDLE-FOIA)

Contact Name:	Eric Shepherd- Compliance Mngr	State:	NC
City:	Mooreville	Zip Code:	28115
County:	Iredell		
Company Name:	Lowes Compliance RFS-92		
Last Name:	Lowes Compliance RFS-92		
First Name:			
Middle Init:			
Address:	1000 Lowes Blvd		
Comment:	MELISSA CALL ENERGY SYSTEM SUPERVISOR (RDR contact)facility aka Lowes Home Improvement Warehouse Inc.		

AST Tanks (COSTIS-Online)

Tank ID:	41431	Owner ID:	21296
Tank Tag:	'18586-1	Tank Owner:	
Tank Type Desc:	AST	County:	Garfield
Tank Count:	45350	Product Name:	Diesel
Capacity:	1500		
Facility Owner:	Lowes Compliance RFS-92		
Facility Name Address:	Lowes #1905 215 W Meadows Dr Glenwood Springs 81601		

AST Tanks 1 (CDLE-FOIA)

Tank Tag:	18586-1	Product:	Diesel
Tank Type ID:	1	Tank Material:	AST: UL142/Equiv.
Tank Type:	AST	Tank Wall Type:	Double-Walled
Tank Status:	Currently In Use	Piping System:	SS: Safe Suction
Capacity:	1500	Piping Type:	NONE: No piping
Install Date:	1/1/2009	Piping Material:	No Piping
Date Closed:		Piping Wall Type:	
Overfill Preven:	ULL: Alarm and Fill Tube Valve		

AST Tanks 2 (CDLE-FOIA)

Alt Tank ID:		Line CP ID:	
Tank CP ID:	19	Anch Method Desc:	
Closure Meth ID:		LLD ID:	3
Unregulated:	False	LLD Test Date:	
Last Used Date:		Pipe Reld Meth1 ID:	10
Del Prohib Date:		Pipe Reld Meth2 ID:	
Corr Prot Date:		Pipe Reldet Date:	
Spill Protected:	True	Backfill Mat Desc:	
Spl Container Size:	5	Bfill Drt Cover Amt:	0
Spl Protection Dt:		Concr Asph Inches:	0
Spl Container Mfg:		Manifold:	False
Spl Container Mdel:		Tm Name:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Return to Compliance Date:
Evaluation Agency: State

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20180729
Handler Name: LOWES OF GLENWOOD SPRINGS CO #1905
Federal Waste Generator Code: 2
Generator Code Description: Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D006
Waste Code Description: CADMIUM

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Hazardous Waste Code:	U154
Waste Code Description:	METHANOL (I) (OR) METHYL ALCOHOL (I)

Owner/Operator Details

Owner/Operator Ind:	Current Operator	Street No:	215
Type:	Private	Street 1:	W MEADOWS DR
Name:	LOWES OF GLENWOOD SPRINGS CO #1905	Street 2:	
Date Became Current:	20180729	City:	GLENWOOD SPRINGS
Date Ended Current:		State:	CO
Phone:		Country:	US
Source Type:	Notification	Zip Code:	81601
Owner/Operator Ind:	Current Owner	Street No:	1605
Type:	Private	Street 1:	CURTIS BRIDGE RD
Name:	LOWES HOME CENTERS LLC	Street 2:	
Date Became Current:	20180729	City:	WILKESBORO
Date Ended Current:		State:	NC
Phone:	704-758-2955	Country:	US
Source Type:	Notification	Zip Code:	28697

6	1 of 1	NNE	0.32 / 1,706.51	5,706.98 / -85	Coca Cola Bottling Co 1220 Devereux Rd Glenwood Springs 81601 CO	LST
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Facility ID:	6956	Facility Name(OPS):	Coca Cola Bottling Co
Facilty Name(COSTIS):	Coca Cola Bottling Co	Address(OPS):	1220 Devereux Rd
Address (COSTIS):	1220 Devereux Rd Glenwood Springs 81601	City(OPS):	Glenwood Springs
County (COSTIS):	Garfield	Zip Code(OPS):	81601
Facility Type(CDLE):	Non-Retail	County(OPS):	Garfield
Facilty Catgry(CDLE):	Commercial/Industrial	State(OPS):	CO
Facility Type(OPS):	Non-Retail	Lat Long(OPS):	39.557969, -107.340409
Facilty Catgry(OPS):	Commercial/Industrial		
Original Source:	Colorado Storage Tank Information System (COSTIS); Colorado Department of Labor and Employment (CDLE); Oil & Public Safety(OPS) Regulated Storage Tanks; OPS Petroleum Release Events in Colorado - I-25 N LUST 1; OPS Petroleum Release Events in Colorado - Petroleum Release Events		
Owner ID:	1239		
Owner Name:	Coca Cola Bottling Co;		

Events (CDLE-FOIA)

Event ID:	7210	Proj. Closure Date:	
Alt Event ID:		Category:	5
Status:	Closed	Sardonyx ID:	
UST Tank Count:	4	MTBE Classifica:	
AST Tank Count:		Sum of Reimbur Amt:	
Source of Release:		Reviewer Full Name:	John Axelson
Cause of Release:		Logged On:	2/1/1999
Confirm Rel Dt:	1/28/1999	Logged By:	jaxelson
Site Name:	Coca Cola Bottling		
Loc Addr:	1220 Devereux Rd		
Loc Addr2:			
Loc Addr3:			
Aka Name:			
Aka Loc Addr:			

Events (COSTIS-Online)

Event ID:	7210	Log Date:	2/1/1999
Process Status Name:	Closed		
Site Name:	Coca Cola Bottling		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Facility Name:
Address: 1220 Devereux Rd Glenwood Springs CO 81601
Loc Address: 1220 Devereux Rd
Glenwood Springs 81601
Loc City: Glenwood Springs
Loc County: Garfield

OPS Petroleum Release Events in Colorado - I-25 N LUST 1 (Jun 30, 2020)

Event ID:	7210	Zip:	81601
Status:	Closed	State:	CO
Release Date:	01/28/1999	County:	Garfield
Contact:	Technical Assistance Line	Latitude:	39.557969
Phone:	303-318-8547	Longitude:	-107.340409
City:	Glenwood Springs		
Site Name:	Coca Cola Bottling		
Address:	1220 Devereux Rd		
Email:	cdle_ops_public_records_center@state.co.us		
Link to Database:	https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=7210		

OPS Petroleum Release Events in Colorado - Petroleum Release Events (Jun 30, 2020)

Event ID:	7210	Phone:	303-318-8547
Status:	Closed	City:	Glenwood Springs
Release Date:	01/28/1999	Zip:	81601
Closure Date:	11/12/1999	State:	CO
NFA Type:	Tier I	County:	Garfield
Release Cause:		Latitude:	39.557969
Reimbursement Total:		Longitude:	-107.340409
Contact:	Technical Assistance Line	Latitude Longitude:	39.557969, -107.340409
Release Source:			
Site Name:	Coca Cola Bottling		
Address:	1220 Devereux Rd		
Email:	cdle_ops_public_records_center@state.co.us		
Link :	https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=7210		

7	1 of 2	E	0.35 / 1,847.63	5,724.25 / -68	CDOT Glenwood 202 Centennial Glenwood Springs 81601 CO	LST
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Facility ID:	460	Facility Name(OPS):	CDOT Glenwood
Facility Name(COSTIS):	CDOT Glenwood	Address(OPS):	202 Centennial
Address (COSTIS):	202 Centennial Glenwood Springs 81601	City(OPS):	Glenwood Springs
County (COSTIS):	Garfield	Zip Code(OPS):	81601
Facility Type(CDLE):	Non-Retail	County(OPS):	Garfield
Facility Catgry(CDLE):	State/Local Government	State(OPS):	CO
Facility Type(OPS):	Non-Retail	Lat Long(OPS):	39.552707, -107.33554
Facility Catgry(OPS):	State/Local Government		
Original Source:	Colorado Storage Tank Information System (COSTIS); Colorado Department of Labor and Employment (CDLE); Oil & Public Safety(OPS) Regulated Storage Tanks; OPS Petroleum Release Events in Colorado - I-25 N LUST 1; OPS Petroleum Release Events in Colorado - Petroleum Release Events		
Owner ID:	1047		
Owner Name:			

Events (CDLE-FOIA)

Event ID:	9806	Proj. Closure Date:	
Alt Event ID:		Category:	15
Status:	Closed	Sardonyx ID:	
UST Tank Count:		MTBE Classifica:	
AST Tank Count:	2	Sum of Reimbur Amt:	
Source of Release:	Surface spill - customer error other	Reviewer Full Name:	Tim Kelley
Cause of Release:		Logged On:	6/10/2005 9:10:23 AM
Confirm Rel Dt:	6/7/2005	Logged By:	tkelley

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Site Name: CDOT Glenwood
Loc Addr: 202 Centennial
Loc Addr2:
Loc Addr3:
Aka Name:
Aka Loc Addr:

Events (COSTIS-Online)

Event ID: 9806 **Log Date:** 6/10/2005 9:10:23 AM
Process Status Name: Closed
Site Name: CDOT Glenwood
Facility Name: CDOT Glenwood
Address: 202 Centennial Glenwood Springs CO 81601
Loc Address: 202 Centennial
Glenwood Springs 81601
Loc City: Glenwood Springs
Loc County: Garfield

OPS Petroleum Release Events in Colorado - I-25 N LUST 1 (Jun 30, 2020)

Event ID: 9806 **Zip:** 81601
Status: Closed **State:** CO
Release Date: 06/07/2005 **County:** Garfield
Contact: Tim Kelley **Latitude:** 39.552707
Phone: 303-318-8544 **Longitude:** -107.33554
City: Glenwood Springs
Site Name: CDOT Glenwood
Address: 202 Centennial
Email: tim.kelley@state.co.us
Link to Database: https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=9806

OPS Petroleum Release Events in Colorado - Petroleum Release Events (Jun 30, 2020)

Event ID: 9806 **Phone:** 303-318-8544
Status: Closed **City:** Glenwood Springs
Release Date: 06/07/2005 **Zip:** 81601
Closure Date: 05/18/2006 **State:** CO
NFA Type: Tier I **County:** Garfield
Release Cause: **Latitude:** 39.552707
Reimbursement Total: **Longitude:** -107.33554
Contact: Tim Kelley **Latitude Longitude:** 39.552707, -107.33554
Release Source:
Site Name: CDOT Glenwood
Address: 202 Centennial
Email: tim.kelley@state.co.us
Link : https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=9806

7	2 of 2	E	0.35 / 1,847.63	5,724.25 / -68	CDOT Glenwood Springs 202 Centennial St Glenwood Springs 81601 CO	LST
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Facility ID: 7564 **Facility Name(OPS):** CDOT Glenwood Springs
Facility Name(COSTIS): CDOT Glenwood Springs **Address(OPS):** 202 Centennial St
Address (COSTIS): 202 Centennial St
Glenwood Springs **City(OPS):** Glenwood Springs
County (COSTIS): Garfield **Zip Code(OPS):** 81601
Facility Type(CDLE): Non-Retail **County(OPS):** Garfield
Facility Catgry(CDLE): State/Local Government **State(OPS):** CO
Facility Type(OPS): Non-Retail **Lat Long(OPS):** 39.552707, -107.33554
Facility Catgry(OPS): State/Local Government
Original Source: Colorado Storage Tank Information System (COSTIS); Colorado Department of Labor and Employment (CDLE); Oil & Public Safety(OPS) Regulated Storage Tanks; OPS Petroleum Release Events in Colorado - I-25 N LUST 1; OPS Petroleum Release Events in Colorado - Petroleum Release Events

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Owner ID: 1047
 Owner Name:

Events (CDLE-FOIA)

Event ID:	784	Proj. Closure Date:	
Alt Event ID:	6378-1	Category:	15
Status:	Closed	Sardonyx ID:	
UST Tank Count:	4	MTBE Classifica:	
AST Tank Count:		Sum of Reimbur Amt:	
Source of Release:		Reviewer Full Name:	Joe'l Lambe
Cause of Release:		Logged On:	8/17/1992
Confirm Rel Dt:	8/17/1992	Logged By:	jlambe
Site Name:	CDOT Glenwood Springs		
Loc Addr:	202 Centennial St		
Loc Addr2:			
Loc Addr3:			
Aka Name:			
Aka Loc Addr:			

Events (COSTIS-Online)

Event ID:	784	Log Date:	8/17/1992
Process Status Name:	Closed		
Site Name:	CDOT Glenwood Springs		
Facility Name:			
Address:	202 Centennial St Glenwood Springs CO 81601		
Loc Address:	202 Centennial St Glenwood Springs 81601		
Loc City:	Glenwood Springs		
Loc County:	Garfield		

OPS Petroleum Release Events in Colorado - I-25 N LUST 1 (Jun 30, 2020)

Event ID:	784	Zip:	81601
Status:	Closed	State:	CO
Release Date:	08/17/1992	County:	Garfield
Contact:	Technical Assistance Line	Latitude:	39.552707
Phone:	303-318-8547	Longitude:	-107.33554
City:	Glenwood Springs		
Site Name:	CDOT Glenwood Springs		
Address:	202 Centennial St		
Email:	cdle_ops_public_records_center@state.co.us		
Link to Database:	https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=784		

OPS Petroleum Release Events in Colorado - Petroleum Release Events (Jun 30, 2020)

Event ID:	784	Phone:	303-318-8547
Status:	Closed	City:	Glenwood Springs
Release Date:	08/17/1992	Zip:	81601
Closure Date:	05/03/2002	State:	CO
NFA Type:	Other/Unknown	County:	Garfield
Release Cause:		Latitude:	39.552707
Reimbursement Total:		Longitude:	-107.33554
Contact:	Technical Assistance Line	Latitude Longitude:	39.552707, -107.33554
Release Source:			
Site Name:	CDOT Glenwood Springs		
Address:	202 Centennial St		
Email:	cdle_ops_public_records_center@state.co.us		
Link :	https://opus.cdle.state.co.us/OIS2000/event.asp?h_id=784		

8	1 of 1	WNW	0.95 / 5,032.18	5,701.10 / -91	EIMCO COAL MACHINERY 2222 DEVERUEX RD GLENWOOD SPRINGS CO 81601-	RCRA CORRACTS
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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8702

EPA Handler ID: COD981544786
Gen Status Universe: No Report
Contact Name: DALE CRUSE
Contact Address: P.O BOX 844 , , GLENWOOD SPRINGS , CO, 81602 , US
Contact Phone No and Ext: 303-945-7836
Contact Email:
Contact Country: US
County Name: GARFIELD
EPA Region: 08
Land Type: Other
Receive Date: 20020913

Event/Area Details

Area Name: ENTIRE FACILITY
Event Code: CA160
Corrective Action Event Descr: INVESTIGATION SUPPLEMENTAL INFORMATION RECEIVED
Actual Date of Event: 19960627
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19960627
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descr: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19941011
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19941011
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA270
Corrective Action Event Descr: CMS WORKPLAN MODIFICATION REQ BY AGENCY
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA300
Corrective Action Event Descr: CMS WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Area Name:		ENTIRE FACILITY				
Event Code:		CA725YE				
Corrective Action Event Descri:		HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA999RM				
Corrective Action Event Descri:		CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA450				
Corrective Action Event Descri:		CORRECTIVE MEASURES DESIGN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA500				
Corrective Action Event Descri:		CMI WORKPLAN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA100				
Corrective Action Event Descri:		INVESTIGATION IMPOSITION				
Actual Date of Event:		19910724				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19910724				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA150				
Corrective Action Event Descri:		INVESTIGATION WORKPLAN APPROVED				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Actual Date of Event:		19921124				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19921124				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA180				
Corrective Action Event Descr:		INVESTIGATION IMPLEMENTATION BEGUN				
Actual Date of Event:		19930413				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930413				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descr:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19950227				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950227				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descr:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19950530				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950530				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA500				
Corrective Action Event Descr:		CMI WORKPLAN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA750YE				
Corrective Action Event Descr:		RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	ENTIRE FACILITY					
Event Code:	CA831AS					
Corrective Action Event Descri:	OTHER REPORT RECEIVED					
Actual Date of Event:						
Orig Sched Event Date:	19970213					
New Sched Event Date:						
Best Date:	19970213					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	SITE:GROUNDWATER					
Event Code:	CA250					
Corrective Action Event Descri:	CMS IMPOSITION					
Actual Date of Event:	19930610					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19930610					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	SWMU-SUMP					
Event Code:	CA100					
Corrective Action Event Descri:	INVESTIGATION IMPOSITION					
Actual Date of Event:	19910724					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19910724					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	ENTIRE FACILITY					
Event Code:	CA010					
Corrective Action Event Descri:	RFA INITIATION					
Actual Date of Event:	19900907					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19900907					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	ENTIRE FACILITY					
Event Code:	CA155					
Corrective Action Event Descri:	INVESTIGATION SUPPLEMENTAL INFO REQ BY AGENCY					
Actual Date of Event:	19921124					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19921124					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA600SR				
Corrective Action Event Descr:		STABILIZATION/INTERIM MEASURES DECISION-PRIMARY MEAS IS SOURCE REMOVL &/OR TRT				
Actual Date of Event:		19931107				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19931107				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA725YE				
Corrective Action Event Descr:		HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE				
Actual Date of Event:		19950801				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950801				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA400				
Corrective Action Event Descr:		REMEDY DECISION				
Actual Date of Event:		19990520				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19990520				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA250				
Corrective Action Event Descr:		CMS IMPOSITION				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA050				
Corrective Action Event Descr:		RFA COMPLETED				
Actual Date of Event:		19900907				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19900907				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED					
Actual Date of Event:	19940627					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19940627					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	ENTIRE FACILITY					
Event Code:	CA190					
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED					
Actual Date of Event:	19940919					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19940919					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	ENTIRE FACILITY					
Event Code:	CA260					
Corrective Action Event Descri:	CMS WORKPLAN RECEIVED					
Actual Date of Event:	19930608					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19930608					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	ENTIRE FACILITY					
Event Code:	CA750YE					
Corrective Action Event Descri:	RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE					
Actual Date of Event:	19950801					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19950801					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	SITE:GROUNDWATER					
Event Code:	CA150					
Corrective Action Event Descri:	INVESTIGATION WORKPLAN APPROVED					
Actual Date of Event:	19921124					
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:	19921124					
Groundwater Release Indicator:	Yes					
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:	S					
Area Name:	SITE:GROUNDWATER					
Event Code:	CA450					
Corrective Action Event Descri:	CORRECTIVE MEASURES DESIGN APPROVED					
Actual Date of Event:	19990520					
Orig Sched Event Date:						
New Sched Event Date:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Best Date:		19990520				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA150				
Corrective Action Event Descri:		INVESTIGATION WORKPLAN APPROVED				
Actual Date of Event:		19921124				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19921124				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA999RM				
Corrective Action Event Descri:		CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA110				
Corrective Action Event Descri:		INVESTIGATION WORKPLAN RECEIVED				
Actual Date of Event:		19920701				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19920701				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA160				
Corrective Action Event Descri:		INVESTIGATION SUPPLEMENTAL INFORMATION RECEIVED				
Actual Date of Event:		19930122				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930122				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19960516				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19960516				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19950227				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950227				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA750YE				
Corrective Action Event Descri:		RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA100				
Corrective Action Event Descri:		INVESTIGATION IMPOSITION				
Actual Date of Event:		19910724				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19910724				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA750YE				
Corrective Action Event Descri:		RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA075LO				
Corrective Action Event Descri:		CA PRIORITIZATION-LOW CA PRIORITY				
Actual Date of Event:		19950811				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950811				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Event Code:		CA190				
Corrective Action Event Descr:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19940919				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19940919				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descr:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19940331				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19940331				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descr:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19940627				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19940627				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descr:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19960202				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19960202				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA250				
Corrective Action Event Descr:		CMS IMPOSITION				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA330				
Corrective Action Event Descr:		CMS IMPLEMENTATION BEGUN				
Actual Date of Event:		19931107				
Orig Sched Event Date:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
New Sched Event Date:						
Best Date:		19931107				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA300				
Corrective Action Event Descri:		CMS WORKPLAN APPROVED				
Actual Date of Event:		19990520				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19990520				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA500				
Corrective Action Event Descri:		CMI WORKPLAN APPROVED				
Actual Date of Event:		19990520				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19990520				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA550				
Corrective Action Event Descri:		REMEDY CONSTRUCTION				
Actual Date of Event:		20000421				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000421				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA450				
Corrective Action Event Descri:		CORRECTIVE MEASURES DESIGN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA999RM				
Corrective Action Event Descri:		CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA006AC				
Corrective Action Event Descri:		AREA OF CONCERN				
Actual Date of Event:		19900907				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19900907				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA155				
Corrective Action Event Descri:		INVESTIGATION SUPPLEMENTAL INFO REQ BY AGENCY				
Actual Date of Event:		19960531				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19960531				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA170				
Corrective Action Event Descri:		INVESTIGATION SUPPLEMENTAL INFO DEEMED SATISFACT				
Actual Date of Event:		19930302				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930302				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19941011				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19941011				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19941121				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19941121				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19950530				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950530				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA200				
Corrective Action Event Descri:		INVESTIGATION COMPLETE				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA450				
Corrective Action Event Descri:		CORRECTIVE MEASURES DESIGN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA725YE				
Corrective Action Event Descri:		HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA834AS				
Corrective Action Event Descri:		OTHER REPORT APPROVED				
Actual Date of Event:						
Orig Sched Event Date:		19970620				
New Sched Event Date:						
Best Date:		19970620				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA200				
Corrective Action Event Descri:		INVESTIGATION COMPLETE				
Actual Date of Event:		19930610				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA500				
Corrective Action Event Descr:		CMI WORKPLAN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA999RM				
Corrective Action Event Descr:		CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE				
Actual Date of Event:		20000501				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		20000501				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SWMU-SUMP				
Event Code:		CA300				
Corrective Action Event Descr:		CMS WORKPLAN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA060				
Corrective Action Event Descr:		NOTICE OF CONTAMINATION				
Actual Date of Event:		19920526				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19920526				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA155				
Corrective Action Event Descr:		INVESTIGATION SUPPLEMENTAL INFO REQ BY AGENCY				
Actual Date of Event:		19960711				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19960711				
Groundwater Release Indicator:		Yes				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19930608				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930608				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19940331				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19940331				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA190				
Corrective Action Event Descri:		INVESTIGATION REPORT RECEIVED				
Actual Date of Event:		19941121				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19941121				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		ENTIRE FACILITY				
Event Code:		CA225YE				
Corrective Action Event Descri:		STABILIZATION MEASURES EVALUATION-FACILITY IS AMENABLE TO STABILIZATION				
Actual Date of Event:		19950801				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19950801				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				
Area Name:		SITE:GROUNDWATER				
Event Code:		CA300				
Corrective Action Event Descri:		CMS WORKPLAN APPROVED				
Actual Date of Event:		19930610				
Orig Sched Event Date:						
New Sched Event Date:						
Best Date:		19930610				
Groundwater Release Indicator:		Yes				
Soil Release Indicator:						
Air Release Indicator:						
Surface Waste Release Ind:						
Event Responsible Agency:		S				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Area Name:	SITE:GROUNDWATER
Event Code:	CA725YE
Corrective Action Event Descr:	HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event:	20000501
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	20000501
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	SWMU-SUMP
Event Code:	CA200
Corrective Action Event Descr:	INVESTIGATION COMPLETE
Actual Date of Event:	19930610
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	19930610
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Violation/Evaluation Summary

Note:	VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated May, 2020.
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Violation Details

Citation:	
Violation Short Description:	Generators - General
Violation Type:	262.A
Violation Determined Date:	19920328
Scheduled Compliance Date:	19950415
Return to Compliance:	Observed
Actual Return to Compl:	19920508
Violation Responsible Agency:	State

Enforcement Details

Enforcement Type:	310
Enforcement Type Description:	FINAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date:	19920415
Enf Disposition Status:	
Disposition Status Date:	
Enforcement Lead Agency:	State
Proposed Penalty Amount:	17100
Final Amount:	17100
Paid Amount:	

Violation Details

Citation:	
Violation Short Description:	Generators - General
Violation Type:	262.A
Violation Determined Date:	19900907
Scheduled Compliance Date:	
Return to Compliance:	Observed
Actual Return to Compl:	19920415

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Violation Responsible Agency:		State				
<u>Enforcement Details</u>						
Enforcement Type:		210				
Enforcement Type Description:		INITIAL 3008(A) COMPLIANCE				
Enforcement Action Date:		19910326				
Enf Disposition Status:						
Disposition Status Date:						
Enforcement Lead Agency:		State				
Proposed Penalty Amount:						
Final Amount:						
Paid Amount:						
Enforcement Type:		310				
Enforcement Type Description:		FINAL 3008(A) COMPLIANCE ORDER				
Enforcement Action Date:		19910904				
Enf Disposition Status:						
Disposition Status Date:						
Enforcement Lead Agency:		State				
Proposed Penalty Amount:						
Final Amount:						
Paid Amount:						
<u>Violation Details</u>						
Citation:						
Violation Short Description:		Generators - General				
Violation Type:		262.A				
Violation Determined Date:		19880506				
Scheduled Compliance Date:		19880605				
Return to Compliance:		Observed				
Actual Return to Compl:		19880605				
Violation Responsible Agency:		State				
<u>Enforcement Details</u>						
Enforcement Type:		120				
Enforcement Type Description:		WRITTEN INFORMAL				
Enforcement Action Date:		19880520				
Enf Disposition Status:						
Disposition Status Date:						
Enforcement Lead Agency:		State				
Proposed Penalty Amount:						
Final Amount:						
Paid Amount:						
<u>Evaluation Details</u>						
Evaluation Start Date:		20000501				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19990520				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19971008				
Evaluation Type Description:		CORRECTIVE ACTION COMPLIANCE EVALUATION				
Violation Short Description:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19970620				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19960814				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19960710				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19960522				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19960213				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19950718				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19950531				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19950306				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19941212				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19940922				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				
Evaluation Start Date:		19940811				
Evaluation Type Description:		FOCUSED COMPLIANCE INSPECTION				
Violation Short Description:						
Return to Compliance Date:						
Evaluation Agency:		State				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19940421 FOCUSED COMPLIANCE INSPECTION				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19930609 CORRECTIVE ACTION COMPLIANCE EVALUATION				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19930209 CORRECTIVE ACTION COMPLIANCE EVALUATION				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19921124 CORRECTIVE ACTION COMPLIANCE EVALUATION				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19920505 NON-FINANCIAL RECORD REVIEW				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19920331 COMPLIANCE EVALUATION INSPECTION ON-SITE				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19910827 COMPLIANCE SCHEDULE EVALUATION				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19900907 COMPLIANCE EVALUATION INSPECTION ON-SITE Generators - General				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19920415 State				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19900907 COMPLIANCE EVALUATION INSPECTION ON-SITE Generators - General				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19920508 State				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19890811 FOCUSED COMPLIANCE INSPECTION Generators - General				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19920508 State				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19880506 NON-FINANCIAL RECORD REVIEW Generators - General				
Evaluation Start Date: Evaluation Type Description: Violation Short Description: Return to Compliance Date: Evaluation Agency:		19880605 State				

Handler Summary

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Importer Activity:	No					
Mixed Waste Generator:	No					
Transporter Activity:	No					
Transfer Facility:	No					
Onsite Burner:	No					
Smelting, Melting and Refining:	No					
Underground Injection Control:	No					
Commercial TSD:	No					
Used Oil Transporter:	No					
Used Oil Transfer Facility:	No					
Used Oil Processor:	No					
Used Oil Refiner:	No					
Used Oil Burner:	No					
Used Oil Market Burner:	No					
Used Oil Spec Marketer:	No					

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 19861113
Handler Name: EIMCO COAL MACHINERY
Federal Waste Generator Code: 1
Generator Code Description: Large Quantity Generator
Source Type: Notification

Hazardous Waste Handler Details

Sequence No: 2
Receive Date: 20020913
Handler Name: EIMCO COAL MACHINERY
Federal Waste Generator Code: N
Generator Code Description: Not a Generator, Verified
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D000
Waste Code Description: DESCRIPTION

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Owner/Operator Details

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Private	Street 1:	DATA NOT REQUESTED
Name:	BAKER INTERNATIONAL	Street 2:	
Date Became Current:	18000101	City:	DATA NOT REQUESTED
Date Ended Current:		State:	CO
Phone:	999-999-9999	Country:	
Source Type:	Notification	Zip Code:	99999

Historical Handler Details

Receive Dt: 19861113
Generator Code Description: Large Quantity Generator
Handler Name: EIMCO COAL MACHINERY

Unplottable Summary

Total: 0 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
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No unplottable records were found that may be relevant for the search criteria.

Unplottable Report

No unplottable records were found that may be relevant for the search criteria.

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

Facility Response Plan:

FRP

List of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Mar 26, 2020

National Priority List:

NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

Government Publication Date: Jun 26, 2020

National Priority List - Proposed:

PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

Government Publication Date: Jun 26, 2020

Deleted NPL:

DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Government Publication Date: Jun 26, 2020

SEMS List 8R Active Site Inventory:

SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

Government Publication Date: May 22, 2020

SEMS List 8R Archive Sites:

SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

Government Publication Date: May 22, 2020

Inventory of Open Dumps, June 1985:

ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

EPA Report on the Status of Open Dumps on Indian Lands:

IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

Comprehensive Environmental Response, Compensation and Liability Information System -

CERCLIS

CERCLIS:

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

CERCLIS - No Further Remedial Action Planned:

CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens:

CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action:

RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Jul 27, 2020

RCRA non-CORRACTS TSD Facilities:

RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Government Publication Date: Jul 27, 2020

RCRA Generator List:

RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Jul 27, 2020

RCRA Small Quantity Generators List:

RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Jul 27, 2020

RCRA Conditionally Exempt and Very Small Quantity Generators List:

RCRA CESQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Conditionally Exempt and Very Small Quantity Generators (VSQG and CESQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG and CESQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Jul 27, 2020

RCRA Non-Generators:

RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Jul 27, 2020

Federal Engineering Controls-ECs:

FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Feb 26, 2020

Federal Institutional Controls- ICs:

FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

Government Publication Date: Feb 26, 2020

Emergency Response Notification System:

ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System:

ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System:

ERNS

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 25, 2019

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:

[FED BROWNFIELDS](#)

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Sep 3, 2019

FEMA Underground Storage Tank Listing:

[FEMA UST](#)

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Petroleum Refineries:

[REFN](#)

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

Government Publication Date: Jul 10, 2020

Petroleum Product and Crude Oil Rail Terminals:

[BULK TERMINAL](#)

List of petroleum product and crude oil rail terminals made available by the U.S. Energy Information Administration (EIA). Includes operable bulk petroleum product terminals located in the 50 States and the District of Columbia with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil that were active between 2017 and 2018. Petroleum product terminals comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings. Survey locations adjusted using public data.

Government Publication Date: Apr 28, 2020

LIEN on Property:

[SEMS LIEN](#)

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

Government Publication Date: May 22, 2020

Superfund Decision Documents:

[SUPERFUND ROD](#)

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

Government Publication Date: Jun 26, 2020

State

Delisted Superfund Sites:

[DELISTED SHWS](#)

Sites which once appeared on - but have since been removed from - the list of Superfund sites in Colorado made available by the Colorado Department of Public Health and Environment (CDPHE). In Colorado, the cleanup of Superfund sites is overseen by the CDPHE or the Environmental Protection Agency (EPA).

Government Publication Date: Aug 21, 2020

Superfund Sites:

[SHWS](#)

A list of Superfund sites in Colorado made available by the Colorado Department of Public Health and Environment (CDPHE). In Colorado, the cleanup of Superfund sites is overseen by the CDPHE or the Environmental Protection Agency (EPA). This list includes active Superfund sites, deleted sites, proposed sites, and natural resource damage sites.

Government Publication Date: Aug 21, 2020

Solid Waste Facilities and Landfills:

[SWF/LF](#)

The Colorado Department of Public Health and Environment (CDPHE) regulates the management and disposal of solid waste and landfill facilities.

Government Publication Date: May 1, 2020

Historical Solid Waste (Closed or Abandoned Landfills):

[HIST LF](#)

In the early 1980s the Hazardous Materials Waste Management Division of the Colorado Department of Public Health and Environment (CDPHE) conducted a survey of staff members and local agencies. The information gathered was compiled in 1984 for sites that were known or thought to have waste issues. The information is not complete and generally not very definitive or verifiable. This data became the Solid Waste Historical Data. The data is not maintained and has not been since the late 1980s.

Government Publication Date: 1984

Leaking Storage Tanks:

[LST](#)

A list of leaking storage tank locations from the Colorado Storage Tank Information System (COSTIS) database, including those which have applied for reimbursement from the Petroleum Storage Tank Fund. This list has been made available by the Colorado Department of Labor and Employment (CDLE).

Government Publication Date: Jun 30, 2020

Delisted Leaking Storage Tanks:

[DELISTED LST](#)

This database contains a list of leaking storage tank sites and their Funds for reimbursement of costs related to assessment and cleanup that were removed from the Colorado Department of Labor and Employment (CDLE) database.

Government Publication Date: Jun 30, 2020

Underground Storage Tanks:

[UST](#)

A list of underground storage tanks from the Colorado Storage Tank Information System (COSTIS) database. This database is made available by the Division of Oil and Public Safety of the Colorado Department of Labor and Employment (CDLE).

Government Publication Date: Jun 30, 2020

Aboveground Storage Tanks:

[AST](#)

A list of aboveground storage tanks from the Colorado Storage Tank Information System (COSTIS) database. This list is made available by the Division of Oil and Public Safety of the Colorado Department of Labor and Employment (CDLE).

Government Publication Date: Jun 30, 2020

Storage Tank Information System (COSTIS):

[TANKS](#)

The Department of Labor and Employment/Division of Oil and Public Safety manages the Colorado Storage Tank Information System (COSTIS) database that stores information on facilities with storage tanks. This database contains facilities with liquified petroleum gas, liquefied natural gas, and compressed natural gas tanks which are not classified as either USTs or ASTs.

Government Publication Date: Jun 30, 2020

Delisted Storage Tanks:

[DTNK](#)

This database contains a list of closed storage tank sites that were removed from the Division of Oil and Public Safety of the Colorado Department of Labor and Employment (CDLE) Tank Information System.

Government Publication Date: Jun 30, 2020

Environmental Covenants and Environmental Use Restrictions List:

[AUL](#)

The Colorado Department of Public Health and Environment (CDPHE) maintains a list of sites that have environmental covenants and use restrictions in place. Land use restrictions may be used to ensure the cleanup remedy adequately protects human health and the environment when a contaminated site is not cleaned up completely.

Government Publication Date: Aug 7, 2020

The Voluntary Cleanup and Redevelopment Program:

[VCP](#)

The Voluntary Cleanup and Redevelopment program of the Colorado Department of Public Health and Environment (CDPHE) was created in 1994 with the objective to facilitate the redevelopment and transfer of contaminated properties.

Government Publication Date: Aug 17, 2020

Brownfield Sites:

[BROWNFIELDS](#)

Brownfields Program sites found in the Colorado Environmental Records Search Interactive Map made available by the Colorado Department of Public Health and Environment (CDPHE). Sites which go untouched because of their real or perceived contamination can be rehabilitated using the CDPHE Brownfields Program.

Government Publication Date: Sep 9, 2020

Tribal

Leaking Underground Storage Tanks (LUSTs) on Indian Lands:

INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 8, which includes Colorado.

Government Publication Date: Apr 14, 2020

Underground Storage Tanks (USTs) on Indian Lands:

INDIAN UST

USTs on Tribal/Indian Lands in Region 8, which includes Colorado.

Government Publication Date: Apr 14, 2020

Delisted Tribal Leaking Storage Tanks:

DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

Government Publication Date: Apr 14, 2020

Delisted Tribal Underground Storage Tanks:

DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

Government Publication Date: Apr 14, 2020

County

No County standard environmental record sources available for this State.

Additional Environmental Record Sources

Federal

PFOA/PFOS Contaminated Sites:

PFAS NPL

List of sites where PFOA or PFOS contaminants have been found in drinking water or soil. Made available by the Federal Environmental Protection Agency (EPA).

Government Publication Date: Jul 7, 2020

Facility Registry Service/Facility Index:

FINDS/FRS

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Mar 25, 2020

Toxics Release Inventory (TRI) Program:

TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U. S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: Feb 19, 2020

Perfluorinated Alkyl Substances (PFAS) Releases:

PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a Per- or polyfluorinated alkyl substance (PFAS) included in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances. The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment.

Government Publication Date: Feb 19, 2020

Perfluorinated Alkyl Substances (PFAS) Water Quality:

PFAS WATER

The Water Quality Portal (WQP) is a cooperative service sponsored by the United States Geological Survey (USGS), the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC). This listing includes records from the Water Quality Portal where the characteristic (environmental measurement) is in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances.

Government Publication Date: Dec 20, 2019

Hazardous Materials Information Reporting System:

HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: Jan 8, 2020

National Clandestine Drug Labs:

NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Mar 19, 2020

Toxic Substances Control Act:

TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Apr 11, 2019

Hist TSCA:

HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing:

FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing:

FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List:

PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

Government Publication Date: Jul 29, 2020

State Coalition for Remediation of Drycleaners Listing:

SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS):

ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

Drycleaner Facilities:

[FED DRYCLEANERS](#)

A list of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: Jan 20, 2020

Delisted Drycleaner Facilities:

[DELISTED FED DRY](#)

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: Jan 20, 2020

Formerly Used Defense Sites:

[FUDS](#)

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.

Government Publication Date: Jan 28, 2020

PHMSA Pipeline Safety Flagged Incidents:

[PIPELINE INCIDENT](#)

A list of flagged pipeline incidents made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types.

Government Publication Date: Jul 7, 2020

Material Licensing Tracking System (MLTS):

[MLTS](#)

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: Oct 31, 2019

Historic Material Licensing Tracking System (MLTS) sites:

[HIST MLTS](#)

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File:

[MINES](#)

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.

Government Publication Date: May 1, 2020

Alternative Fueling Stations:

[ALT FUELS](#)

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.

Government Publication Date: Jun 22, 2020

Registered Pesticide Establishments:

[SSTS](#)

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.

Government Publication Date: Mar 31, 2020

Polychlorinated Biphenyl (PCB) Notifiers:

[PCB](#)

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: Oct 9, 2019

State

Spills:

[SPILLS](#)

A list of hazardous material spills and releases (including Meth Labs) that were reported to the Colorado Department of Public Health and Environment (CDPHE).

Government Publication Date: Jun 22, 2020

Colorado Oil and Gas Conservation Commission Spills:

[OG SPILLS](#)

A list of spills made available by the Colorado Oil and Gas Conservation Commission (COGCC).

Government Publication Date: Sep 8, 2020

Dry Cleaning Facilities:

[DRYCLEANERS](#)

A list of drycleaning facilities in Colorado that have submitted an Air Pollutant Emission Notice (APEN). This list was provided by the Department of Public Health & Environment.

Government Publication Date: Jun 20, 2020

Delisted Dry Cleaning Facilities:

[DELISTED DRYCLEANERS](#)

List of sites removed from the drycleaners database made available by the Department of Public Health & Environment.

Government Publication Date: Jun 20, 2020

Per- and Polyfluoroalkyl Substances (PFAS):

[PFAS](#)

A list of incidents that were reported to the Colorado Department of Public Health and Environment (CDPHE) where the release material is in the PFAS Master List of PFAS Substances made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Jun 22, 2020

Permitted Facilities Listing:

[NPDES](#)

A list of permitted facilities tracked by the Water Quality Control Division of the Department of Public Health & Environment (DPHE). This list is the state version of the NPDES (National Pollution Discharge Elimination System).

Government Publication Date: Jul 1, 2020

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental record sources available for this State.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

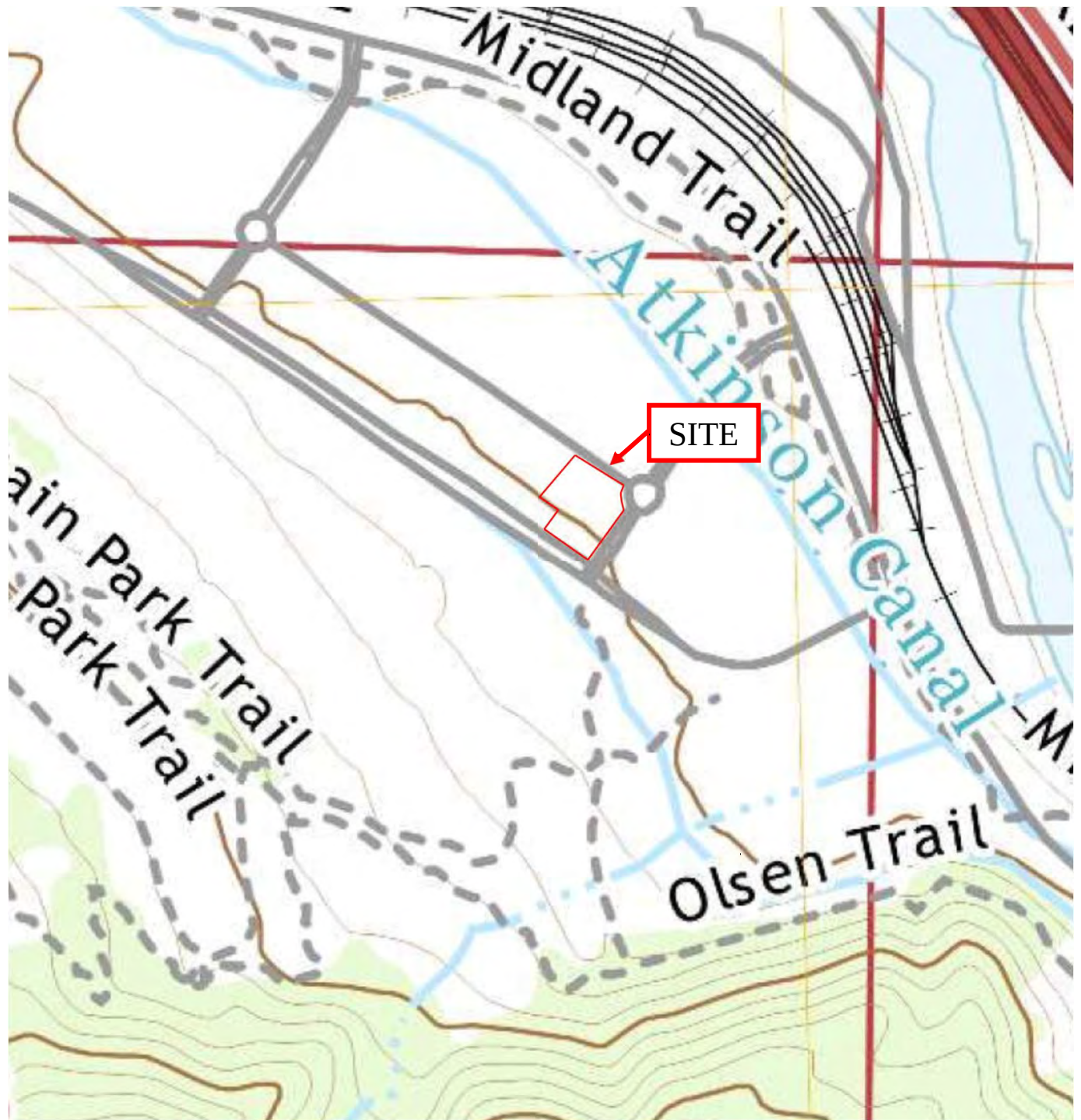
Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

12.5 Historical Research Documentation

12.5.1 Historical Topographic Maps



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



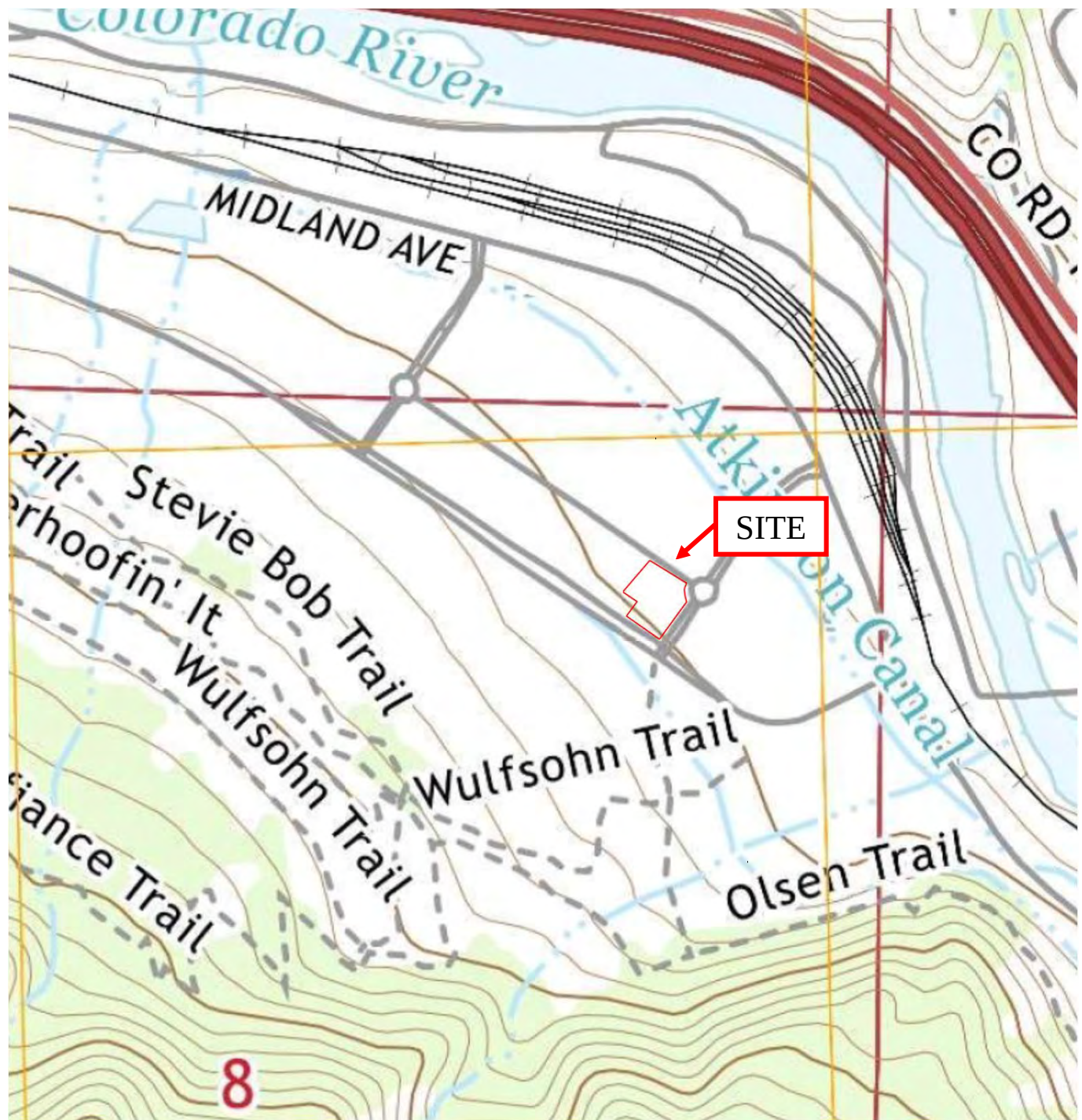
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2019 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



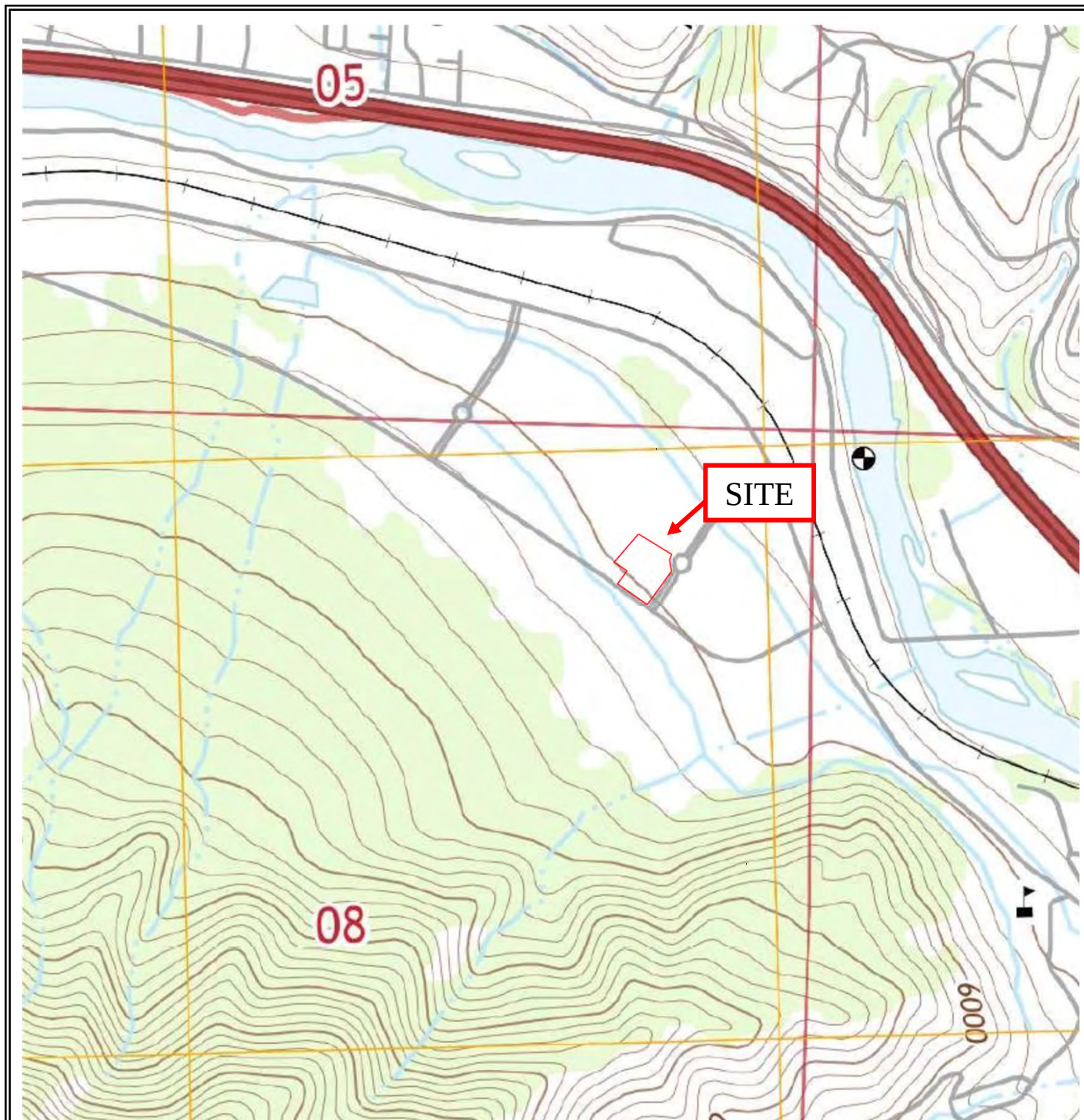
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2016 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



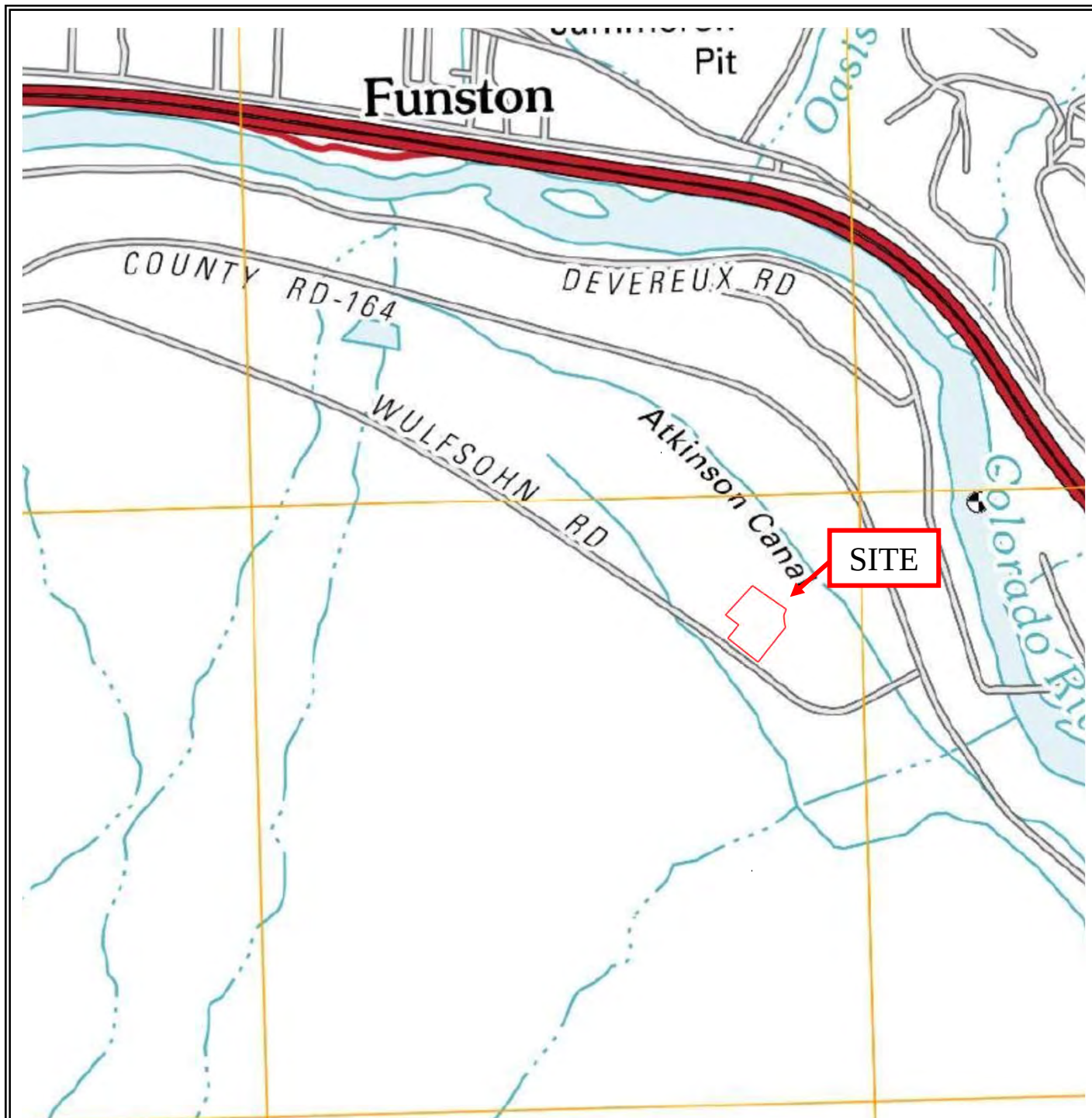
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2013 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2011 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



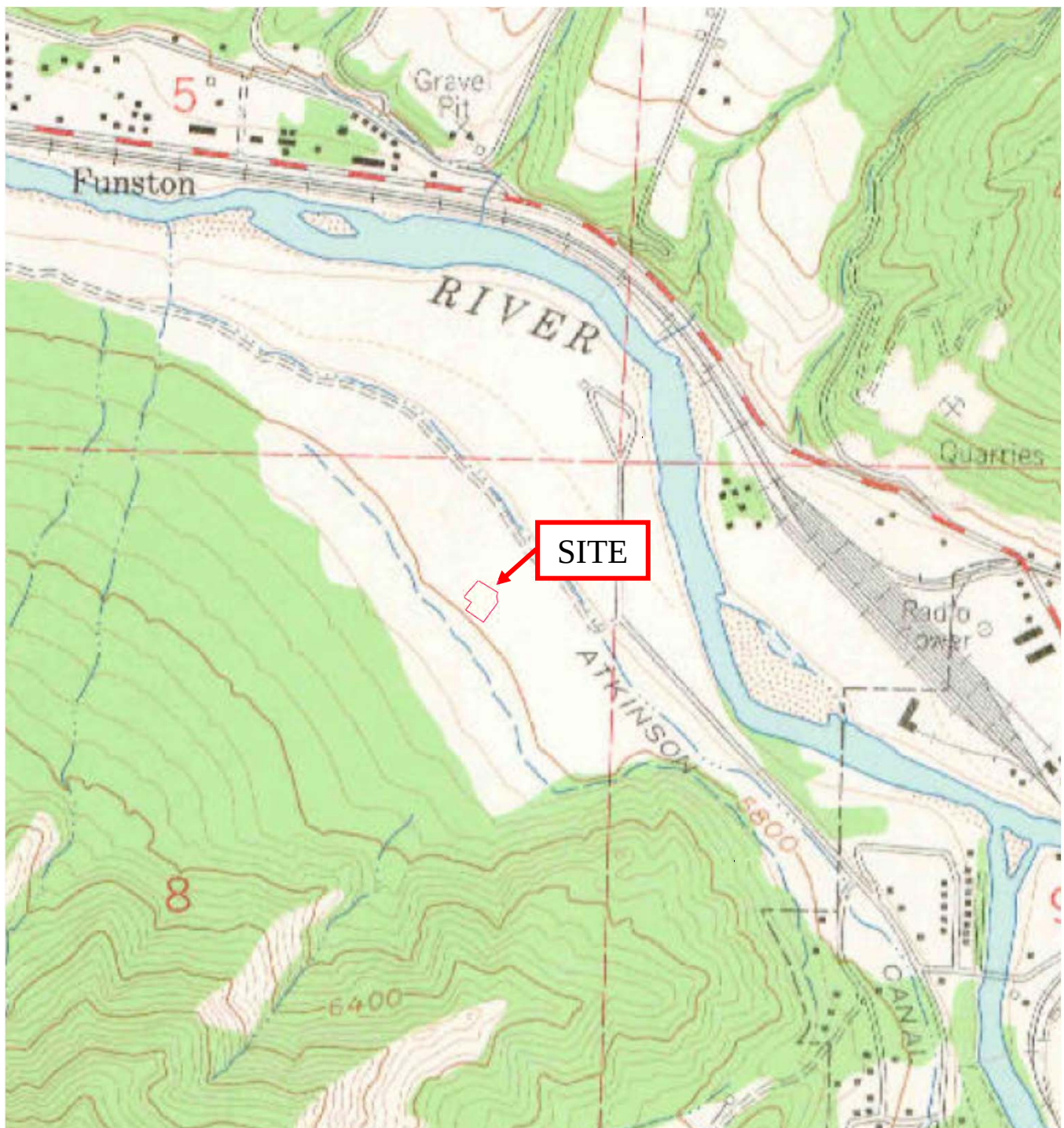
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1981 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



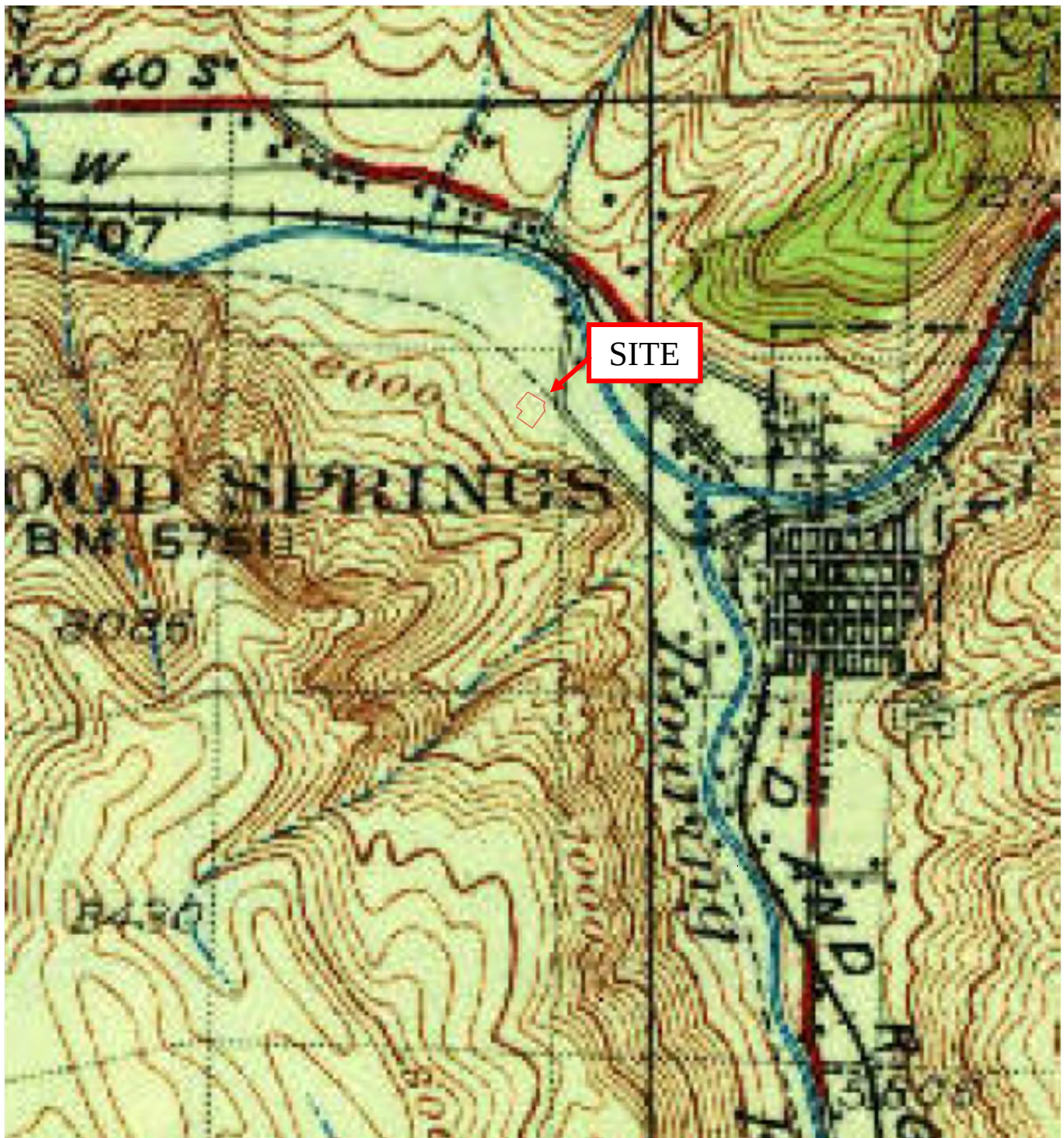
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1961 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



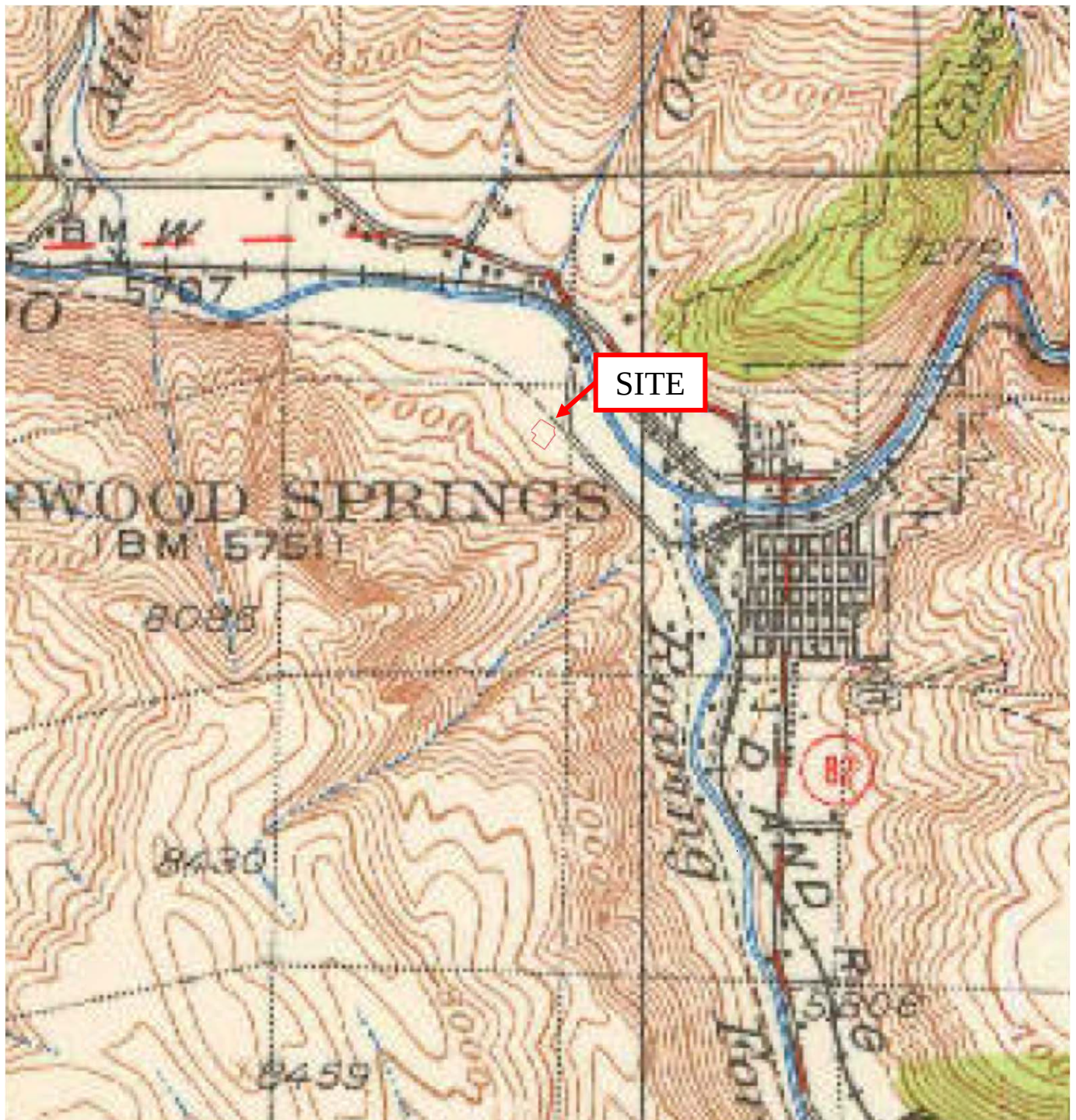
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1930 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1927 Topographic Map
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT

12.5.2 Fire Insurance Maps (NOT USED)

12.5.3 Aerial Photographs



6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

2017 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.:
 20-062C

Report Date:
 September 2020

Drawn By:
 MLT



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2015 Aerial Photograph
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2011 Aerial Photograph
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



6395 Gunpark Drive, Unit W
Boulder, Colorado 80301

Phone: 720-459-7251 • Website: www.aec-env.com

2005 Aerial Photograph
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



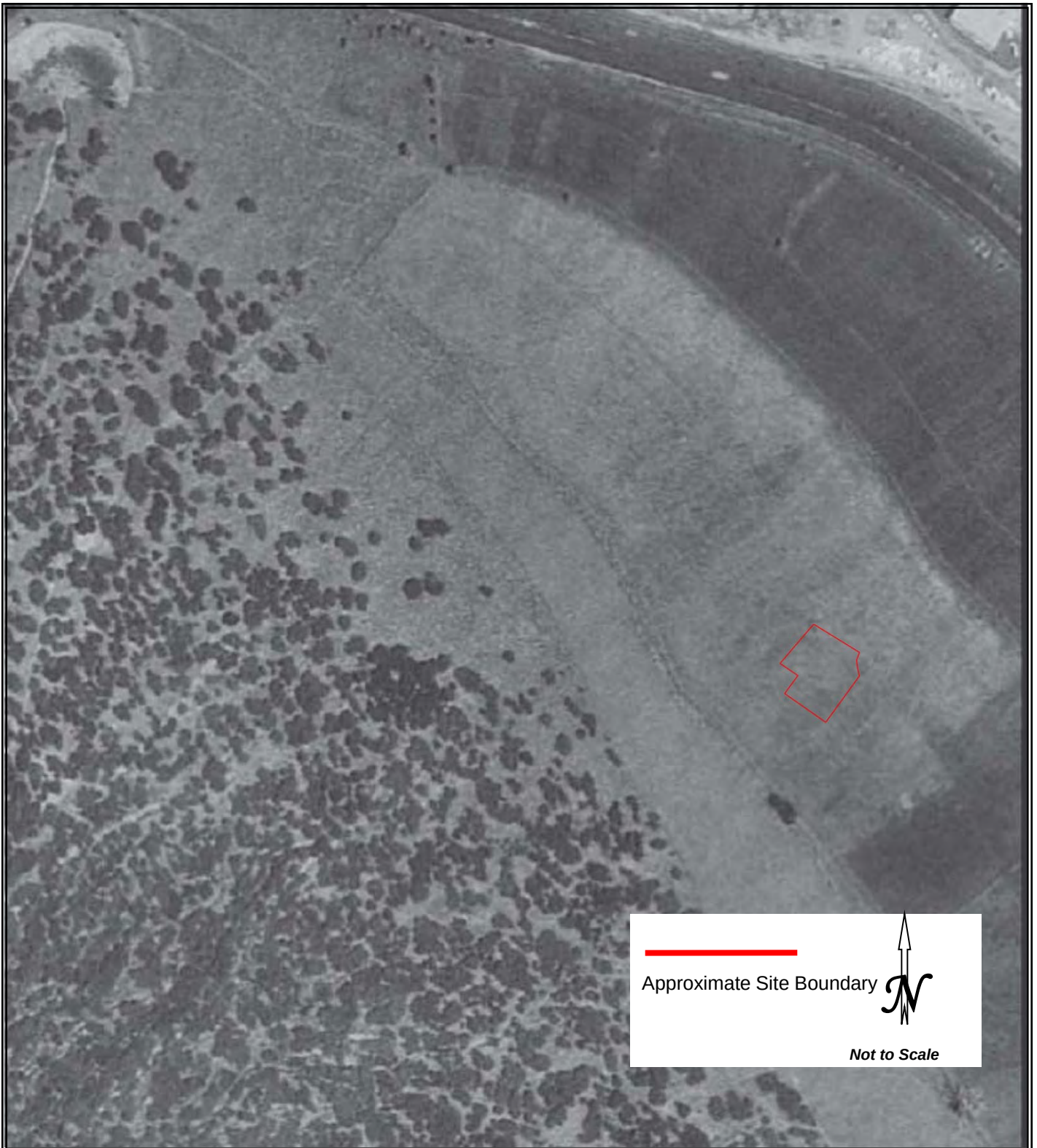
6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

2002 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.:
 20-062C

Report Date:
 September 2020

Drawn By:
 MLT



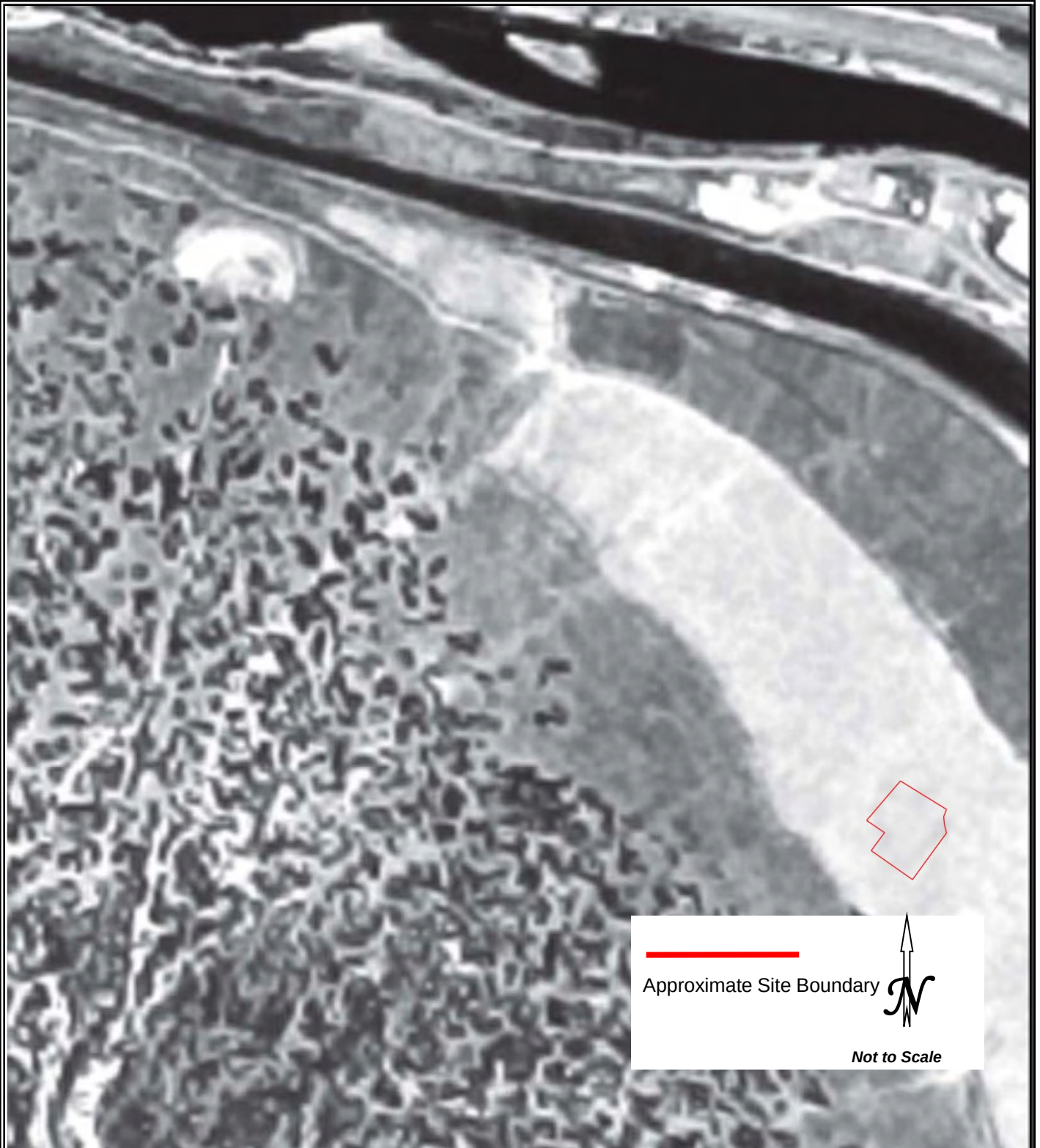
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

1993 Aerial Photograph
Lot 8 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:
20-062C

Report Date:
September 2020

Drawn By:
MLT



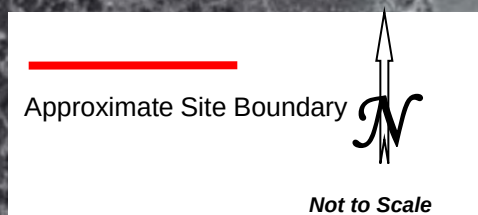
6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

1989 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.:
 20-062C

Report Date:
 September 2020

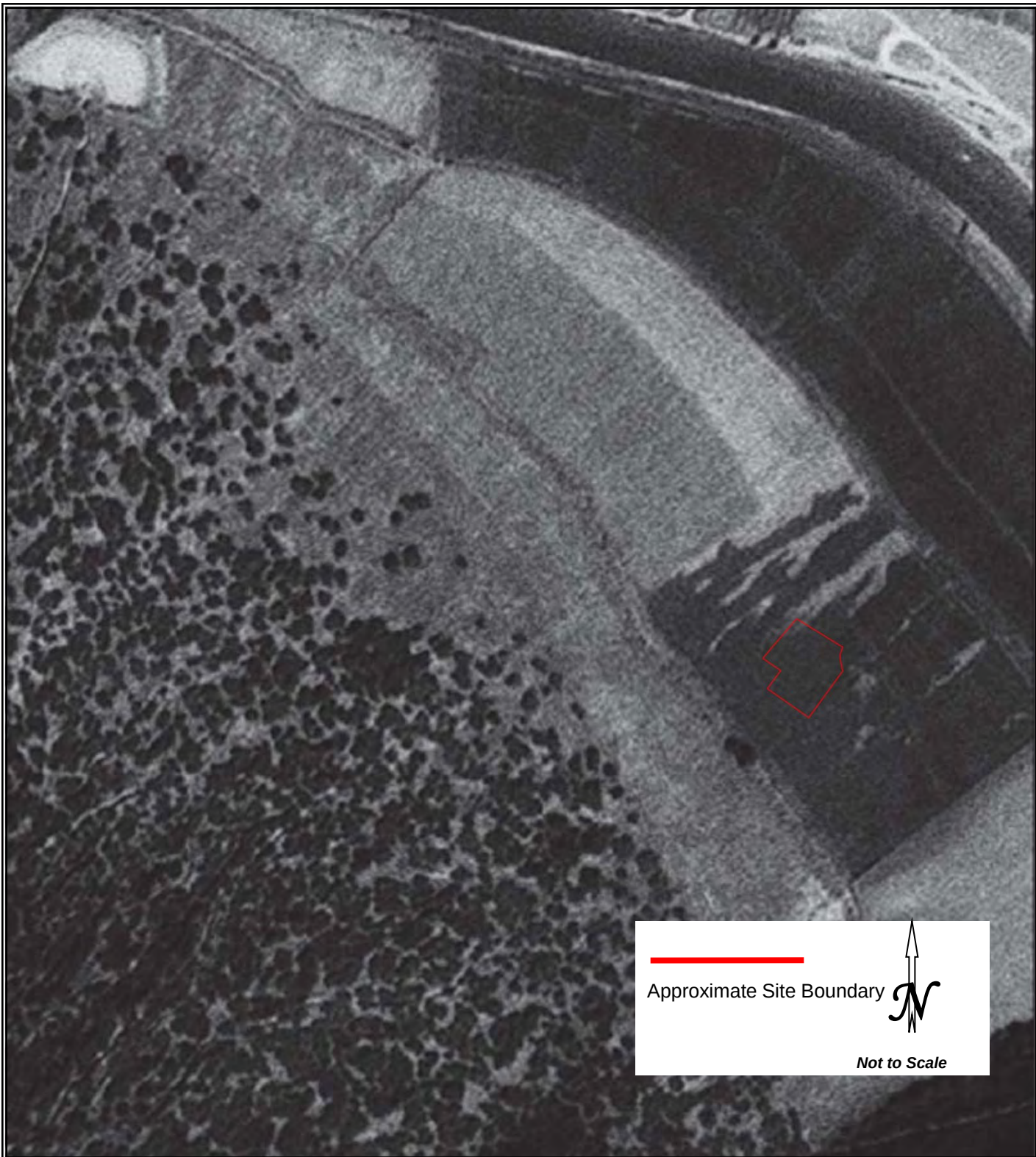
Drawn By:
 MLT



6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

1983 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.: 20-062C	Report Date: September 2020	Drawn By: MLT
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 Approximate Site Boundary
 

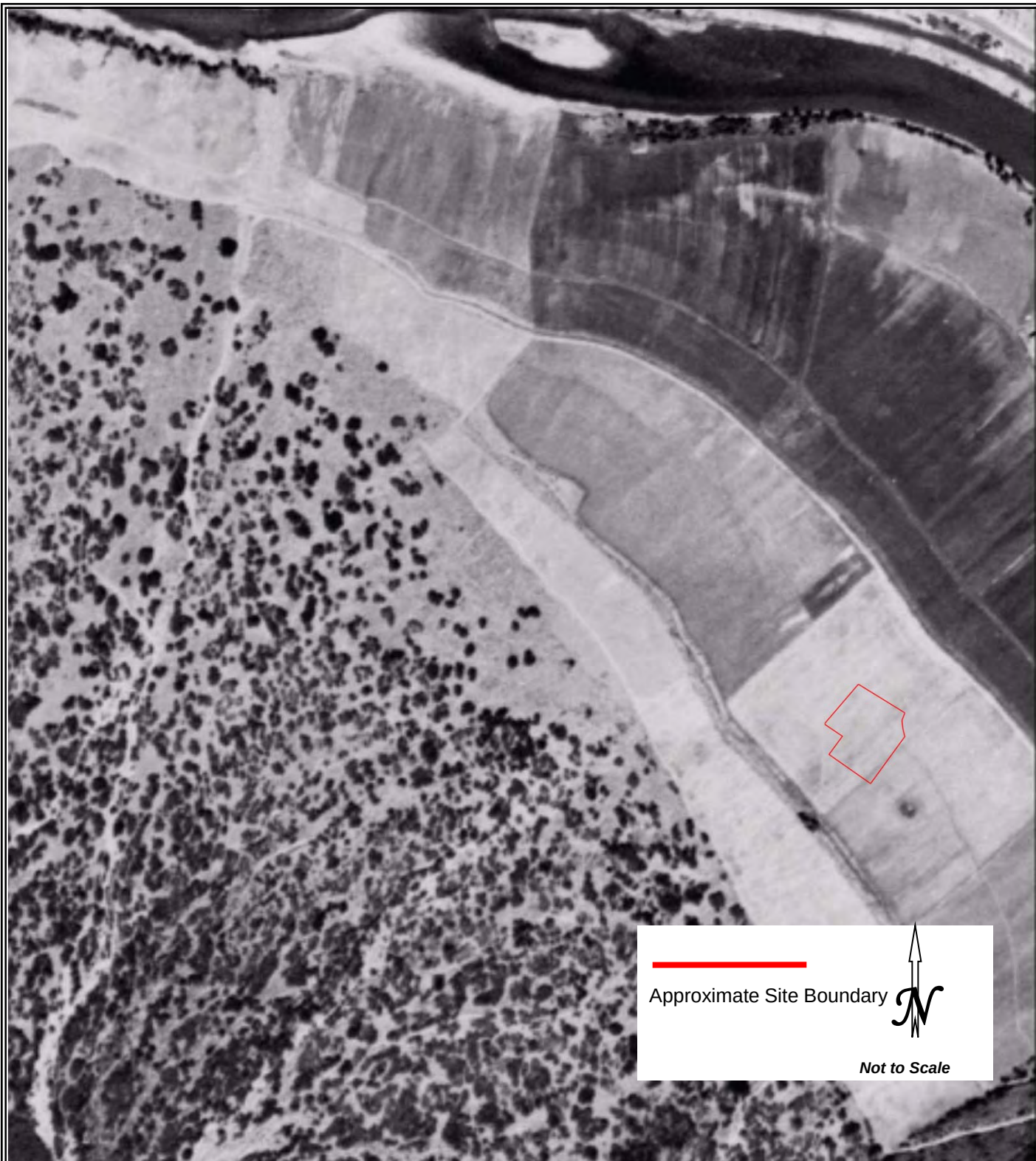
Not to Scale



6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

1979 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.: 20-062C	Report Date: September 2020	Drawn By: MLT
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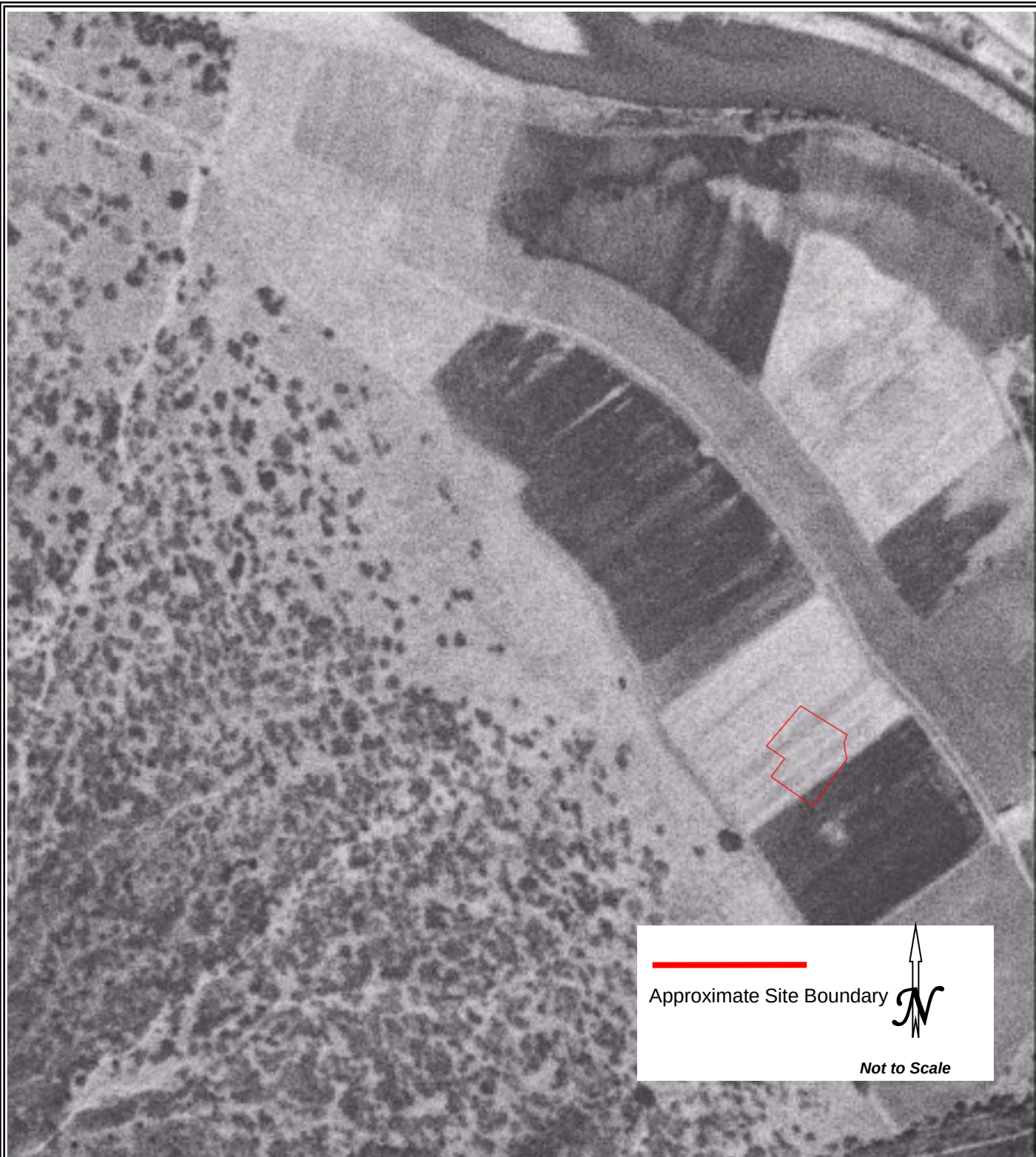
6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

1960 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.:
 20-062C

Report Date:
 September 2020

Drawn By:
 MLT




 Approximate Site Boundary
 

Not to Scale



6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

1955 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.:
 20-062C

Report Date:
 September 2020

Drawn By:
 MLT



Approximate Site Boundary

North Arrow

Not to Scale



6395 Gunpark Drive, Unit W
 Boulder, Colorado 80301
 Phone: 720-459-7251 • Website: www.aec-env.com

1945 Aerial Photograph
 Lot 8 Glenwood Meadows
 Glenwood Springs, Colorado 81601

Work Order No.:
 20-062C

Report Date:
 September 2020

Drawn By:
 MLT

12.5.4 City Directories (NOT USED)

12.6 Interviews/Telecommunications/FOIA Responses

Advantage Environmental Consultants, LLC

ENVIRONMENTAL DUE DILIGENCE SPECIALISTS

Phase I ESA Due Diligence Environmental Questionnaire – Owner Representative

Subject Property: Lot 8, Glenwood Meadows, Glenwood Springs, CO

Completed by: ___Anthony Rodriguez_____

Company/Title: ___Stoneleigh Companies, Analyst_____

Date: ___9/14/2020_____

1.) How long have you owned the property and can you give a quick explanation of its uses during this period? [Under contract to purchase the referenced subject property](#)

2.) Are you aware of any current or historic petroleum underground storage tanks (USTs) or above ground storage tanks (ASTs) on the subject property? [No](#)

3.) Are you aware of any environmental cleanup liens that are filed or recorded against the subject property? [No](#)

4.) Are you aware of any activity and land use limitations that are in place on the property that have been filed or recorded in a registry? [No](#)

5.) Are you aware of any specialized knowledge or experience related to the property or nearby properties that is pertinent to potential adverse environmental conditions? [No](#)

6.) Are you aware of commonly known or reasonably obtainable information that would help us to identify conditions indicative of releases or threatened releases of hazardous wastes/materials at the property? Such information includes knowledge of specific chemicals that are present or were once present on the property, spills or other chemicals releases that may have occurred, or environmental cleanups that have been conducted on the subject property. [No](#)

7.) Based on your knowledge and experience related to the property, are there any obvious indicators that point to the presence or likely presence of contamination at the subject property?
[No](#)



8.) Do you have knowledge what occupied the property prior to your ownership? [Vacant land](#)

9.) Are there any prior environmental reports (Phase I ESAs, Phase II ESAs) available for review?
[Yes](#)

Thanks for taking the time to complete this questionnaire. Please email document to mtorstenson@aec-env.com

 **Advantage Environmental Consultants, LLC**

6395 Gunpark Drive, Unit W | Boulder, CO | 80301

Office: 720-459-7251

Cell: 410-320-0804

mtorstenson@aec-env.com | www.aec-env.com



12.7 Supporting Documentation/Prior Reports

6-8-06 15

Phase I Environmental Site Assessment

Glenwood Meadows Shopping Center
Midland Avenue
Glenwood Springs, CO

Prepared For

Miller Weingarten Realty

and

**Goldman Sachs Commercial
Mortgage Capital, L.P.**

Project BL-06-01019A
June 8, 2006

Braun Intertec Corporation

June 8, 2006

Project BL-06-01019A

Mr. Art Belz
Miller Weingarten Realty
850 Englewood Parkway
Englewood, CO 80110

Re: Phase I Environmental Site Assessment Update
Glenwood Meadows Shopping Center
Midland Avenue
Glenwood Springs, CO

Dear Mr. Belz:

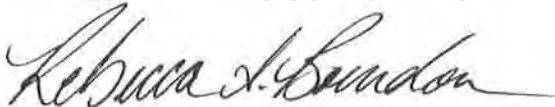
In accordance with your written authorization, we conducted a Phase I environmental site assessment (ESA Update) of the above-referenced property. The objective of the Phase I ESA Update was to evaluate the property for indications of recognized environmental conditions. As provided in the March 23, 2006 Phase I ESA of the Site, this Phase I ESA Update was conducted in accordance with the ASTM Practice E 1527-00 standard and in general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services dated May 6, 1998.

Please refer to the attached report for the scope, methods and conclusions of our assessment.

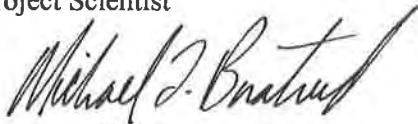
We appreciate the opportunity to provide our professional services to you for this project. If you have any questions regarding this letter or the attached report, please call Rebecca Bourdon at 952.995.2488 or Dan Holte at 952.995.2460.

Sincerely,

BRAUN INTERTEC CORPORATION



Rebecca A. Bourdon, PG
Project Scientist



For: Daniel R. Holte, PG
Principal Scientist

Attachment:
Phase I Environmental Site Assessment Update Report

PH I ESA Update - Glenwood Meadows

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- A: Site Location Map
- B: Site Sketch
- C: Environmental Data Resources (EDR) Report
- D: Site Photographs
- E: Previous Environmental Investigations

Executive Summary

Braun Intertec performed a Phase I environmental site assessment update (Phase I ESA Update) of Glenwood Meadows Shopping Center No. 11 located on Midland Avenue in Glenwood Springs, Colorado (Site) in general conformance with the scope and limitations of ASTM Practice E 1527-00 and in general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services dated May 6, 1998.

At the time of this assessment, the Site consisted of an approximately 250-acre developed lot. A total of 17 retail buildings (some of them multi-tenant) were either existing on the Site or under construction. Sixteen of the tenant spaces were occupied at the time of the Site reconnaissance and consisted of the following retailers:

- Lowe's (unattached)
- Vitamin Cottage and Marble Slab restaurant (attached to Target)
- Pier 1, Gart Sports, Bed Bath and Beyond (BBB), and Petco (Gart Sports complex - attached)
- Chili's Grill & Bar (unattached)
- Regis Salon, Great Clips, Magoo's Italian Bar & Grill, Moe's Southwest Grill, Quizno's, Smoothie King, Red Mountain Wine and Spirits (located in multi-tenant market buildings)

Please note that Target is an anchor-owned development, and not included as part of the defined "Site" throughout this report.

Our research has revealed that the Site and surrounding area have been rural in nature. According to our research, the Site and surrounding area were historically utilized as a ranch for livestock grazing. The Site was occupied by Glenwood Meadows Shopping Center at the time of this assessment.

This assessment has revealed no indications of recognized environmental conditions in connection with the Site.

A. Introduction

A.1. Purpose

Braun Intertec received authorization from Mr. Art Belz of Miller Weingarten Realty (User) to conduct a Phase I environmental site assessment (ESA Update) of Glenwood Meadows Shopping Center located on Midland Avenue in Glenwood Springs, Colorado (Site). Please note that Target is an anchor-owned development, and not included as part of the defined "Site" throughout this report. Although the Target space was accessed as part of this Phase I ESA, the Target building and portion of the land on which the Target building sits is not part of the Site.

This report is for the use and benefit of, and may be relied upon by Goldman Sachs Commercial Mortgage Capital, L.P.; Goldman Sachs & Co.; Goldman Sachs Mortgage Company or any of its affiliates and the agents and advisors, initial and subsequent holders from time to time of any debt and/or debt securities secured, directly and indirectly, by any participation interest in any such debt, and indenture trustee, servicer or other agent acting on behalf of such holders of such debt and/or debt securities; any rating agencies; and the institutional provider(s) from time to time of any liquidity facility or credit support for such financings, and their respective successors and assigns. Our work was directed by a contract with Miller Weingarten Realty and in accordance with our Scope of Services and Braun Intertec General Conditions, which are a part of that contract. Please note that our contract with Miller Weingarten Realty contains a limitation of our total liability. Such limitation also applies to all those receiving this permission.

In addition, this report or a reference to this report, may be included or quoted in any offering circular, registration statement, prospectus or sales brochure (in either electronic or hard copy format) in connection with a securitization or transaction involving such debt and or debt securities.

According to the User, this Phase I ESA Update has been prepared in association with the addition of a new tenant to the property.

The purpose of this Phase I ESA Update was to evaluate the Site for indications of "recognized environmental conditions," as defined by ASTM Practice E 1527-00 as: "The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions of storage and use in compliance with local and state regulations. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of regulatory governmental agencies."

A.2. Scope of Services

The services provided for this project consisted of the following:

- A description of the Site location, current use and improvements and surrounding area
- A general description of the topography, soils, geology and groundwater flow direction at the Site
- A review of reasonably ascertainable and practically reviewable regulatory information published by state and federal agencies, health, and/or environmental agencies
- A review of the history of the Site, including aerial photographs, fire insurance maps, directories, and other readily available Site development data
- A reconnaissance and environmental review of the Site, including an assessment of the Site for indications of hazardous materials, petroleum products, polychlorinated biphenyls (PCBs), wells, storage tanks, solid waste disposal, pits and sumps, and utilities
- An area reconnaissance, including a brief review of adjacent property uses and any pertinent environmental information noted in the Site vicinity
- Interviews with current owners and/or occupants of the property
- Interviews with local government officials or agencies having jurisdiction over hazardous waste disposal or other environmental matters in the area of the Site
- Preparing a written report of our methods and conclusions

Additionally, as provided in the March 2006 Phase I ESA of the Site, this Phase I ESA Update also was conducted in general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services dated May 6, 1998.

A.3. Assessment Limitations

The findings and conclusions presented in this report are based on the procedures described in the ASTM Practice E 1527-00, informal discussions with various agencies, available literature cited in this report, conditions noted at the time of our Phase I ESA Update, and our interpretation of the information obtained as part of this Phase I ESA Update. Our findings and conclusions are limited to the specific project and properties described in this report and by the accuracy and completeness of the information provided by others.

An environmental site assessment cannot wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property within reasonable limits of time and cost.

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession practicing in the same locality. No other warranty is made or intended.

No intentional deviations from the ASTM Practice E 1527-00 were made in the completion of this Phase I ESA Update for the Site.

The Scope of Services for this project did not include the completion of soil borings, the installation of groundwater monitoring wells, or the collection of soil or groundwater samples. Also, the Scope of Services for this project did not include collecting or analyzing samples from the Site for the presence of asbestos, PCBs, lead-based paint, lead in drinking water, radon or urea formaldehyde.

Braun Intertec did not review property tax files, recorded land-title records or zoning land-use records to document the first developed use of the Site. Past experience has indicated that these historical sources are not sufficiently useful.

B. Site Description

B.1. Site Location

The Site addresses include the following:

- Lowe's, 215 West Meadows Drive
- Vitamin Cottage, Unit B, 100 West Meadows Drive
- Petco #1466, 105 East Meadows Drive
- Gart Sports #122, 125 East Meadows Drive
- Bed Bath & Beyond, 115 East Meadows Drive
- Pier 1 Imports #1539, 135 East Meadows Drive
- Marble Slab #438, 150 West Meadows Drive
- Chili's Grill & Bar #1136, 400 West Meadows Drive
- Regis Salon, Unit E, 10 Market Street
- Great Clips, Unit D, 20 Market Street,
- Magoo's Italian Bar & Grill, Unit A, 30 Market Street
- Moe's Southwest Grill, Unit A, 35 Market Street
- Quizno's, Unit B, 40 Market Street
- Smoothie King, Unit A, 45 Market Street
- Red Mountain Wine and Spirits, Unit D, 45 Market Street

The Site is generally bound by Midland Avenue to the north, Wulfsohn Avenue to the south, with the newly constructed East and West Meadows Drives traversing the property from north to south and within Section 5, Township 6 North, Range 89 West, in the city of Glenwood Springs, Garfield County, Colorado. A Site location map and Site sketch are attached in Appendices A and B, respectively.

B.2. Site and Vicinity Characteristics

At the time of this assessment, the Site consisted of an approximately 250-acre developed lot. A total of 17 retail buildings (some of them multi-tenant) were either existing on the Site or under construction. Sixteen of the tenant spaces were occupied at the time of the Site reconnaissance and consisted of the following retailers:

- Lowe's (unattached)
- Vitamin Cottage and Marble Slab restaurant (attached to Target)
- Pier 1, Gart Sports, Bed Bath and Beyond (BBB), and Petco (Gart Sports complex - attached)
- Chili's Grill & Bar (unattached)
- Regis Salon, Great Clips, Magoo's Italian Bar & Grill, Moe's Southwest Grill, Quizno's, Smoothie King, Red Mountain Wine and Spirits (located in multi-tenant market buildings)

Please note that Target is an anchor-owned development, and not included as part of the defined "Site" throughout this report. Although the Target space was accessed as part of this Phase I ESA, the Target building and portion of the land on which the Target building sits is not part of the Site.

The Lowe's facility was a 1-level, approximately 130,000-square-foot, slab-on-grade building and the Target facility was a 1-level, approximately 125,000-square-foot, slab-on-grade building. The Gart Sports complex retail facility consisted of a single-story, approximate 85,000-square-foot, slab-on-grade building. The nine remaining unattached facilities consisted of single-story, slab-on-grade buildings ranging in size from approximately 1,200 square feet to 6,900 square feet. Paved parking and landscaped areas were located across the Glenwood Meadows shopping complex. The Lowe's building was located on the west portion of the Site and the Target and Gart Sports complex buildings were located on the north portion of the Site, and the remaining buildings were located in the central portion of the Site. The easternmost planned buildings were not present at the time of the Site reconnaissance, however, the easternmost portion of the Site was graded and prepared for development. The construction materials noted stored on that portion of the Site during the March 2006 Phase I ESA were not noted at the time of this Phase I ESA Update Site reconnaissance.

The Site was bordered on the north by Midland Avenue with railroad tracks, Coors Distributing, Midwest Drywall Company, Inc./Electrical Outfitters, Big John Ace Hardware, a power substation and Envirotech located beyond; on the south by undeveloped pasture land with mountains beyond; on the

east by the City of Glenwood Springs Community Center with undeveloped property beyond; and on the west by vacant, graded, parcels with a Park-and-Ride parking lot and Roaring Fork Transportation Center/City Municipal property beyond. The Site is located in an industrial and commercial area within the city of Glenwood Springs.

B.3. Environmental Liens and Additional Information

No information regarding chain-of-title ownership history, environmental liens recorded against the Site (if any), or specialized environmental knowledge or experience that may reveal indications of recognized environmental conditions associated with the Site, was provided to us by the User.

C. Records Review

C.1. Physical Setting Information

According to the United States Geological Survey (U.S.G.S) 7.5-minute topographic map series, Glenwood Springs, Colorado quadrangle, the Site is located at an average elevation of 5,740 feet above mean sea level. The Site lies in the Colorado River valley immediately west of Glenwood Springs downtown region. The majority of the Site is slightly to moderately sloped to the north with landscaped retaining walls in areas of grade change.

The Site lies within the western flank of the Southern Rocky Mountains physiographic province located within the Rocky Mountain System. The majority of the Site is underlain by Quaternary alluvium. This alluvium was deposited over the past 2 million years by the nearby Colorado River. Rocks comprising the surrounding cliffs include Mississippian Leadville Limestone (massive gray rock); contorted gypsum-bearing Pennsylvanian shales, Triassic redbeds; and the Maroon Formation (USGS, 1979). The predominant soil types at the Site include Jerry-Lamphier Cochetopa, which is described as deep, well-drained, moderately sloping to steep soils on mountains and fans; and Morvel-Villa Grove, which is described as deep, well-drained, moderately sloping to moderately steep soils on mesas, mountainsides, and alluvial fans (Soil Conservation Service).

In western Colorado, groundwater is extracted from the following aquifers: Valley fill alluvial deposits, Green River Formation, Mesa Verde group, Dakota sandstone, Entrada sandstone, Glen Canyon group, Wingate sandstone, Leadville limestone, pre-Mississippian-age rocks, and Precambrian crystalline rocks. With the exception of Valley fill deposits, the ability to produce water from any of the aforementioned aquifers is dependent on several geological factors, the most critical being structure. Throughout much of western Colorado, the rocks have been subjected to complex deformation processes that directly affect the hydrogeologic conditions. Therefore, it is quite possible for groundwater to occur under artesian or flowing artesian conditions locally within the same aquifer. Surficial groundwater, if present, likely flows northeast toward the Colorado River (Colorado Geological Survey).

The Site-specific groundwater flow direction was not determined through direct measurement during this Phase I ESA Update. Additional field investigation, beyond the Scope of Services of this Phase I ESA Update, would be required to determine this information.

C.2. Regulatory Information

We obtained regulatory information pertaining to the Site and surrounding area from Environmental Data Resources, Inc. (EDR). The EDR regulatory information report is a compilation and summary of current federal and state regulatory lists and databases and is attached in Appendix C.

The objective of the regulatory information review is to evaluate whether the Site or nearby properties are listed as having a past or present record of actual or potential environmental hazards that are under investigation or may have an adverse impact on the Site.

C.2.a. Federal Database Records

The EDR report included a compilation of the following United States Environmental Protection Agency (USEPA) databases and lists of verified and potential hazardous-waste problem facilities located at, adjacent to, or within ASTM Standard Search Distances from the Site:

- USEPA National Priorities List (NPL). The NPL is the USEPA's national listing of uncontrolled or abandoned hazardous waste facilities identified for priority remedial actions under the Superfund Program.
- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). The CERCLIS is the USEPA's national listing of actual and potential hazardous waste facilities.
- USEPA CERCLIS-No Further Remedial Action Planned (CERC-NFRAP). Database of archived designated Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) facilities, that to the best of the USEPA's knowledge, has had an assessment completed and a determination has been made that no further steps will be taken to list a facility on the NPL.
- USEPA Corrective Action Report (CORRACTS). CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.
- USEPA Resource Conservation and Recovery Information System Treatment, Storage, and Disposal Facilities (RCRIS-TSD). The RCRIS-TSD is a listing of facilities that are required to register their hazardous waste activity under the Resource Conservation and Recovery Act (RCRA).

- USEPA Resource Conservation and Recovery Information System Large- and Small-Quantity Generators of hazardous waste (RCRA-GEN).
- USEPA Emergency Response Notification System (ERNS). The ERNS is the USEPA's national listing of releases of oil and hazardous substances reported to the USEPA, U.S. Coast Guard, the National Response Center and the Department of Transportation.

We also reviewed the EDR Orphan Sites, which is a compilation of facilities from the above federal databases that could not be specifically located due to a lack of suitable information. Please note that information provided by EDR is limited for these facilities. Therefore, the potential impact to the Site from facilities listed on the EDR Orphan Sites cannot always be determined based on the available information.

Table 1 contains a summary of the findings.

Table 1. Federal Database Records

Database	Site	Search Distance (Miles)	< 1/8	1/8-1/4	1/4-1/2	1/2-1	Total Listed
NPL	0	1	0	0	0	0	0
CERCLIS	0	1/2	0	0	0		0
CERC-NFRAP	0	1/4	0	0			0
CORRACTS	0	1	0	0	1	0	1
RCRIS-TSD	0	1/2	0	0	0		0
RCRA-GEN	0	Site and adjoining properties	0				0
ERNS	0	Site					0

According to the EDR report, the Site was not listed on any of the ASTM or EDR Supplemental federal databases.

According to the EDR report, the following CORRACTS facility was listed within 1/2 mile of the Site:

- Eimco Coal Machinery at 2222 Devereux Road, is located approximately 1/2 mile east-southeast of the Site and across the Colorado River from the Site. The most recent activity at this facility was May of 2000 and information provided in the database listing indicates that the Corrective Action process was terminated, remedial activities were completed, and a Certification of Remedy Completion or Construction Completion was issued. Based on the location of this facility relative to the Site, it is unlikely that groundwater contamination associated with this facility (if groundwater contamination exists) would have an adverse impact on the groundwater beneath the Site.

According to the EDR report, no additional facilities were listed on any of the ASTM federal databases within the ASTM specified search distances.

C.2.b. State Database Records

The State Database Records report summarized the State of Colorado databases and lists. EDR evaluated the following State Database Records for current listings of verified and potential problem facilities located on, adjacent to, or within ASTM Standard search distances from the Site:

- Solid Waste Facilities/Landfill Sites (SWLF). The MPCA's database listing of permitted solid waste disposal facilities.
- Voluntary Cleanup Program (VCP). The VCP list is the Colorado Department of Public Health and Environment's (CDPHE) registry of properties at which a voluntary cleanup program has been or is being conducted. The CDPHE staff provides permitting and assistance in review of the investigation and any necessary remedial activities. A number of these properties have been investigated and cleaned up or found not to require any cleanup work.
- Leaking Underground Storage Tank Incident Reports (LUST). LUST records contain an inventory of reported leaking underground storage tank incidents.
- Registered Underground Storage Tanks (UST). USTs are regulated under Subtitle I of the RCRA and must be registered with the state department responsible for administering the UST program.
- Colorado Emergency Response Notification System (CO ERNS). Database listing of spills reported to the CDHPE. The data includes information regarding initial cause, initial source, material spilled, and quantity.

We also reviewed the EDR Orphan Sites, which is a compilation of facilities from the above state databases that could not be specifically located due to a lack of suitable information. Please note that information provided by EDR is limited for these facilities. Therefore, the potential impact to the Site from facilities listed on the EDR Orphan Sites cannot always be determined based on the available information.

Table 2 contains a summary of the findings.

Table 2. State Database Records

Database	Site	Search Distance (Miles)	<1/8	1/8-1/4	1/4-1/2	1/2-1	Total Listed
SWLF	0	1/2	0	0	0		0
VCP	0	1/2	0	0	0		0
LUST	0	1/2	0	0	3		3
UST	0	Site and adjoining properties	0				0
CO ERNS (Spills)	0	Site					0

According to the EDR report, the Site was not listed on any of the ASTM or EDR Supplemental state databases.

According to the EDR report, the following LUST facilities were located within 1/2 mile of the Site:

- Glenwood Springs Section (CDPHE Event ID #6363), at Devereux Road and Devereux Lane; located approximately 1/4 mile southeast of the Site. According to the database listing, the LUST incident status is closed for this event.
- CDOT Glenwood Springs, (CDPHE Event ID #784), at 202 Centennial Street, located approximately 1/2 mile east-southeast of the Site. According to the database listing, the LUST incident status is closed for this event. Additionally, four closed USTs were listed at this facility.
- Eimco Coal Machinery/Glenwood Industrial, LLC Site at 2222 Devereux Road, is located approximately 1/2 mile east-southeast of the Site and across the Colorado River from the Site. According to the database listing, the LUST incident status is closed for this event.

Based on the location of the three “closed” LUST facilities relative to the Site in the anticipated down-gradient direction, it is unlikely that groundwater impacts associated with these facilities (if any remain) would have an adverse impact on the Site.

According to the EDR report, no additional facilities were listed on any of the ASTM state databases within the ASTM specified search distances.

C.3. City of Glenwood Springs

We contacted Mr. Ron Biggers, Glenwood Springs Fire Marshall, for information regarding the Site. According to Mr. Biggers, no new information was available pertaining to the Site since the time of the March 2006 Phase I ESA. As stated in the March 2006 Phase I ESA, no records of USTs, emergency

responses, fires, or other environmental issues are on record for the Site with the exception of the "Coal Seam Fire" of 2002, which burned across the Site, prior to the existing development. The Coal Seam Fire did not originate on the Site, but traversed it and the surrounding region.

C.4. Historical-Use Information

The objective of the historical-use information review is to develop a history of the previous uses of the Site and surrounding area, in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the property. We consulted only those historical sources that were readily available and practically reviewable and were likely to be useful to develop a history of the previous uses of the Site and surrounding area within the time and cost constraints of this Phase I ESA Update.

C.4.a. Fire Insurance Maps

Fire insurance maps are produced by private fire insurance map companies and indicate uses of property at specified dates. The information noted on the maps includes uses of individual structures, locations of fuel and/or chemical storage tanks, and storage of other potentially toxic substances.

According to EDR and our research, no historic fire insurance map coverage is available for the Site.

C.4.b. City Directory Information

We retained EDR to obtain city directory information pertaining to the Site and surrounding area. Because the Site addresses (on Market Street and Meadows Drive) did not exist until recently, no city directories were available for review.

C.4.c. Aerial Photographs

We obtained aerial photographs of the Site dated 1960, 1983, 1993, and 1999 from HIG. Copies of aerial photographs are attached in Appendix E of the previous Phase I ESA prepared by Braun Intertec in December 2003.

1960

The Site was depicted as undeveloped agricultural land. A farm access road was depicted traversing northwest-southeast on the Site. Surrounding properties are depicted as agricultural land in each direction from the Site.

1983

No significant changes were noted at the Site or surrounding area, with the exception of the railroad and industrial properties depicted adjacent to the north of the Site.

1993

No significant changes were noted at the Site or surrounding area, with the exception of additional development of the railroad and industrial properties depicted adjacent to the north of the Site.

1999

No significant changes were noted at the Site or surrounding area.

No land uses such as dumping or landfilling were apparent on or adjacent to the Site on the aerial photographs reviewed.

C.5 Previous Environmental Investigations

The following previous environmental investigations were reviewed as part of the December 2003 Phase I ESA and are provided in Appendix F:

- *Phase I Environmental Site Assessment; Glenwood Meadows; Glenwood Springs, Colorado;* Braun Intertec; dated March 23, 2006.
- *Phase I Environmental Site Assessment; Proposed Target; Midland Avenue; Glenwood Springs, Colorado;* Braun Intertec; dated December 3, 2003.
- *Geotechnical Analysis Summary;* conducted by High Country Engineering; dated September 17, 2001.
- *Glenwood Meadows Development Project Wildlife Species and Habitat Assessment;* conducted by J.F. Sato and Associates in February 2000.
- *Geologic and Preliminary Geotechnical Investigation Glenwood Meadows;* conducted by CTL/Thompson, Inc. in February 2000.
- *Phase I Environmental Site Assessment; Wulfsohn Ranch; Glenwood Springs, Colorado;* Western Technologies, Inc.; dated June 5, 1996.
- *Wetland Investigation;* Professional Wetlands Consulting, Inc.; July 8, 1996.

No recognized environmental conditions were identified in connection with the Site in the review of the aforementioned documents.

D. Information from Site Reconnaissance and Interviews

A Site reconnaissance was conducted by a Braun Intertec environmental scientist (Rebecca Bourdon) on May 22, 2006. We obtained information regarding the Site from the each respective manager on-duty or store representative for the Site tenants.

D.1. Known Current and Past Uses of the Site and Adjoining Properties

At the time of this assessment, the Site consisted of an approximately 250-acre developed lot. A total of 17 retail buildings (some of them multi-tenant) were either existing on the Site or under construction. Sixteen of the tenant spaces were occupied at the time of the Site reconnaissance and consisted of the following retailers:

- Lowe's (unattached)
- Vitamin Cottage and Marble Slab restaurant (attached to Target)
- Pier 1, Gart Sports, Bed Bath and Beyond (BBB), and Petco (Gart Sports complex - attached)
- Chili's Grill & Bar (unattached)
- Regis Salon, Great Clips, Magoo's Italian Bar & Grill, Moe's Southwest Grill, Quizno's, Smoothie King, Red Mountain Wine and Spirits (located in multi-tenant market buildings)

The Lowe's facility was a 1-level, approximately 130,000-square-foot, slab-on-grade building and the Target facility was a 1-level, approximately 125,000-square-foot, slab-on-grade building. The Gart Sports complex retail facility consisted of a single-story, approximate 85,000-square-foot, slab-on-grade building. The nine remaining unattached facilities consisted of single-story, slab-on-grade buildings ranging in size from approximately 1,200 square feet to 6,900 square feet. Paved parking and landscaped areas were located across the Glenwood Meadows shopping complex. The Lowe's building was located on the west portion of the Site and the Target and Gart Sports complex buildings were located on the north portion of the Site, and the remaining buildings were located in the central portion of the Site. The easternmost planned buildings were not present at the time of the Site reconnaissance, however, the easternmost portion of the Site was graded and prepared for development. The construction materials noted stored on that portion of the Site during the March 2006 Phase I ESA were not noted at the time of this Phase I ESA Update Site reconnaissance.

The Site was bordered on the north by Midland Avenue with railroad tracks, Coors Distributing, Midwest Drywall Company, Inc./Electrical Outfitters, Big John Ace Hardware, a power substation, and Envirotech located beyond; on the south by undeveloped pasture land with mountains beyond; on the east by the City of Glenwood Springs Community Center with undeveloped property beyond; and on the west by vacant, graded, parcels with a Park-and-Ride parking lot and Roaring Fork Transportation Center/City Municipal property beyond. The Site is located in an industrial and commercial area within the city of Glenwood Springs.

Our research has revealed that the Site and surrounding area have been rural in nature. According to our research, the Site and surrounding area were historically utilized as a ranch for livestock grazing and cultivated agricultural land. The Site was occupied by Glenwood Meadows Shopping Center at the time of this assessment. According to the existing tenant representatives, the structures they occupied were significantly completed in May 2005 and each took possession of their respective spaces between early October and late November 2005, with the exception of Great Clips, who took possession in February 2006. A Site sketch and Site photographs are included as Appendix B and D, respectively.

D.2. Site Layout

During the reconnaissance, the Site topography appeared to be gently sloping to the north, toward the Colorado River. Recently completed grading work was noted on the eastern-most edge of the Glenwood Meadows retail area during this Phase I ESA Update Site visit.

Drainage on the Site appeared to be toward storm water catch basins located in the paved parking areas and in the adjacent streets. Paved parking/driveway surfaces were located throughout the Glenwood Meadows Shopping Center.

D.3. Hazardous Substances and Petroleum Products

No indications of spills or leaks of hazardous substances or petroleum products were noted on the Site at the time of our reconnaissance with the exception of minor staining on concrete surfaces that were not compromised. Retail displays of household-sized cleaners, petroleum-based products, pesticides, herbicides, and fertilizers were noted in the Lowe's and Target facilities. Spill kits were located in multiple locations within these tenant spaces in the event of spills or leaks of these products. According to the tenant representatives, corporate-established training programs for small hazardous materials spill response were in-place and this training was provided to their employees. Additionally, storage of household sized, up to 5-gallon-sized, cleaners were noted in the janitor's closet of each tenant space.

Drums noted on the Lowe's property at the time of the Site reconnaissance were located within the secured hazardous materials storage area located on the west exterior side of the building, with the exception of two polyethylene drums labeled Euco Diamond Hard (liquid densifier) located near the loading dock that were of unknown origin to the manager on duty. According to the previous Phase I ESA manager interview, the drums are filled with fluids and waste materials brought onto the Site by customers (i.e., returned equipment containing fluids requiring disposal). No staining or cracked flooring was noted in the vicinity of the hazardous materials storage area on the Lowe's property.

Three 55-gallon metal drums containing used cooking grease/oil were noted on the north exterior of the Chili's property, within the garbage enclosure. Staining was noted in the vicinity of the drums; however, the used grease is cooking grade and did not appear to present an environmental issue. According to the manager on duty, the grease drums are disposed of approximately every three months, or as needed, by a vendor contracted by Chili's.

According to the Site tenant representatives, Material Safety Data Sheets (MSDSs) were maintained in various locations within each tenant space, where applicable. Additionally, MSDSs were noted in various locations within the tenant spaces during the Site reconnaissance.

Cargo lifts noted in the loading docks of various tenant spaces were either operated by electric-powered air bags or were spring loaded. Forklifts noted throughout the tenant spaces used hydraulics, but were electrically powered. No leakage or staining was noted on any of the forklifts at the time of the Site reconnaissance. Numerous cardboard and trash compactors were noted on the Site; however, no oil staining was noted in the vicinity of the compactors at the time of the Site reconnaissance.

D.4. Storage Tanks

No underground or aboveground storage tanks were noted or reported on the Site by the interviewees at the time of the Site reconnaissance, with the exception of one 1,100-gallon diesel aboveground storage tank (AST), noted on the west side of the Lowe's building, within a generator/transformer enclosure. The diesel AST labels indicated a secondary containment unit was built into the unit as a whole. No staining, leaking, or cracked pavement was noted in the vicinity of the AST.

Pressurized tanks were noted on the west exterior of the Lowe's building, within a caged unit, secured to the paved surface below. One carbon dioxide pressurized tank was noted in the restaurant portion of the Target building. Additionally, air compressors noted in the buildings did not appear to have recently leaked as no new indications of staining or leakage were noted at the time of this Site reconnaissance.

D.5. Potential PCB-Containing Equipment

Numerous transformers were noted throughout the Site; a total of 13 utility-owned (City of Glenwood Springs) pad-mounted transformers were noted on the common areas (i.e., parking lots, landscaped areas). The remaining transformers were floor mounted and noted in each of the tenant spaces, with the exception of the Petco, Pier 1, and Great Clips facilities. A "non-PCB" label was adhered to each of the exterior transformers. No staining or signs of leaks were noted in the vicinity of the transformers on the Site and each appeared to be in good condition.

D.6. Indications of Solid Waste Disposal

No indications of the uncontrolled disposal of solid waste or dumping were noted on the Site. Solid wastes generated at the Site are disposed in dumpsters serviced by local waste haulers contracted separately by each of the tenants (e.g., Discovery cardboard recycling, Waste Management, and Rocky Mountain Disposal).

Solid wastes typical of a construction project were noted on the areas of the Site undergoing building construction at the time of the Site reconnaissance. None of these wastes appeared to represent an environmental concern and the contractors on the Site appeared to be diligent in removing excess construction debris.

D.7. Potable Water Sources and Sanitary/Wastewater Discharges

The Site is connected to municipal water and sewer utilities. No disposal/discharge pits, surface impoundments or lagoons were noted at the Site. Retention ponds were noted along the north property boundary, receiving discharge runoff water from the Site. No sheen was noted on the retention pond water.

Floor drains were noted throughout each tenant space at the time of the Site reconnaissance in the restrooms and in kitchen areas. According to each tenant representative, the floor drains all discharge to the sanitary sewer and no oil/water separators, sand traps, or flame traps were noted on the Site. However, one sub-grade grease trap was noted in the restaurant area of the Target building. The grease trap was not accessible for visual inspection at the time of the Site reconnaissance; however, the manager on duty was instructed to contact the Braun Intertec representative upon their access of it. At the time of this report, a response has not been received. The grease trap appeared to be only partially filled and was reportedly pumped out and cleaned once every six months.

According to the tenants interviewed at the time of the Site reconnaissance, no water wells exist on the Site. Additionally, no indications of monitoring or drinking water wells above grade were noted on the Site.

According to the City of Glenwood Springs Red Mountain Water Treatment Plant representative, the concentration of lead in the municipal drinking water supply is below the State of Colorado-established drinking water standard of 0.015 milligrams per Liter (mg/L) dissolved lead.

D.8. Other Utilities

Each building on the Site is heated by a rooftop-mounted natural gas-fired, forced-air furnace and cooled by a rooftop-mounted electric air-conditioning unit. The utility providers varied by tenant, but were generally provided by the City of Glenwood Springs, Xcel Energy, and/or Kinder Morgan, or a combination thereof.

D.9. Wetlands Information

In general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services, dated May 6, 1998, Section 2.2, paragraph (f), wetlands information for the Site was provided in the EDR report. According to the EDR report, the Site is located within a designated Federal Wetlands area. For specific information pertaining to the wetland issues on this Site, please refer to the Wetland Delineation report dated, June 1996, which was prepared by Professional Wetlands Consulting, Inc. (the Site is referred to as Wulfsohn Ranch in this report, which is included in Appendix E). It should be noted that the EDR report and NEPA report obtained for the 2003 Phase I ESA did not identify wetlands on the Site.

D.10. NEPA Information

A National Environmental Policy Act (NEPA) report, providing information pertaining to endangered species and archaeological sites, was provided in the Phase I ESA Update performed by Braun Intertec in December 2003. Additionally, a Wildlife Species and Habitat Assessment was performed for the Glenwood Meadows Development Project in February 2000 and was reviewed as part of the December 2003 Phase I ESA of the Site. The 2003 Phase I ESA found no sites of archeological significance were located on the Site and no threatened or endangered plant or animal species would be significantly adversely affected by the development of the Site. These reports are attached in Appendix E - Previous Environmental Investigations for further information.

D.11. Radon Gas

Radon is a naturally occurring radioactive gas found in soils and rocks as a result of the natural decay or breakdown of native uranium and radium. Radon is a colorless and odorless gas that can accumulate once inside an enclosed space, such as a basement. Based on information from the Colorado Geological Survey provided in the previous 2003 Phase I ESA prepared by Braun Intertec, radon gas levels are considered low to moderate for structures tested in the area of the Site.

Additionally, according to the EPA's Radon informational website, Garfield county is located within a Zone 1 designation for radon, which is defined as follows, "Zone 1 counties have a predicted average indoor radon screening level greater than 4 pCi/L (pico curies per liter) (red zones)." However, due to the lack of basements or other sub-grade levels in the buildings located on the Site, radon is not anticipated to adversely affect the Site buildings.

D.12. Asbestos

A visual assessment for damaged, potentially asbestos-containing material (ACM) was performed as part of this Phase I ESA Update. Construction of the buildings on the Site began in May 2005 and continued through the time of this Phase I ESA Update Site reconnaissance. The buildings were constructed of pre-cast concrete and concrete block exterior walls, with metal framing, typical retail interior finishes, and metal roofing support systems, all of which appeared to be in good condition at the time of the Site reconnaissance. Due to the age of the structures and the building materials' condition, no damaged potential ACM was noted during the Site reconnaissance. In our opinion, assessment of these materials would be recommended in the event of future renovation or demolition.

D.13. Lead-Based Paint

Based on the commercial use of the Site, a visual assessment for potential areas of lead-based paint was not performed as part of this Phase I ESA Update.

D.14. Moisture Intrusion/Mold

A visual assessment for moisture intrusion/mold was performed as part of this Phase I ESA Update. No areas of moisture intrusion or evidence of suspect fungal growth was noted in the buildings on the Site at the time of the Site reconnaissance. It should be noted that building and other Site improvement construction was on-going at the time of the Site visit and therefore, not all future tenant-occupied spaces were accessed.

E. Findings

The following environmental conditions regarding the Site were noted:

- Information regarding the Site was available back to 1960. The information indicates that the Site was developed at that time as ranch land.

- Based on regulatory information, the Site is located in an area of known petroleum and non-petroleum groundwater impacts from facilities located in the down-gradient direction relative to the Site and each facility has been issued closure by the CDPHE.
- The Site was substantially developed with a new shopping center complex at the time of this assessment. Construction was underway on the remaining portions of the Site.
- Minor areas of oil/water condensate staining were noted in the vicinity of an air compressor in the Target building during the Site reconnaissance, however, no new staining was noted since the time of the March 2006 Phase I ESA.

F. Opinions

F.1 Recognized Environmental Conditions

A “recognized environmental condition,” as defined by ASTM Practice E 1527-00 is “The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions of storage and use in compliance with local and state regulations.”

This assessment identified no recognized environmental conditions in connection with the Site.

F.2 Historical Recognized Environmental Conditions

Historical Recognized Environmental Conditions are conditions that were or would have been considered to be Recognized Environmental Conditions in the past but because of further information or a change of conditions are no longer considered Recognized Environmental Conditions. This assessment identified no historical recognized environmental conditions in connection with the Site.

F.3 De Minimis Conditions

A *de minimis* condition is a condition that generally does not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of regulatory governmental agencies.

The past uses of the Site for cultivated farmland/pastureland and the current use as a retail center, in our opinion, appear to represent a *de minimis* condition at the Site.

The government database records identified several facilities in the surrounding area. Based on factors that include the regulatory status, the distances of the facilities from the Site, and the locations of the facilities relative to the estimated direction of groundwater flow, the database listings in the surrounding area appear to represent *de minimis* conditions.

The oil/water condensate staining noted in the vicinity of the air compressor in the Target space appeared to represent a *de minimis* condition, due to the lack of compromised concrete flooring below it.

G. Conclusions

We have performed this Phase I ESA Update of the Site in general conformance with the scope and limitations of ASTM Practice E 1527-00. Any exceptions to, or deletions from, this practice are described in Section A.3. of this report.

This assessment has revealed no indications of recognized environmental conditions in connection with the Site.

H. Recommendations

Based on the current use of the property, we do not recommend additional environmental investigation regarding the Site.

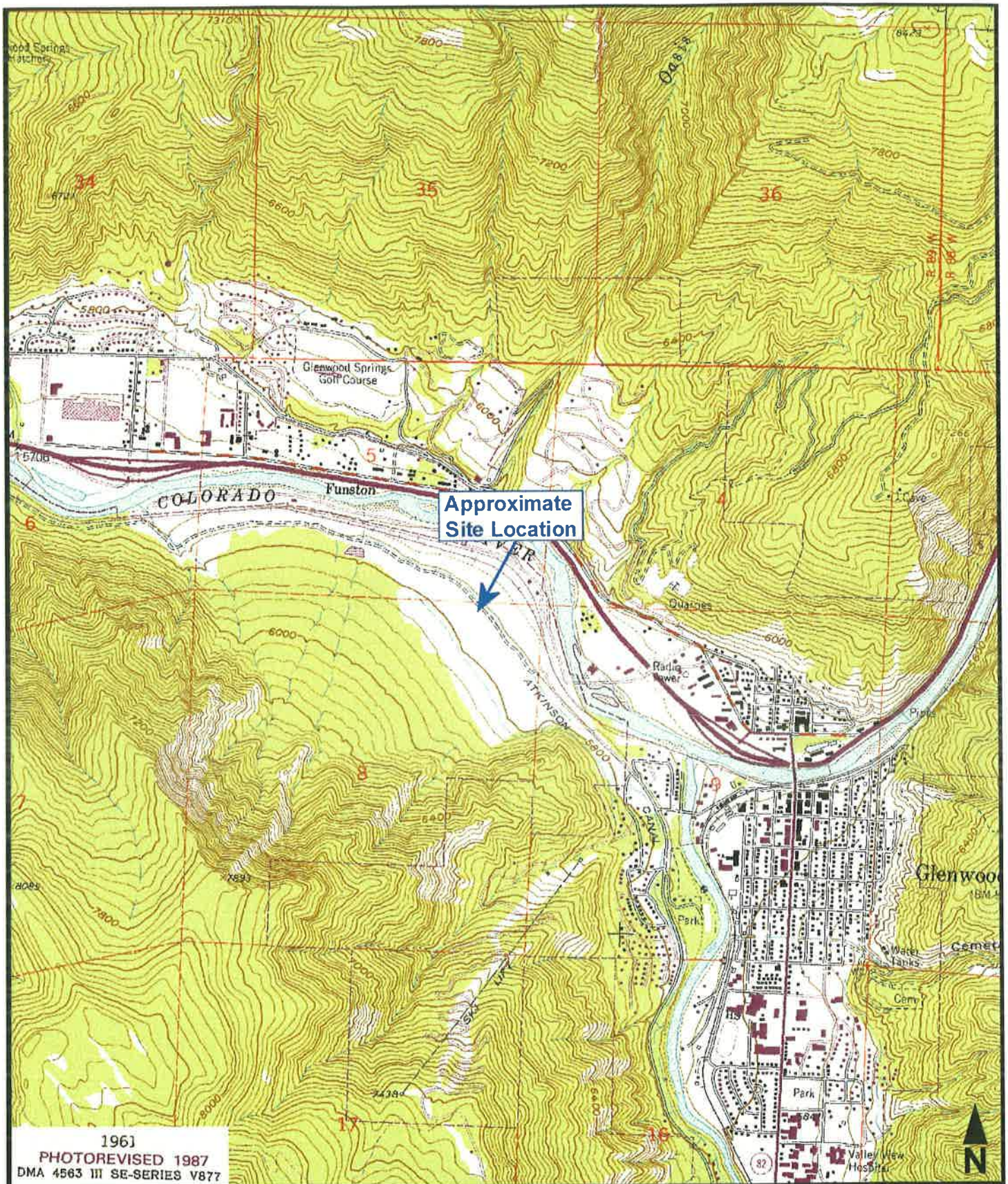
I. Qualifications of Environmental Professionals

A Braun Intertec Statement of Qualifications for this Phase I ESA Update project will be provided to the User upon request.

I. References

Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, 2000, Annual Book of ASTM Standards, Vol. 11.04, E 1527-00.

Appendix A
Site Location Map



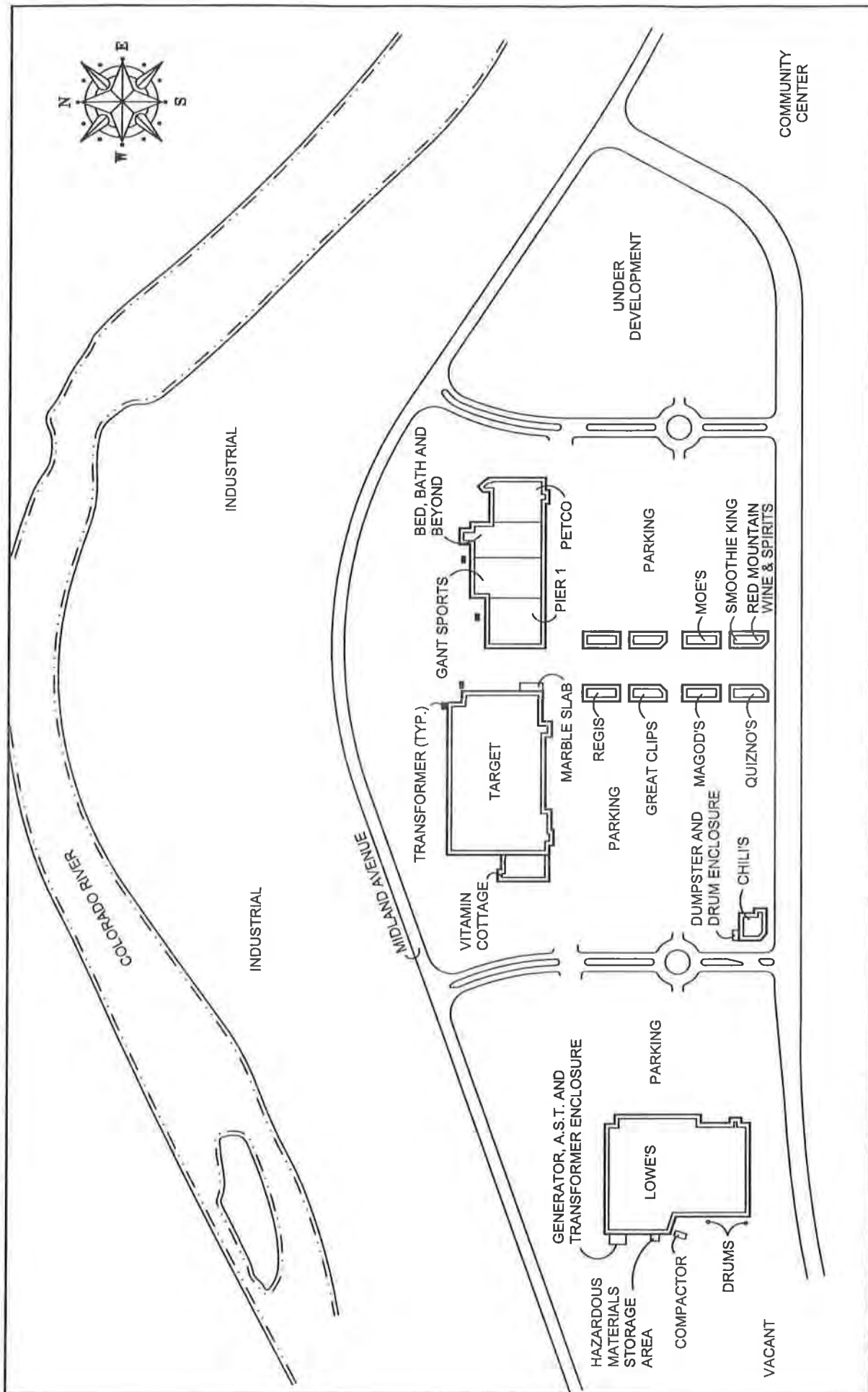
BRAUN
INTERTEC

Site Location Map
Phase I Environmental Site Assessment
Glenwood Meadows Shopping Center
Midland Avenue
Glenwood Springs, Colorado

USGS TOPOGRAPHIC MAP	
Glenwood Springs, CO	
DATE:	3/8/2006
JOB NO:	BL-06-01019
SCALE:	1 : 24,000
DRAWN BY:	DRS
FIGURE NO:	1

Appendix B

Site Sketch



BRAUN
INTERTEC

SITE SKETCH
PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE
GLENWOOD MEADOWS SHOPPING CENTER
MIDLAND AVENUE - GLENWOOD SPRINGS, COLORADO

FIGURE NO.		INT	DATE
2		DRAWN BY: JAG	3-21-06
		APP'D BY: RB	6-9-06
		JOB NO. BL0601019A	
		DWG. NO. BL0601019	SHEET OF 1
		SCALE NONE	1

Appendix C

Environmental Data Resources (EDR) Report



EDR® Environmental
Data Resources Inc

The EDR Radius Map™ Report

**Glen Meadows Shopping Center
Midland Avenue
Glenwood Springs, CO 81601**

Inquiry Number: 1678030.1s

May 17, 2006

The Standard in Environmental Risk Management Information

**440 Wheelers Farms Road
Milford, Connecticut 06461**

Nationwide Customer Service

**Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com**

FORM NULL-CAR

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Detail Map	3
Map Findings Summary	4
Map Findings	6
Orphan Summary	12
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

MIDLAND AVENUE
GLENWOOD SPRINGS, CO 81601

COORDINATES

Latitude (North):	39.555300 - 39° 33' 19.1"
Longitude (West):	107.342300 - 107° 20' 32.3"
Universal Transverse Mercator:	Zone 13
UTM X (Meters):	298755.1
UTM Y (Meters):	4380813.0
Elevation:	5768 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	39107-E3 GLENWOOD SPRINGS, CO
Most Recent Revision:	1987

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL.....	National Priority List
Proposed NPL.....	Proposed National Priority List Sites
Delisted NPL.....	National Priority List Deletions
NPL RECOVERY.....	Federal Superfund Liens
CERCLIS.....	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP.....	CERCLIS No Further Remedial Action Planned
RCRA-TSDF.....	Resource Conservation and Recovery Act Information
RCRA-LQG.....	Resource Conservation and Recovery Act Information
RCRA-SQG.....	Resource Conservation and Recovery Act Information

EXECUTIVE SUMMARY

ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

SHWS	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.
METHANE SITE	Methane Site Investigations - Jefferson County 1980
SWF/LF	Solid Waste Sites & Facilities
Methane Investigation	Methane Gas & Swamp Findings
HISTORICAL LANDFILL	Historical Landfill List
CO TRUST	Lust Trust Sites
UST	Underground Storage Tank Database
AST	Aboveground Tank List
CO ERNS	Spills Database
AUL	Environmental Real Covenants List
VCP	Voluntary Cleanup & Redevelopment Act Application Tracking Report
DRYCLEANERS	Drycleaner Facilities
CDL	Meth Lab Locations
UMTRA	Uranium Mill Tailings Sites

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property. Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/15/2006 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>EIMCO COAL MACHINERY</i>	<i>2222 DEVERUEX ROAD</i>	<i>1/4 - 1/2ESE</i>	<i>A3</i>	<i>7</i>

STATE AND LOCAL RECORDS

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Health's Leaking Underground Storage Tank List.

A review of the LUST list, as provided by EDR, and dated 04/04/2006 has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

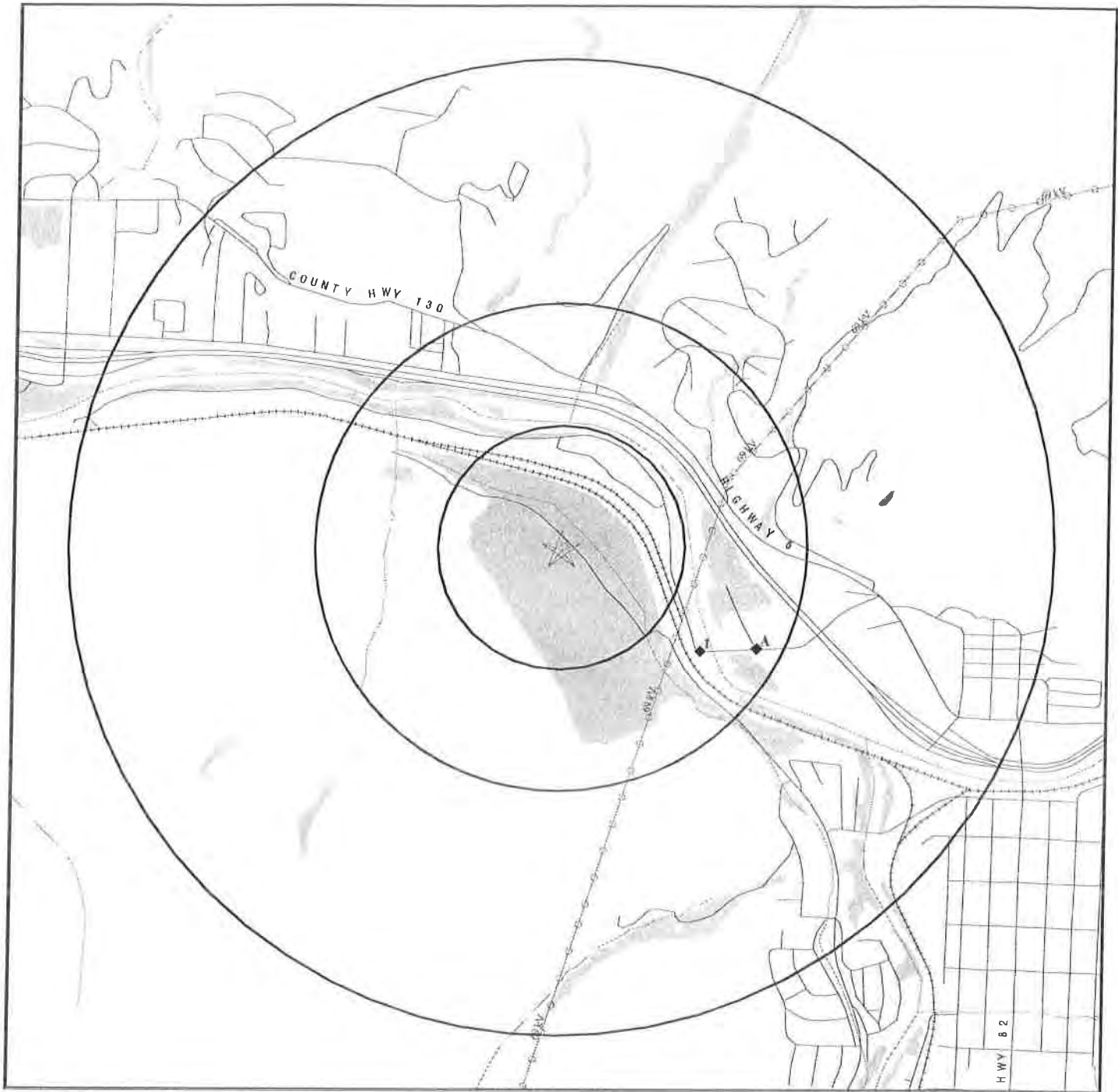
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
GLENWOOD SPRINGS SECTION Status: Closed	DEVEREUX RD / DEVEREU	1/4 - 1/2 SE	1	6
<i>CDOT GLENWOOD SPRINGS</i> Status: Closed Status: Open	<i>202 CENTENNIAL ST</i>	<i>1/4 - 1/2ESE</i>	<i>A2</i>	<i>6</i>
EIMCO / GLENWOOD INDUSTRIAL LL Status: Closed	2222 DEVERUEX RD	1/4 - 1/2ESE	A4	11

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
CACALOCO COMPOST FACILITY	SWF/LF
CANYON CLNRS	DRYCLEANERS
BFI INGELHART BUILDING	LUST
REY MOTORS INC	LUST, UST
TOMAHAWK TRUCK STOP	LUST, UST, AST, CO TRUST
SECURITY LEASING INC PROPERTY	LUST, CO TRUST
HOLY CROSS ELECTRIC ASSOC INC	LUST
ORRISON DISTRIBUTING	LUST, UST
THUNDER RIVER MARKET	LUST, UST
1172 AIRPORT CENTER	LUST, CO ERNS
BROWNING-FERRIS INDUSTRIES	UST
UPS GLENWOOD SPRINGS CENTER	UST
THE DRY DOCK	AST
RENT-X	AST
GARCO GLENWOOD SHOP	AST
AMERIGAS	AST
ROBO CAR WASH	AST
WILLIAMS ENERGY PLANT	AST
BIG JOHNS BUILDING AND HOME CENTER	AST
JIMS DOXOL GAS & APPLIANCES	AST
MUNICIPAL OPERATIONS CENTER	AST
KN ENERGY INC-ROCKY MTN NATURAL GAS D	RCRA-SQG, FINDS
NELSON'S AUTO BODY INC	RCRA-SQG, FINDS

OVERVIEW MAP - 1678030.1s



- * Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

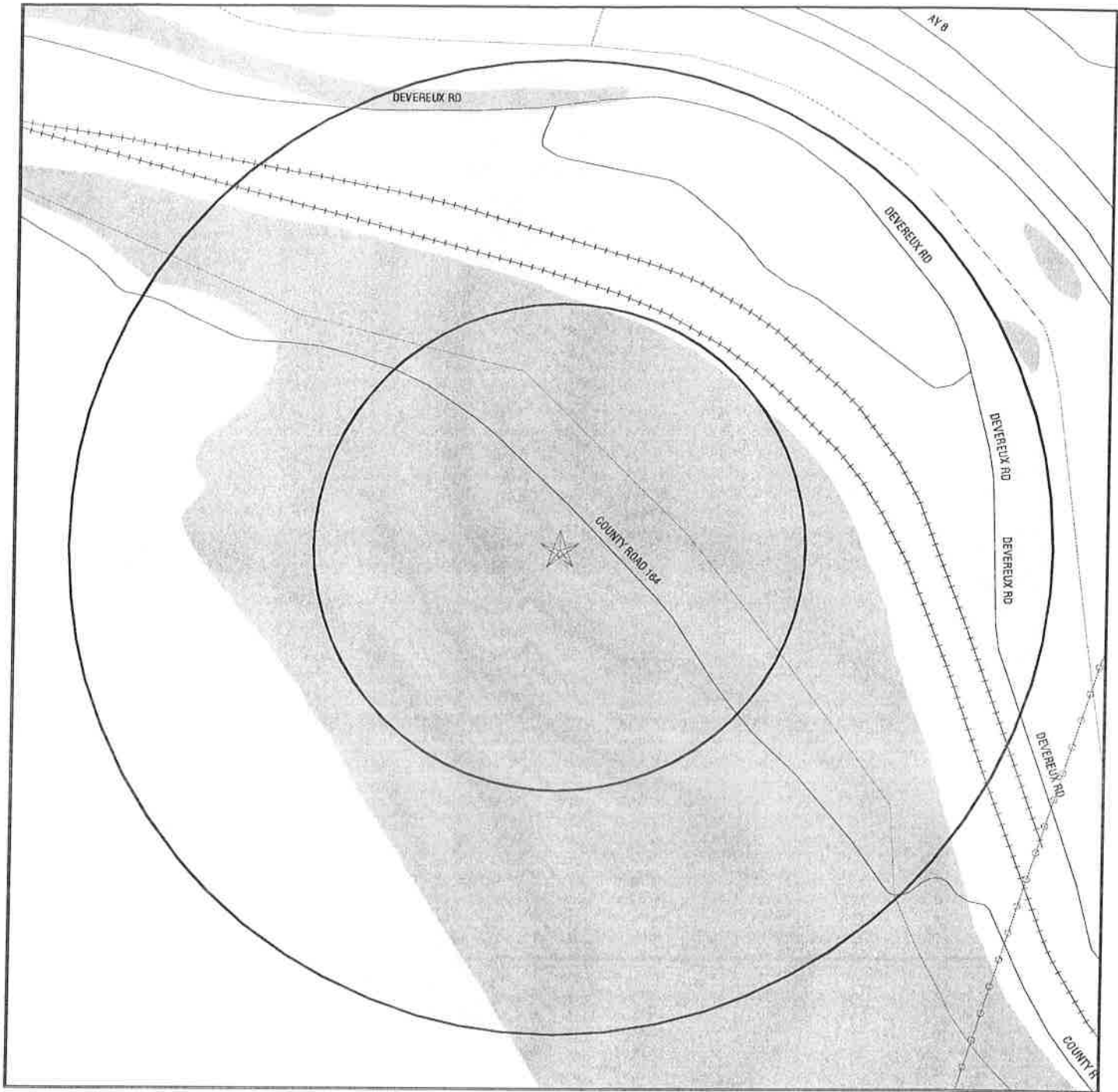
- Indian Reservations BIA
- ~ Power transmission lines
- ~ Oil & Gas pipelines
- National Wetland Inventory
- State Wetlands

SITE NAME: Glen Meadows Shopping Center
 ADDRESS: Midland Avenue
 Glenwood Springs CO 81601
 LAT/LONG: 39.5553 / 107.3423

CLIENT: Braun Intertec Corporation
 CONTACT: Rebecca Bourdon
 INQUIRY #: 1678030.1s
 DATE: May 17, 2006

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DETAIL MAP - 1678030.1s



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- ✱ Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

- Indian Reservations BIA
- Power transmission lines
- Oil & Gas pipelines
- National Wetland Inventory
- State Wetlands

SITE NAME: Glen Meadows Shopping Center
 ADDRESS: Midland Avenue
 Glenwood Springs CO 81601
 LAT/LONG: 39.5553 / 107.3423

CLIENT: Braun Intertec Corporation
 CONTACT: Rebecca Bourdon
 INQUIRY #: 1678030.1s
 DATE: May 17, 2006

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<u>FEDERAL RECORDS</u>								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL RECOVERY	TP		NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	1	0	NR	1
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.250	0	0	NR	NR	NR	0
ERNS	TP		NR	NR	NR	NR	NR	0
HMIRS	TP		NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
<u>STATE AND LOCAL RECORDS</u>								
State Haz. Waste		N/A	N/A	N/A	N/A	N/A	N/A	N/A
Methane Site	TP		NR	NR	NR	NR	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
Methane Investigation	TP		NR	NR	NR	NR	NR	0
Historical Landfill		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	3	NR	NR	3
CO TRUST		0.500	0	0	0	NR	NR	0
UST		0.250	0	0	NR	NR	NR	0
AST		0.250	0	0	NR	NR	NR	0
CO ERNS	TP		NR	NR	NR	NR	NR	0
AUL		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
UMTRA		0.500	0	0	0	NR	NR	0
<u>TRIBAL RECORDS</u>								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
<u>EDR PROPRIETARY RECORDS</u>								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

N/A = This State does not maintain a SHWS list. See the Federal CERCLIS list.

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

1
SE
1/4-1/2
1873 ft.

GLENWOOD SPRINGS SECTION
DEVEREUX RD / DEVEREUX LN
GLENWOOD SPRINGS, CO 81601

LUST **S105567815**
N/A

Relative:
Lower

LUST:

Log Date: 02/26/98
Event ID: 6363

Actual:
5723 ft.

Facility Addr 2: RAILROAD GLENWOOD SPRINGS CO 81601
Status: Closed

A2
ESE
1/4-1/2
2372 ft.

CDOT GLENWOOD SPRINGS
202 CENTENNIAL ST
GLENWOOD SPRINGS, CO 81601

LUST **U003806853**
UST **N/A**

Relative:
Lower

Site 1 of 3 in cluster A

LUST:

Log Date: 08/17/92
Event ID: 784

Actual:
5727 ft.

Facility Addr 2: 202 CENTENNIAL ST GLENWOOD SPRINGS CO 81601
Status: Closed

Log Date: 06/10/05
Event ID: 9806

Facility Addr 2: 202 CENTENNIAL ST GLENWOOD SPRINGS CO 81601
Status: Open

UST:

Facility ID: 7564
Owner Name: CDOT
Owner Address: 606 S 9TH ST
GRAND JUNCTION, CO 81501

Owner ID: 1047
Tank ID: 19911
Tank Count: 23026
Tank Tag: '7564-1
Tank Type: UST
Facility Status: CLOSED
Tank Owner: Not reported
Tank Capacity: 10000
Tank Chemical: 4 - Diesel

Facility ID: 7564
Owner Name: CDOT
Owner Address: 606 S 9TH ST
GRAND JUNCTION, CO 81501

Owner ID: 1047
Tank ID: 19912
Tank Count: 23026
Tank Tag: '7564-2
Tank Type: UST
Facility Status: CLOSED
Tank Owner: Not reported
Tank Capacity: 10000
Tank Chemical: Gasoline

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

CDOT GLENWOOD SPRINGS (Continued)

EDR ID Number
EPA ID Number

Database(s)

U003806853

Facility ID: 7564
Owner Name: CDOT
Owner Address: 606 S 9TH ST
GRAND JUNCTION, CO 81501
Owner ID: 1047
Tank ID: 19913
Tank Count: 23026
Tank Tag: '7564-3
Tank Type: UST
Facility Status: CLOSED
Tank Owner: Not reported
Tank Capacity: 6000
Tank Chemical: Gasoline

Facility ID: 7564
Owner Name: CDOT
Owner Address: 606 S 9TH ST
GRAND JUNCTION, CO 81501
Owner ID: 1047
Tank ID: 19914
Tank Count: 23026
Tank Tag: '7564-4
Tank Type: UST
Facility Status: CLOSED
Tank Owner: Not reported
Tank Capacity: 1000
Tank Chemical: 6 - Used Oil (Waste Oil)

A3
ESE
1/4-1/2
2454 ft.
EIMCO COAL MACHINERY
2222 DEVERUEX ROAD
GLENWOOD SPRINGS, CO 81601

RCRA-SQG 1000210929
FINDS COD981544786
CORRACTS

Relative:
Lower

Site 2 of 3 in cluster A

CORRACTS Data:

Actual:
5730 ft.

EPA Id: COD981544786
Region: 08
Area Name: SITE:GROUNDWATER
Actual Date: 04/21/2000
Corrective Action: CA550 - Certification Of Remedy Completion Or Construction Completion
2002 NAICS Title: Not reported

EPA Id: COD981544786
Region: 08
Area Name: ENTIRE FACILITY
Actual Date: 05/01/2000
Corrective Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
2002 NAICS Title: Not reported

EPA Id: COD981544786
Region: 08
Area Name: SITE:GROUNDWATER
Actual Date: 05/01/2000
Corrective Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
2002 NAICS Title: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation

Site

MAP FINDINGS

Database(s)

EDR ID Number
EPA ID Number

EIMCO COAL MACHINERY (Continued)

1000210929

EPA Id: COD981544786
Region: 08
Area Name: ENTIRE FACILITY
Actual Date: 05/01/2000
Corrective Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
2002 NAICS Title: Not reported

EPA Id: COD981544786
Region: 08
Area Name: ENTIRE FACILITY
Actual Date: 05/01/2000
Corrective Action: CA999RM - Corrective Action Process Terminated, Remedial Activities Completed
2002 NAICS Title: Not reported

[Click this hyperlink](#) while viewing on your computer to access
35 additional CORRACTS record(s) in the EDR Site Report.

RCRAInfo Corrective Action Summary:

Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event Date: 05/01/2000

Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event Date: 05/01/2000

Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.
Event Date: 05/01/2000

Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.
Event Date: 05/01/2000

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

EIMCO COAL MACHINERY (Continued)

EDR ID Number
EPA ID Number

Database(s)

1000210929

Event: Corrective Action Process Terminated, Remedial Activities Completed
Event Date: 05/01/2000

Event: Corrective Action Process Terminated, Remedial Activities Completed
Event Date: 05/01/2000

Event: Certification Of Remedy Completion Or Construction Completion
Event Date: 04/21/2000

Event: CMS Workplan Approved
Event Date: 05/20/1999

Event: Date For Remedy Selection (CM Imposed)
Event Date: 05/20/1999

Event: CMI Workplan Approved
Event Date: 05/20/1999

Event: Corrective Measures Design Approved
Event Date: 05/20/1999

Event: CA Prioritization, Facility or area was assigned a low corrective action priority.
Event Date: 08/11/1995

Event: Stabilization Measures Evaluation, This facility is amenable to stabilization activity based on the status of corrective action work at the facility, technical factors, the degree of risk, timing considerations and administrative considerations.
Event Date: 08/01/1995

Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event Date: 08/01/1995

Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.
Event Date: 08/01/1995

Event: Stabilization Measures Implemented, Primary measure is source removal and/or treatment (e.g., soil or waste excavation, in-situ soil treatment, off-site treatment).
Event Date: 11/07/1993

Map ID
Direction
Distance
Distance (ft.)
Elevation

Site

MAP FINDINGS

Database(s)

EDR ID Number
EPA ID Number

EIMCO COAL MACHINERY (Continued)

1000210929

Event: RFI Approved
Event Date: 06/10/1993

Event: CMS Workplan Approved
Event Date: 06/10/1993

Event: CMI Workplan Approved
Event Date: 06/10/1993

Event: Corrective Measures Design Approved
Event Date: 06/10/1993

Event: RFI Workplan Approved
Event Date: 11/24/1992

Event: Notice of Contamination
Event Date: 05/26/1992

Event: RFI Imposition
Event Date: 07/24/1991

Event: CA006AC
Event Date: 09/07/1990

Event: RFA Completed
Event Date: 09/07/1990

RCRAInfo:

Owner: BAKER INTERNATIONAL
(999) 999-9999
EPA ID: COD981544786
Contact: Not reported

Classification: Small Quantity Generator
TSDF Activities: Not reported

Violation Status: Violations exist

Regulation Violated: Not reported
Area of Violation: GENERATOR-OTHER REQUIREMENTS
Date Violation Determined: 03/28/1992
Actual Date Achieved Compliance: 05/08/1992

Enforcement Action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date: 04/15/1992
Penalty Type: Proposed Monetary Penalty

Regulation Violated: Not reported
Area of Violation: GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined: 09/07/1990
Actual Date Achieved Compliance: 04/15/1992

Enforcement Action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date: 09/04/1991
Penalty Type: Not reported

Enforcement Action: INITIAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date: 03/26/1991
Penalty Type: Not reported

Regulation Violated: Not reported
Area of Violation: GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined: 05/06/1988
Actual Date Achieved Compliance: 06/05/1988

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

EIMCO COAL MACHINERY (Continued)

EDR ID Number
EPA ID Number

Database(s)

1000210929

Enforcement Action: WRITTEN INFORMAL
Enforcement Action Date: 05/20/1988
Penalty Type: Not reported

Penalty Summary:

<u>Penalty Description</u>	<u>Penalty Date</u>	<u>Penalty Amount</u>	<u>Lead Agency</u>
Final Monetary Penalty	4/15/1992	17100	STATE
Proposed Monetary Penalty	4/15/1992	17100	STATE

There are 3 violation record(s) reported at this site:

<u>Evaluation</u>	<u>Area of Violation</u>	<u>Date of Compliance</u>
Compliance Evaluation Inspection	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)	19920415
	GENERATOR-OTHER REQUIREMENTS	19920508
Other Evaluation	GENERATOR-OTHER REQUIREMENTS	19920508
Non-Financial Record Review	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)	19880605

FINDS:

Other Pertinent Environmental Activity Identified at Site:
ECOREGION MAP
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

**A4
ESE
1/4-1/2
2454 ft.**

**EIMCO / GLENWOOD INDUSTRIAL LLC SITE
2222 DEVERUEX RD
GLENWOOD SPRINGS, CO 81601**

**LUST S105567102
N/A**

Site 3 of 3 in cluster A

**Relative:
Lower**

**Actual:
5730 ft.**

LUST:
Log Date: 06/07/00
Event ID: 8234
Facility Addr 2: 2222 DEVEREAUX RD GLENWOOD SPRINGS CO 81601
Status: **Closed**

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
DELTA	1004679605	KN ENERGY INC-ROCKY MTN NATURAL GAS D	580 HWY 92	81601	RCRA-SQG, FINDS
GARFIELD	S106913318	CANYON CLNRS	3772 HWY 82	81601	DRYCLEANERS
GLENWOOD SPRINGS	A100288739	THE DRY DOCK	44761 HWY 6	81601	AST
GLENWOOD SPRINGS	A100288840	RENT-X	51537 HWY 6 & 24	81601	AST
GLENWOOD SPRINGS	S107554854	BFI INGELHART BUILDING	50633 HWY 6 / 24	81601	LUST
GLENWOOD SPRINGS	U003241279	REY MOTORS INC	51457 HWY 6 & 24	81601	LUST, UST
GLENWOOD SPRINGS	U003241456	TOMAHAWK TRUCK STOP	51171 HWY 6 & 24	81601	LUST, UST, AST, CO TRUST
GLENWOOD SPRINGS	U003400929	BROWNING-FERRIS INDUSTRIES	50633 HWY 6 & 24	81601	UST
GLENWOOD SPRINGS	1004679157	NELSON'S AUTO BODY INC	6776 HWY 82	81601	RCRA-SQG, FINDS
GLENWOOD SPRINGS	A100268695	GARCO GLENWOOD SHOP	7300 HWY 82	81601	AST
GLENWOOD SPRINGS	A100289060	AMERIGAS	7833 HWY 82	81601	AST
GLENWOOD SPRINGS	A100289256	ROBO CAR WASH	HWY 82	81601	AST
GLENWOOD SPRINGS	A100289257	WILLIAMS ENERGY PLANT	HWY 82	81601	AST
GLENWOOD SPRINGS	S102720211	SECURITY LEASING INC PROPERTY	3766 HWY 82	81601	LUST, CO TRUST
GLENWOOD SPRINGS	S104318348	HOLY CROSS ELECTRIC ASSOC INC	3799 HWY 82	81601	LUST
GLENWOOD SPRINGS	U003241162	ORRISON DISTRIBUTING	4919 HWY 82	81601	LUST, UST
GLENWOOD SPRINGS	U003241449	THUNDER RIVER MARKET	6818 HWY 82	81601	LUST, UST
GLENWOOD SPRINGS	S104300590	CACALOCO COMPOST FACILITY	1172 AIRPORT CENTER	81601	LUST, CO ERNS
GLENWOOD SPRINGS	S103485585	BIG JOHNS BUILDING AND HOME CENTER	1250 COUNTY ROAD 134 @SOUTH CANYON LANDFILL	81601	SWF/LF
GLENWOOD SPRINGS	A100288103	JIMS DOXOL GAS & APPLIANCES	1210 DEVEREUX RD	81601	AST
GLENWOOD SPRINGS	A100288199	UPS GLENWOOD SPRINGS CENTER	1504 E HWY 40	81601	AST
GLENWOOD SPRINGS	U003120152	MUNICIPAL OPERATIONS CENTER	0771 MORAND DR	81601	UST
GLENWOOD SPRINGS	A100209180		2301 WULFSOHN RD	81601	AST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/24/2006	Source: EPA
Date Data Arrived at EDR: 03/01/2006	Telephone: N/A
Date Made Active in Reports: 03/31/2006	Last EDR Contact: 05/05/2006
Number of Days to Update: 30	Next Scheduled EDR Contact: 07/31/2006
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 02/24/2006	Source: EPA
Date Data Arrived at EDR: 03/01/2006	Telephone: N/A
Date Made Active in Reports: 03/31/2006	Last EDR Contact: 05/05/2006
Number of Days to Update: 30	Next Scheduled EDR Contact: 07/31/2006
	Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 02/24/2006	Source: EPA
Date Data Arrived at EDR: 03/01/2006	Telephone: N/A
Date Made Active in Reports: 03/31/2006	Last EDR Contact: 05/05/2006
Number of Days to Update: 30	Next Scheduled EDR Contact: 07/31/2006
	Data Release Frequency: Quarterly

NPL RECOVERY: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 03/06/2006
Number of Days to Update: 56	Next Scheduled EDR Contact: 05/22/2006
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/01/2006	Source: EPA
Date Data Arrived at EDR: 03/21/2006	Telephone: 703-413-0223
Date Made Active in Reports: 04/13/2006	Last EDR Contact: 03/21/2006
Number of Days to Update: 23	Next Scheduled EDR Contact: 06/19/2006
	Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/01/2006	Source: EPA
Date Data Arrived at EDR: 03/21/2006	Telephone: 703-413-0223
Date Made Active in Reports: 04/13/2006	Last EDR Contact: 03/21/2006
Number of Days to Update: 23	Next Scheduled EDR Contact: 06/19/2006
	Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/15/2006	Source: EPA
Date Data Arrived at EDR: 03/17/2006	Telephone: 800-424-9346
Date Made Active in Reports: 04/13/2006	Last EDR Contact: 03/06/2006
Number of Days to Update: 27	Next Scheduled EDR Contact: 06/05/2006
	Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/21/2006	Source: EPA
Date Data Arrived at EDR: 03/01/2006	Telephone: 800-424-9346
Date Made Active in Reports: 03/31/2006	Last EDR Contact: 04/27/2006
Number of Days to Update: 30	Next Scheduled EDR Contact: 06/26/2006
	Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/12/2006	Telephone: 202-260-2342
Date Made Active in Reports: 02/21/2006	Last EDR Contact: 04/26/2006
Number of Days to Update: 40	Next Scheduled EDR Contact: 07/24/2006
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 01/16/2006	Telephone: 202-366-4555
Date Made Active in Reports: 02/21/2006	Last EDR Contact: 04/14/2006
Number of Days to Update: 36	Next Scheduled EDR Contact: 07/17/2006
	Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/02/2005	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/12/2005	Telephone: 703-603-8905
Date Made Active in Reports: 10/06/2005	Last EDR Contact: 03/03/2006
Number of Days to Update: 55	Next Scheduled EDR Contact: 07/03/2006
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/2005	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/11/2005	Telephone: 703-603-8905
Date Made Active in Reports: 04/06/2005	Last EDR Contact: 03/03/2006
Number of Days to Update: 54	Next Scheduled EDR Contact: 07/03/2006
	Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2004	Source: USGS
Date Data Arrived at EDR: 02/08/2005	Telephone: 703-692-8801
Date Made Active in Reports: 08/04/2005	Last EDR Contact: 05/12/2006
Number of Days to Update: 177	Next Scheduled EDR Contact: 08/07/2006
	Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/2005	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 01/19/2006	Telephone: 202-528-4285
Date Made Active in Reports: 02/21/2006	Last EDR Contact: 04/03/2006
Number of Days to Update: 33	Next Scheduled EDR Contact: 07/03/2006
	Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/2005
Date Data Arrived at EDR: 12/05/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/2004
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 04/25/2005
Number of Days to Update: 69

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 07/24/2006
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/2005
Date Data Arrived at EDR: 01/06/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 46

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/2005
Date Data Arrived at EDR: 11/28/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 63

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003

Source: EPA

Date Data Arrived at EDR: 07/13/2005

Telephone: 202-566-0250

Date Made Active in Reports: 08/17/2005

Last EDR Contact: 03/21/2006

Number of Days to Update: 35

Next Scheduled EDR Contact: 06/19/2006

Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002

Source: EPA

Date Data Arrived at EDR: 04/27/2004

Telephone: 202-260-5521

Date Made Active in Reports: 05/21/2004

Last EDR Contact: 04/12/2006

Number of Days to Update: 24

Next Scheduled EDR Contact: 07/17/2006

Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/2006

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Date Data Arrived at EDR: 01/24/2006

Telephone: 202-566-1667

Date Made Active in Reports: 02/27/2006

Last EDR Contact: 03/20/2006

Number of Days to Update: 34

Next Scheduled EDR Contact: 06/19/2006

Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Date of Government Version: 01/17/2006

Source: EPA

Date Data Arrived at EDR: 01/24/2006

Telephone: 202-566-1667

Date Made Active in Reports: 02/27/2006

Last EDR Contact: 03/20/2006

Number of Days to Update: 34

Next Scheduled EDR Contact: 06/19/2006

Data Release Frequency: Quarterly

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2003

Source: EPA

Date Data Arrived at EDR: 01/03/2005

Telephone: 202-564-4203

Date Made Active in Reports: 01/25/2005

Last EDR Contact: 03/06/2006

Number of Days to Update: 22

Next Scheduled EDR Contact: 07/17/2006

Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 02/13/2006

Source: Environmental Protection Agency

Date Data Arrived at EDR: 04/21/2006

Telephone: 202-564-5088

Date Made Active in Reports: 05/11/2006

Last EDR Contact: 04/11/2006

Number of Days to Update: 20

Next Scheduled EDR Contact: 07/17/2006

Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005	Source: EPA
Date Data Arrived at EDR: 02/08/2006	Telephone: 202-566-0500
Date Made Active in Reports: 02/27/2006	Last EDR Contact: 05/08/2006
Number of Days to Update: 19	Next Scheduled EDR Contact: 08/07/2006
	Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 02/10/2006	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 02/16/2006	Telephone: 301-415-7169
Date Made Active in Reports: 03/31/2006	Last EDR Contact: 04/03/2006
Number of Days to Update: 43	Next Scheduled EDR Contact: 07/03/2006
	Data Release Frequency: Quarterly

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/08/2005	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 12/27/2005	Telephone: 303-231-5959
Date Made Active in Reports: 01/30/2006	Last EDR Contact: 03/29/2006
Number of Days to Update: 34	Next Scheduled EDR Contact: 06/26/2006
	Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/09/2006	Source: EPA
Date Data Arrived at EDR: 01/16/2006	Telephone: N/A
Date Made Active in Reports: 02/21/2006	Last EDR Contact: 04/03/2006
Number of Days to Update: 36	Next Scheduled EDR Contact: 07/03/2006
	Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 03/06/2006
Number of Days to Update: 35	Next Scheduled EDR Contact: 06/05/2006
	Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2003
Date Data Arrived at EDR: 06/17/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 48

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

SHWS: This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: Department of Public Health & Environment
Telephone: 303-692-3300
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: N/A

METHANE SITE: Methane Site Investigations - Jefferson County 1980

The objectives of the study are to define as closely as possible the boundaries of methane producing solid waste landfills.

Date of Government Version: 12/31/1980
Date Data Arrived at EDR: 02/13/1995
Date Made Active in Reports: 04/04/1995
Number of Days to Update: 50

Source: Jefferson County Health Department
Telephone: 303-239-7175
Last EDR Contact: 01/27/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWF/LF: Solid Waste Sites & Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/13/2005
Date Data Arrived at EDR: 12/21/2005
Date Made Active in Reports: 01/16/2006
Number of Days to Update: 26

Source: Department of Public Health & Environment
Telephone: 303-692-3300
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: Annually

METHANE INVESTIGATION: Methane Gas & Swamp Findings

The primary objective of this study was to assess methane gas related hazards at selected landfill sites in Colorado. These sites were selected by the Colorado Department of Health following evaluation of responses received from County and Municipal agencies about completed and existing landfills within their jurisdiction.

Date of Government Version: 03/15/1979
Date Data Arrived at EDR: 02/13/1995
Date Made Active in Reports: 04/04/1995
Number of Days to Update: 50

Source: Department of Health
Telephone: 303-640-3335
Last EDR Contact: 01/27/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HISTORICAL LANDFILL: Historical Landfill List
Abandoned/Inactive Landfills.

Date of Government Version: 01/31/1993
Date Data Arrived at EDR: 04/24/1994
Date Made Active in Reports: 05/30/1994
Number of Days to Update: 36

Source: Department of Public Health & Environment
Telephone: 303-692-3300
Last EDR Contact: 09/05/1996
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST: Leaking Underground Storage Tank List

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 04/04/2006
Date Data Arrived at EDR: 04/05/2006
Date Made Active in Reports: 04/24/2006
Number of Days to Update: 19

Source: Department of Labor and Employment, Oil Inspection Section
Telephone: 303-318-8521
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Quarterly

TRUST: Lust Trust Sites

The listing tracks the reimbursement of costs approved and paid to eligible applicants.

Date of Government Version: 01/23/2006
Date Data Arrived at EDR: 01/24/2006
Date Made Active in Reports: 02/28/2006
Number of Days to Update: 35

Source: Department of Labor and Employment, Oil Inspection Section
Telephone: 303-318-8521
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 07/24/2006
Data Release Frequency: Varies

UST: Underground Storage Tank Database

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 04/04/2006
Date Data Arrived at EDR: 04/05/2006
Date Made Active in Reports: 05/05/2006
Number of Days to Update: 30

Source: Department of Labor and Employment, Oil Inspection Section
Telephone: 303-318-8521
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Quarterly

AST: Aboveground Tank List

Aboveground storage tank locations.

Date of Government Version: 04/04/2006
Date Data Arrived at EDR: 04/05/2006
Date Made Active in Reports: 05/05/2006
Number of Days to Update: 30

Source: Department of Labor and Employment, Oil Inspection Section
Telephone: 303-318-8521
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Semi-Annually

CO ERNS: Spills Database

State reported spills.

Date of Government Version: 02/14/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/28/2006
Number of Days to Update: 13

Source: Department of Public Health and Environmental
Telephone: 303-692-2000
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

AUL: Environmental Real Covenants List

Activity and use limitations include both engineering controls and institutional controls. The Colorado Department of Public Health and Environment to approve requests to restrict the future use of a property using an enforceable agreement called an environmental real covenant. When a contaminated site is not cleaned up completely, land use restrictions may be used to ensure that the selected cleanup remedy is adequately protective of human health and the environment.

Date of Government Version: 02/28/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/24/2006
Number of Days to Update: 24

Source: Department of Public Health & Environment
Telephone: 303-692-3331
Last EDR Contact: 02/27/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VCP: Voluntary Cleanup & Redevelopment Act Application Tracking Report

The Voluntary Cleanup and Redevelopment Act is intended to permit and encourage voluntary cleanups by providing a method to determine clean-up responsibilities in planning the reuse of property. The VCRA was intended for sites which were not covered by existing regulatory programs.

Date of Government Version: 01/09/2006
Date Data Arrived at EDR: 02/07/2006
Date Made Active in Reports: 02/28/2006
Number of Days to Update: 21

Source: Department of Public Health and Environmental
Telephone: 303-692-3331
Last EDR Contact: 04/28/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Semi-Annually

DRYCLEANERS: Drycleaner Facilities

A listing of drycleaning facilities.

Date of Government Version: 04/14/2006
Date Data Arrived at EDR: 04/14/2006
Date Made Active in Reports: 04/24/2006
Number of Days to Update: 10

Source: Department of Public Health & Environment
Telephone: 303-692-3213
Last EDR Contact: 04/11/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Varies

CDL: Meth Lab Locations

Meth lab locations that were reported to the Department of Public Health & Environment.

Date of Government Version: 02/14/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/28/2006
Number of Days to Update: 13

Source: Department of Public Health and Environment
Telephone: 303-692-3023
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

UMTRA: Uranium Mill Tailings Sites

There were nine uranium mill tailings sites in Colorado designated for cleanup under the federal Uranium Mill Tailings Radiation Control Act. These nine sites, known commonly as UMTRA sites, were remediated jointly by the State of Colorado and the U.S. Department of Energy during the late 1980's and early 1990's. Mill tailings were removed from 8 of the mill sites and relocated in engineered disposal cells. A disposal cell is designed to encapsulate the material, reduce radon emanation, and prevent the movement of water through the material. At one site, Maybell, CO, the tailings were stabilized in-place at the mill site. After remediation of the tailings was completed, the State and DOE began to investigate the residual impacts to groundwater at the mill sites. The groundwater phase of the UMTRA program is on-going.

Date of Government Version: 06/30/2003
Date Data Arrived at EDR: 05/26/2004
Date Made Active in Reports: 06/24/2004
Number of Days to Update: 29

Source: Department of Public Health & Environment
Telephone: 970-248-7164
Last EDR Contact: 03/24/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/08/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 177

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 05/12/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/23/2006
Date Data Arrived at EDR: 02/27/2006
Date Made Active in Reports: 03/24/2006
Number of Days to Update: 25

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 02/20/2006
Next Scheduled EDR Contact: 05/22/2006
Data Release Frequency: Varies

INDIAN UST: Underground Storage Tanks on Indian Land Underground storage tank locations on Indian land.

Date of Government Version: 02/23/2006
Date Data Arrived at EDR: 02/24/2006
Date Made Active in Reports: 03/24/2006
Number of Days to Update: 28

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 02/20/2006
Next Scheduled EDR Contact: 05/22/2006
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

COUNTY RECORDS

ADAMS COUNTY:

Summary Report on Methane Gas Hazards and Surveys Conducted on Domestic and Demolition Landfills in Adams County

As of May 8, 1978, all known landfills or dumping sites in the Adams County area have been surveyed

Date of Government Version: 05/08/1978
Date Data Arrived at EDR: 02/16/1995
Date Made Active in Reports: 04/04/1995
Number of Days to Update: 47

Source: Tri-County Health Department
Telephone: 303-761-1340
Last EDR Contact: 01/27/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

ARAPAHOE COUNTY:

A Survey of Landfills in Arapahoe County

A survey of Arapahoe County was conducted from August through November, 1977, of all open and closed landfills and dumpsites in the county. Each of the sites found was classified as domestic or demolition.

Date of Government Version: 12/31/1978
Date Data Arrived at EDR: 02/16/1995
Date Made Active in Reports: 04/04/1995
Number of Days to Update: 47

Source: Tri-County Health Department
Telephone: 303-761-1340
Last EDR Contact: 01/27/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

BOULDER COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Old Landfill Sites

Date of Government Version: 05/01/1986
Date Data Arrived at EDR: 11/14/1995
Date Made Active in Reports: 12/07/1995
Number of Days to Update: 23

Source: Boulder County Health Department
Telephone: 303-441-1182
Last EDR Contact: 01/30/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DENVER COUNTY:

Landfills in Denver County

Date of Government Version: 12/01/1994
Date Data Arrived at EDR: 12/28/1994
Date Made Active in Reports: 01/31/1995
Number of Days to Update: 34

Source: City and County of Denver
Telephone: 303-436-7300
Last EDR Contact: 12/18/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DOUGLAS COUNTY:

Douglas County Landfill Key

Date of Government Version: 06/12/1991
Date Data Arrived at EDR: 02/16/1995
Date Made Active in Reports: 04/04/1995
Number of Days to Update: 47

Source: Tri-County Health Department
Telephone: 303-761-1340
Last EDR Contact: 01/27/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

PUEBLO COUNTY:

Designated Disposal & Landfill Sites

Only inert materials. Asphalt, cement, dirt & rock unless otherwise specified. These sites are no longer active.

Date of Government Version: 04/30/1990
Date Data Arrived at EDR: 11/16/1995
Date Made Active in Reports: 12/07/1995
Number of Days to Update: 31

Source: Pueblo City-County Health Department
Telephone: 719-583-4300
Last EDR Contact: 11/13/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

TRI COUNTY:

Tri-County Area Solid Waste Facilities List (Adams, Arapahoe and Douglas Counties)

Closed Domestic Landfills in Adams County, Closed Domestic Landfills in Arapahoe County, Closed Demolition Landfills in Arapahoe County, Closed Domestic Landfills in Douglas County.

Date of Government Version: 10/15/1983
Date Data Arrived at EDR: 02/16/1995
Date Made Active in Reports: 04/04/1995
Number of Days to Update: 47

Source: Tri-County Health Department
Telephone: 303-761-1340
Last EDR Contact: 01/27/1995
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

WELD COUNTY:

Solid Waste Facilities in Weld County

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/01/2006
Date Data Arrived at EDR: 03/27/2006
Date Made Active in Reports: 04/24/2006
Number of Days to Update: 28

Source: Weld County Department of Public Health
Telephone: 970-304-6415
Last EDR Contact: 03/08/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: No Update Planned

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/17/2006
Date Made Active in Reports: 04/07/2006
Number of Days to Update: 49

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 04/20/2006
Number of Days to Update: 50

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 03/01/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 05/02/2006
Number of Days to Update: 46

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 07/10/2006
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: PennWell Corporation
Telephone: (800) 823-6277

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Daycare Listing

Source: Department of Human Services

Telephone: 303-866-5958

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Riparian Vegetation Data

Source: Division of Wildlife

Telephone: 970-416-3360

STREET AND ADDRESS INFORMATION

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Appendix D
Site Photographs



Photograph #: 1
 Date: May 22, 2006
 Direction: Facing east southeast
 Subject: View of the Site.

BL-06-01019A

BRAUN
 INTERTEC



Photograph #: 2
 Date: May 22, 2006
 Direction: Facing south
 Subject: View of the parking lot and site buildings.

BL-06-01019A

BRAUN
 INTERTEC



Photograph #: 3
 Date: May 22, 2006
 Direction: Facing west
 Subject: View of the Lowe's building and parking area.

BL-06-01019A

BRAUN
INTERTEC



Photograph #: 4
 Date: May 22, 2006
 Direction: Facing northwest
 Subject: View of the multi-tenant buildings.

BL-06-01019A

BRAUN
INTERTEC



Photograph #: 5
 Date: May 22, 2006
 Direction: Facing southeast
 Subject: View of the multi-tenant buildings.

BL-06-01019A

BRAUN
INTERTEC



Photograph #: 6
 Date: May 22, 2006
 Direction: Facing southwest
 Subject: View of the multi-tenant buildings.

BL-06-01019A

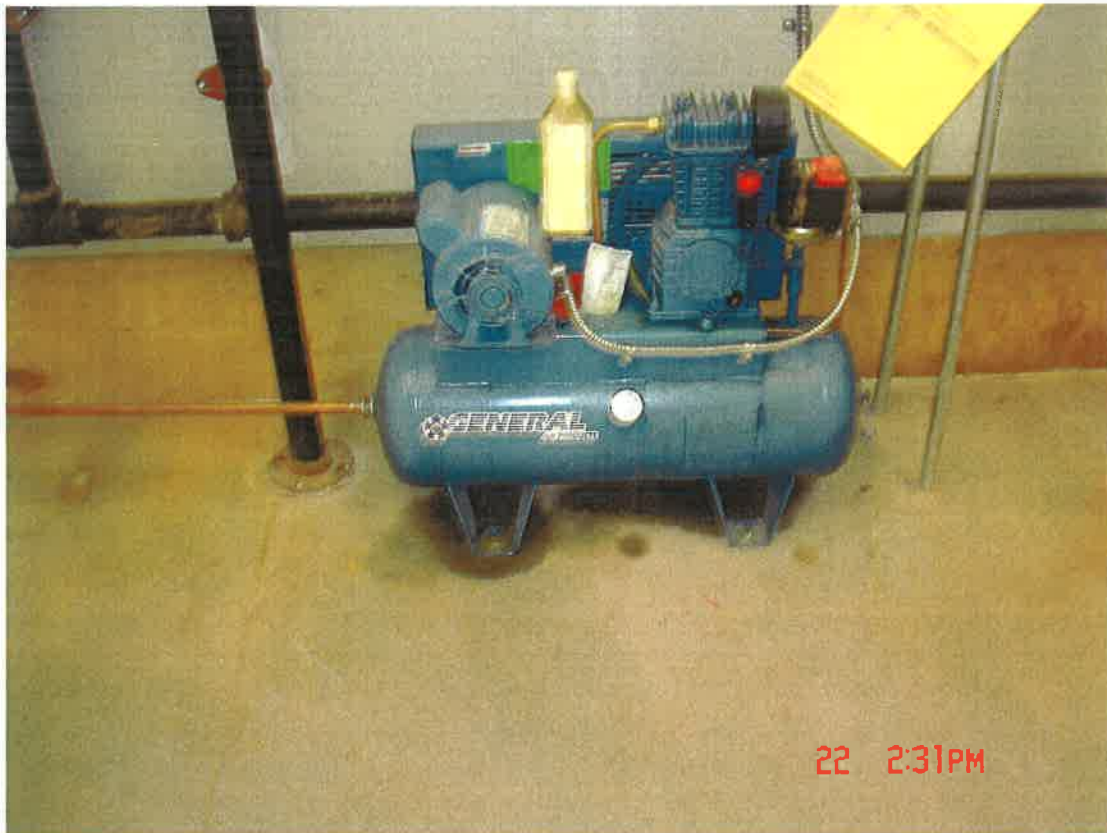
BRAUN
INTERTEC



Photograph #: 7
 Date: May 22, 2006
 Direction: Facing east
 Subject: View of the remaining construction debris.

BL-06-01019A

BRAUN
 INTERTEC



Photograph #: 8
 Date: May 22, 2006
 Direction: N/A
 Subject: View of the air compressor in the Target building with minor staining.

BL-06-01019A

BRAUN
 INTERTEC



Photograph #: 9
 Date: May 22, 2006
 Direction: N/A
 Subject: View of the Chili's grease drums.

BL-06-01019A

BRAUN
 INTERTEC



Photograph #: 9
 Date: May 22, 2006
 Direction: Facing east
 Subject: View of the area under development on the east portion of the Site.

BL-06-01019A

BRAUN
 INTERTEC

Appendix E
Previous Environmental

Phase I Environmental Site Assessment

Glenwood Meadows Shopping Center
Midland Avenue
Glenwood Springs, CO

Prepared For

Miller Weingarten Realty

and

**Goldman Sachs Commercial
Mortgage Capital, L.P.**

Project BL-06-01019
March 23, 2006

Braun Intertec Corporation

March 23, 2006

Project BL-06-01019

Mr. Scott Goldammer
Miller Weingarten Realty
850 Englewood Parkway
Englewood, CO 80110

Re: Phase I Environmental Site Assessment
Glenwood Meadows Shopping Center
Midland Avenue
Glenwood Springs, CO

Dear Mr. Goldammer:

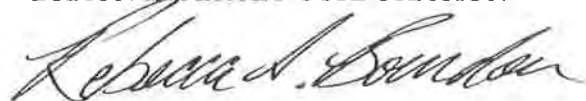
In accordance with your written authorization, we conducted a Phase I environmental site assessment (ESA) of the above-referenced property. The objective of the Phase I ESA was to evaluate the property for indications of recognized environmental conditions. As discussed in a phone conversation with Ms. Debbie Daniel of ATC Associates and Mr. Parker Bailey of Goldman Sachs Commercial Mortgage Capital on March 2, 2006, the Phase I ESA was conducted in accordance with the ASTM Practice E 1527-00 standard and in general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services dated May 6, 1998.

Please refer to the attached report for the scope, methods and conclusions of our assessment.

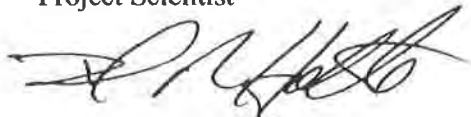
We appreciate the opportunity to provide our professional services to you for this project. If you have any questions regarding this letter or the attached report, please call Rebecca Bourdon at 952.995.2488 or Dan Holte at 952.995.2460.

Sincerely,

BRAUN INTERTEC CORPORATION



Rebecca A. Bourdon, GIT
Project Scientist



Daniel R. Holte, PG
Principal Scientist

Attachment:
Phase I Environmental Site Assessment Report

PH I ESA - Glenwood Meadows

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- A: Site Location Map**
- B: Site Sketch**
- C: Environmental Data Resources (EDR) Report**
- D: Site Photographs**
- E: Previous Environmental Investigations**

Executive Summary

Braun Intertec performed a Phase I environmental site assessment of Glenwood Meadows Shopping Center No. 11 located on Midland Avenue in Glenwood Springs, Colorado (Site) in general conformance with the scope and limitations of ASTM Practice E 1527-00 and in general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services dated May 6, 1998.

At the time of this assessment, the Site consisted of an approximately 250-acre developed lot. A total of 17 retail buildings were either existing on the Site or under construction. Eight of the tenant spaces were occupied at the time of the Site reconnaissance and consisted of the following retailers:

- Lowe's (unattached)
- Target (attached to future grocery store and Marble Slab restaurant)
- Pier 1, Gart Sports, Bed Bath and Beyond (BBB), and Petco (Gart Sports complex - attached)
- Great Clips (unattached)
- Chili's (unattached)

The Lowe's facility was a 1-level, approximately 130,000-square-foot, slab-on-grade building and the Target facility was a 1-level, approximately 125,000-square-foot, slab-on-grade building. The Gart Sports complex retail facility consisted of a single-story, approximate 85,000-square-foot, slab-on-grade building. The remaining facilities consisted of single-story, slab-on-grade buildings ranging in size from approximately 1,200 square feet to 6,900 square feet. Paved parking and landscaped areas were located across the Glenwood Meadows shopping complex. The Lowe's building was located on the west portion of the Site and the Target and Gart Sports complex buildings were located on the north portion of the Site, and the remaining buildings were located in the central portion of the Site. The easternmost planned buildings were not present at the time of the Site reconnaissance, however, the easternmost portion of the Site was graded and prepared for development with construction staging materials stored on it.

Our research has revealed that the Site and surrounding area have been rural in nature. According to our research, the Site and surrounding area were historically utilized as a ranch for livestock grazing. The Site was occupied by Glenwood Meadows Shopping Center at the time of this assessment.

This assessment has revealed no indications of recognized environmental conditions in connection with the Site.

A. Introduction

A.1. Purpose

Braun Intertec received authorization from Mr. Scott Goldammer of Miller Weingarten Realty (User) to conduct a Phase I environmental site assessment (ESA) of Glenwood Meadows Shopping Center located on Midland Avenue in Glenwood Springs, Colorado (Site).

This report is for the use and benefit of, and may be relied upon by Goldman Sachs Commercial Mortgage Capital, L.P.; Goldman Sachs & Co.; Goldman Sachs Mortgage Company or any of its affiliates and the agents and advisors, initial and subsequent holders from time to time of any debt and/or debt securities secured, directly and indirectly, by any participation interest in any such debt, and indenture trustee, servicer or other agent acting on behalf of such holders of such debt and/or debt securities; any rating agencies; and the institutional provider(s) from time to time of any liquidity facility or credit support for such financings, and their respective successors and assigns. Our work was directed by a contract with Miller Weingarten Realty and in accordance with our Scope of Services and Braun Intertec General Conditions, which are a part of that contract. Please note that our contract with Miller Weingarten Realty contains a limitation of our total liability. Such limitation also applies to all those receiving this permission.

In addition, this report or a reference to this report, may be included or quoted in any offering circular, registration statement, prospectus or sales brochure (in either electronic or hard copy format) in connection with a securitization or transaction involving such debt and or debt securities.

According to the User, this Phase I ESA has been prepared in association with the refinance of the property.

The purpose of this Phase I ESA was to evaluate the Site for indications of “recognized environmental conditions,” as defined by ASTM Practice E 1527-00 as: “The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions of storage and use in compliance with local and state regulations. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of regulatory governmental agencies.”

A.2. Scope of Services

The services provided for this project consisted of the following:

- A description of the Site location, current use and improvements and surrounding area
- A general description of the topography, soils, geology and groundwater flow direction at the Site
- A review of reasonably ascertainable and practically reviewable regulatory information published by state and federal agencies, health, and/or environmental agencies
- A review of the history of the Site, including aerial photographs, fire insurance maps, directories, and other readily available Site development data
- A reconnaissance and environmental review of the Site, including an assessment of the Site for indications of hazardous materials, petroleum products, polychlorinated biphenyls (PCBs), wells, storage tanks, solid waste disposal, pits and sumps, and utilities
- An area reconnaissance, including a brief review of adjacent property uses and any pertinent environmental information noted in the Site vicinity
- Interviews with current owners and/or occupants of the property
- Interviews with local government officials or agencies having jurisdiction over hazardous waste disposal or other environmental matters in the area of the Site
- Preparing a written report of our methods and conclusions

Additionally, as discussed in a phone conversation with Ms. Debbie Daniel of ATC Associates and Mr. Parker Bailey of Goldman Sachs Commercial Mortgage Capital on March 2, 2006, the Phase I ESA was conducted in general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services dated May 6, 1998.

A.3. Assessment Limitations

The findings and conclusions presented in this report are based on the procedures described in the ASTM Practice E 1527-00, informal discussions with various agencies, available literature cited in this report, conditions noted at the time of our Phase I ESA, and our interpretation of the information obtained as part of this Phase I ESA. Our findings and conclusions are limited to the specific project and properties described in this report and by the accuracy and completeness of the information provided by others.

An environmental site assessment cannot wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property within reasonable limits of time and cost.

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession practicing in the same locality. No other warranty is made or intended.

No intentional deviations from the ASTM Practice E 1527-00 were made in the completion of this Phase I ESA for the Site. Snow cover on the Site at the time of the Site walkthrough impeded visual evaluation of the ground surface.

The Scope of Services for this project did not include the completion of soil borings, the installation of groundwater monitoring wells, or the collection of soil or groundwater samples. Also, the Scope of Services for this project did not include collecting or analyzing samples from the Site for the presence of asbestos, PCBs, lead-based paint, lead in drinking water, radon or urea formaldehyde.

Braun Intertec did not review property tax files, recorded land-title records or zoning land-use records to document the first developed use of the Site. Past experience has indicated that these historical sources are not sufficiently useful.

B. Site Description

B.1. Site Location

The Site addresses include the following:

- Lowe's, 215 West Meadows Drive
- Target, 110 West Meadows Drive
- Petco #1466, 105 East Meadows Drive
- Gart Sports #122, 125 East Meadows Drive
- Bed Bath & Beyond, 115 East Meadows Drive
- Pier 1 Imports #1539, 135 East Meadows Drive
- Chili's Grill & Bar #1136, 400 West Meadows Drive
- Great Clips, 20 Market Street, Unit D
- Marble Slab #438, 150 West Meadows Drive

The site is generally bound by Midland Avenue to the north, Wulfsohn Avenue to the south, with the newly constructed East and West Meadows Drives traversing the property from north to south and within Section 5, Township 6 North, Range 89 West, in the city of Glenwood Springs, Garfield County, Colorado. A Site location map and Site sketch are attached in Appendices A and B, respectively.

B.2. Site and Vicinity Characteristics

At the time of this assessment, the Site consisted of an approximately 250-acre developed lot. A total of 17 retail buildings were either existing on the Site or under construction. Eight of the tenant spaces were occupied at the time of the Site reconnaissance and consisted of the following retailers:

- Lowe's (unattached)
- Target (attached to future grocery store and Marble Slab restaurant)
- Pier 1, Gart Sports, Bed Bath and Beyond (BBB), and Petco (Gart Sports complex - attached)
- Great Clips (unattached)
- Chili's (unattached)

The Lowe's facility was a 1-level, approximately 130,000-square-foot, slab-on-grade building and the Target facility was a 1-level, approximately 125,000-square-foot, slab-on-grade building. The Gart Sports complex retail facility consisted of a single-story, approximate 85,000-square-foot, slab-on-grade building. The remaining facilities consisted of single-story, slab-on-grade buildings ranging in size from approximately 1,200 square feet to 6,900 square feet. Paved parking and landscaped areas were located across the Glenwood Meadows shopping complex. The Lowe's building was located on the west portion of the Site and the Target and Gart Sports complex buildings were located on the north portion of the Site, and the remaining buildings were located in the central portion of the Site. The easternmost planned buildings were not present at the time of the Site reconnaissance, however, the easternmost portion of the Site was graded and prepared for development with construction staging materials stored on it.

The Site was bordered on the north by Midland Avenue with railroad tracks, Coors Distributing, Midwest Drywall Company, Inc./Electrical Outfitters, Big John Ace Hardware, a power substation and Envirotech located beyond; on the south by undeveloped pasture land with mountains beyond; on the east by the City of Glenwood Springs Community Center with undeveloped property beyond; and on the west by vacant, graded, parcels with a Park-and-Ride parking lot and Roaring Fork Transportation Center/City Municipal property beyond. The Site is located in an industrial and commercial area within the city of Glenwood Springs.

B.3. Environmental Liens and Additional Information

No information regarding chain-of-title ownership history, environmental liens recorded against the Site (if any), or specialized environmental knowledge or experience that may reveal indications of recognized environmental conditions associated with the Site, was provided to us by the User.

C. Records Review

C.1. Physical Setting Information

According to the United States Geological Survey (U.S.G.S) 7.5-minute topographic map series, Glenwood Springs, Colorado quadrangle, the Site is located at an average elevation of 5,740 feet above mean sea level. The Site lies in the Colorado River valley immediately west of Glenwood Springs downtown region. The majority of the Site is slightly to moderately sloped to the north with landscaped retaining walls in areas of grade change.

The Site lies within the western flank of the Southern Rocky Mountains physiographic province located within the Rocky Mountain System. The majority of the Site is underlain by Quaternary alluvium. This alluvium was deposited over the past 2 million years by the nearby Colorado River. Rocks comprising the surrounding cliffs include Mississippian Leadville Limestone (massive gray rock); contorted gypsum-bearing Pennsylvanian shales, Triassic redbeds; and the Maroon Formation (USGS, 1979). The predominant soil types at the Site include Jerry-Lamphier Cochetopa, which is described as deep, well-drained, moderately sloping to steep soils on mountains and fans; and Morvel-Villa Grove, which is described as deep, well-drained, moderately sloping to moderately steep soils on mesas, mountainsides, and alluvial fans (Soil Conservation Service).

In western Colorado, groundwater is extracted from the following aquifers: Valley fill alluvial deposits, Green River Formation, Mesa Verde group, Dakota sandstone, Entrada sandstone, Glen Canyon group, Wingate sandstone, Leadville limestone, pre-Mississippian-age rocks, Precambrian crystalline rocks. With the exception of Valley fill deposits, the ability to produce water from any of the aforementioned aquifers is dependent on several geological factors, the most critical being structure. Throughout much of western Colorado, the rocks have been subjected to complex deformation processes that directly affect the hydrogeologic conditions. Therefore, it is quite possible for groundwater to occur under artesian or flowing artesian conditions locally within the same aquifer. Surficial groundwater, if present, likely flows northeast toward the Colorado River (Colorado Geological Survey).

The Site-specific groundwater flow direction was not determined through direct measurement during this Phase I ESA. Additional field investigation, beyond the Scope of Services of this Phase I ESA, would be required to determine this information.

C.2. Regulatory Information

We obtained regulatory information pertaining to the Site and surrounding area from Environmental Data Resources, Inc. (EDR). The EDR regulatory information report is a compilation and summary of current federal and state regulatory lists and databases and is attached in Appendix C.

The objective of the regulatory information review is to evaluate whether the Site or nearby properties are listed as having a past or present record of actual or potential environmental hazards that are under investigation or may have an adverse impact on the Site.

C.2.a. Federal Database Records

The EDR report included a compilation of the following United States Environmental Protection Agency (USEPA) databases and lists of verified and potential hazardous-waste problem facilities located at, adjacent to, or within ASTM Standard Search Distances from the Site:

- USEPA National Priorities List (NPL). The NPL is the USEPA's national listing of uncontrolled or abandoned hazardous waste facilities identified for priority remedial actions under the Superfund Program.
- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). The CERCLIS is the USEPA's national listing of actual and potential hazardous waste facilities.
- USEPA CERCLIS-No Further Remedial Action Planned (CERC-NFRAP). Database of archived designated Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) facilities, that to the best of the USEPA's knowledge, has had an assessment completed and a determination has been made that no further steps will be taken to list a facility on the NPL.
- USEPA Corrective Action Report (CORRACTS). CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.
- USEPA Resource Conservation and Recovery Information System Treatment, Storage, and Disposal Facilities (RCRIS-TSD). The RCRIS-TSD is a listing of facilities that are required to register their hazardous waste activity under the Resource Conservation and Recovery Act (RCRA).
- USEPA Resource Conservation and Recovery Information System Large- and Small-Quantity Generators of hazardous waste (RCRA-GEN).
- USEPA Emergency Response Notification System (ERNS). The ERNS is the USEPA's national listing of releases of oil and hazardous substances reported to the USEPA, U.S. Coast Guard, the National Response Center and the Department of Transportation.

We also reviewed the EDR Orphan Sites, which is a compilation of facilities from the above federal databases that could not be specifically located due to a lack of suitable information. Please note that

information provided by EDR is limited for these facilities. Therefore, the potential impact to the Site from facilities listed on the EDR Orphan Sites cannot always be determined based on the available information.

Table 1 contains a summary of the findings.

Table 1. Federal Database Records

Database	Site	Search Distance (Miles)	< 1/8	1/8-1/4	1/4-1/2	1/2-1	Total Listed
NPL	0	1	0	0	0	0	0
CERCLIS	0	1/2	0	0	0		0
CERC-NFRAP	0	1/4	0	0			0
CORRACTS	0	1	0	0	1	0	1
RCRIS-TSD	0	1/2	0	0	0		0
RCRA-GEN	0	Site and adjoining properties	0				0
ERNS	0	Site					0

According to the EDR report, the Site was not listed on any of the ASTM or EDR Supplemental federal databases.

According to the EDR report, the following CORRACTS facility was listed within 1/2 mile of the Site:

- Eimco Coal Machinery at 2222 Devereux Road, is located approximately 1/2 mile east-southeast of the Site and across the Colorado River from the Site. The most recent activity at this facility was May of 2000 and information provided in the database listing indicates that the Corrective Action process was terminated, remedial activities were completed, and a Certification of Remedy Completion or Construction Completion was issued. Based on the location of this facility relative to the Site, it is unlikely that groundwater contamination associated with this facility (if groundwater contamination exists) would have an adverse impact on the groundwater beneath the Site.

According to the EDR report, no additional facilities were listed on any of the ASTM federal databases within the ASTM specified search distances.

C.2.b. State Database Records

The State Database Records report summarized the State of Colorado databases and lists. EDR evaluated the following State Database Records for current listings of verified and potential problem facilities located on, adjacent to, or within ASTM Standard search distances from the Site:

- Solid Waste Facilities/Landfill Sites (SWLF). The MPCA's database listing of permitted solid waste disposal facilities.

- **Voluntary Cleanup Program (VCP).** The VCP list is the Colorado Department of Public Health and Environment's (CDPHE) registry of properties at which a voluntary cleanup program has been or is being conducted. The CDPHE staff provides permitting and assistance in review of the investigation and any necessary remedial activities. A number of these properties have been investigated and cleaned up or found not to require any cleanup work.
- **Leaking Underground Storage Tank Incident Reports (LUST).** LUST records contain an inventory of reported leaking underground storage tank incidents.
- **Registered Underground Storage Tanks (UST).** USTs are regulated under Subtitle I of the RCRA and must be registered with the state department responsible for administering the UST program.
- **Colorado Emergency Response Notification System (CO ERNS).** Database listing of spills reported to the CDHPE. The data includes information regarding initial cause, initial source, material spilled, and quantity.

We also reviewed the EDR Orphan Sites, which is a compilation of facilities from the above state databases that could not be specifically located due to a lack of suitable information. Please note that information provided by EDR is limited for these facilities. Therefore, the potential impact to the Site from facilities listed on the EDR Orphan Sites cannot always be determined based on the available information.

Table 2 contains a summary of the findings.

Table 2. State Database Records

Database	Site	Search Distance (Miles)	<1/8	1/8-1/4	1/4-1/2	1/2-1	Total Listed
SWLF	0	1/2	0	0	0		0
VCP	0	1/2	0	0	0		0
LUST	0	1/2	0	0	3		3
UST	0	Site and adjoining properties	0				0
CO ERNS (Spills)	0	Site					0

According to the EDR report, the Site was not listed on any of the ASTM or EDR Supplemental state databases.

According to the EDR report, the following LUST facilities were located within 1/2 mile of the Site:

- Glenwood Springs Section (CDPHE Event ID #6363), at Devereux Road and Devereux Lane; located approximately 1/4 mile southeast of the Site. According to the database listing, the LUST incident status is closed for this event.
- CDOT Glenwood Springs, (CDPHE Event ID #784), at 202 Centennial Street, located approximately 1/2 mile east-southeast of the Site. According to the database listing, the LUST incident status is closed for this event. Additionally, four closed USTs were listed at this facility.
- Eimco Coal Machinery/Glenwood Industrial, LLC Site at 2222 Devereux Road, is located approximately 1/2 mile east-southeast of the Site and across the Colorado River from the Site. According to the database listing, the LUST incident status is closed for this event.

Based on the location of the three “closed” LUST facilities relative to the Site in the anticipated down-gradient direction, it is unlikely that groundwater impacts associated with these facilities (if any remain) would have an adverse impact on the Site.

According to the EDR report, no additional facilities were listed on any of the ASTM state databases within the ASTM specified search distances.

C.3. City of Glenwood Springs

We contacted Mr. Ron Biggers, Glenwood Springs fire marshal, for information regarding the Site. According to Mr. Biggers, no records of USTs, emergency responses, fires, or other environmental issues are on record for the Site with the exception of the “Coal Seam Fire” of 2002, which burned across the Site, prior to the existing development. The Coal Seam Fire did not originate on the Site, but traversed it and the surrounding region.

C.4. Historical-Use Information

The objective of the historical-use information review is to develop a history of the previous uses of the Site and surrounding area, in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the property. We consulted only those historical sources that were readily available and practically reviewable and were likely to be useful to develop a history of the previous uses of the Site and surrounding area within the time and cost constraints of this Phase I ESA.

C.4.a. Fire Insurance Maps

Fire insurance maps are produced by private fire insurance map companies and indicate uses of property at specified dates. The information noted on the maps includes uses of individual structures, locations of fuel and/or chemical storage tanks, and storage of other potentially toxic substances.

According to EDR and our research, no historic fire insurance map coverage is available for the Site.

C.4.b. City Directory Information

We retained EDR to obtain city directory information pertaining to the Site and surrounding area. Because the Site addresses (on Market Street and Meadows Drive) did not exist until recently, no city directories were available for review.

C.4.c. Aerial Photographs

We obtained aerial photographs of the Site dated 1960, 1983, 1993, and 1999 from HIG. Copies of aerial photographs are attached in Appendix E of the previous Phase I ESA prepared by Braun Intertec in December 2003.

1960

The Site was depicted as undeveloped agricultural land. A farm access road was depicted traversing northwest-southeast on the Site. Surrounding properties are depicted as agricultural land in each direction from the Site.

1983

No significant changes were noted at the Site or surrounding area, with the exception of the railroad and industrial properties depicted adjacent to the north of the Site.

1993

No significant changes were noted at the Site or surrounding area, with the exception of additional development of the railroad and industrial properties depicted adjacent to the north of the Site.

1999

No significant changes were noted at the Site or surrounding area.

No land uses such as dumping or landfilling were apparent on or adjacent to the Site on the aerial photographs reviewed.

C.5 Previous Environmental Investigations

The following previous environmental investigations were reviewed as part of the December 2003 Phase I ESA and are provided in Appendix E:

- *Phase I Environmental Site Assessment, Proposed Target, Midland Avenue, Glenwood Springs, Colorado*; Braun Intertec, dated December 3, 2003.
- *Geotechnical Analysis Summary*, conducted by High Country Engineering, dated September 17, 2001.
- *Glenwood Meadows Development Project Wildlife Species and Habitat Assessment*, conducted by J.F. Sato and Associates in February 2000.
- *Geologic and Preliminary Geotechnical Investigation Glenwood Meadows*, conducted by CTL/Thompson, Inc. in February 2000.
- *Phase I Environmental Site Assessment, Wulfsohn Ranch, Glenwood Springs, Colorado*; Western Technologies, Inc., dated June 5, 1996.
- *Wetland Investigation*, Professional Wetlands Consulting, Inc. July 8, 1996.

No recognized environmental conditions were identified in connection with the Site in the review of the aforementioned documents.

D. Information from Site Reconnaissance and Interviews

A Site reconnaissance was conducted by a Braun Intertec environmental scientist (Rebecca Bourdon) on March 21, 2006. We obtained information regarding the Site from the following individuals:

- Mr. Terry Dorchak, Miller Weingarten Realty (Site property manager)
- Mr. Mike Van Orden (Lowe's)
- Mr. Mike Newton (Target)
- Ms. Evie Hamilton (Pier 1)
- Mr. Tobie McMurdie (Gart Sports)
- Ms. Chelsie Osterberg (BBB)
- Ms. Jess Shaw (Petco)

D.1. Known Current and Past Uses of the Site and Adjoining Properties

At the time of this assessment, the Site consisted of an approximately 250-acre developed lot. A total of 17 retail buildings were either located on the Site. Eight of the tenant spaces were occupied at the time of the Site reconnaissance and consisted of the following retailers:

- Lowe's (unattached)
- Target (attached to future grocery store and Marble Slab restaurant)
- Pier 1, Gart Sports, Bed Bath and Beyond (BBB), and Petco (Gart Sports complex - attached)
- Great Clips (unattached)
- Chili's (unattached)

The Lowe's facility was a 1-level, approximately 130,000-square-foot, slab-on-grade building and the Target facility was a 1-level, approximately 125,000-square-foot, slab-on-grade building. The Gart Sports complex retail facility consisted of a single-story, approximate 85,000-square-foot, slab-on-grade building. The nine remaining unattached facilities consisted of single-story, slab-on-grade buildings ranging in size from approximately 1,200 square feet to 6,900 square feet. Paved parking and landscaped areas were located across the Glenwood Meadows shopping complex. The Lowe's building was located on the west portion of the Site and the Target and Gart Sports complex buildings were located on the north portion of the Site, and the remaining buildings were located in the central portion of the Site. The easternmost planned buildings were not present at the time of the Site reconnaissance, however, the easternmost portion of the Site was graded and prepared for development with construction staging materials stored on it.

The Site was bordered on the north by Midland Avenue with railroad tracks, Coors Distributing, Midwest Drywall Company, Inc./Electrical Outfitters, Big John Ace Hardware, a power substation, and Envirotech located beyond; on the south by undeveloped pasture land with mountains beyond; on the east by the City of Glenwood Springs Community Center with undeveloped property beyond; and on the west by vacant, graded, parcels with a Park-and-Ride parking lot and Roaring Fork Transportation Center/City Municipal property beyond. The Site is located in an industrial and commercial area within the city of Glenwood Springs.

Our research has revealed that the Site and surrounding area have been rural in nature. According to our research, the Site and surrounding area were historically utilized as a ranch for livestock grazing and cultivated agricultural land. The Site was occupied by Glenwood Meadows Shopping Center at the time of this assessment. According to the existing tenant representatives, the structures they occupied were significantly completed in May 2005 and each took possession of their respective spaces between early October and late November 2005, with the exception of Great Clips, who took possession in February 2006. A Site sketch and Site photographs are included as Appendix B and D, respectively.

D.2. Site Layout

During the reconnaissance, the Site topography appeared to be gently sloping to the north, toward the Colorado River. Drainage on the Site appeared to be toward storm water catch basins located in the paved parking areas and in the adjacent streets. Paved parking/driveway surfaces were located throughout the Glenwood Meadows Shopping Center.

D.3. Hazardous Substances and Petroleum Products

No indications of spills or leaks of hazardous substances or petroleum products were noted on the Site at the time of our reconnaissance with the exception of minor staining on concrete surfaces that were not compromised. Retail displays of household-sized cleaners, petroleum-based products, pesticides, herbicides, and fertilizers were noted in the Lowe's and Target facilities. Spill kits were located in multiple locations within these tenant spaces in the event of spills or leaks of these products. According to the tenant representatives, corporate-established training programs for small hazardous materials spill response were in-place and this training was provided to their employees. Additionally, storage of household sized up to 5-gallon-sized cleaners were noted in the janitor's closet of each tenant space.

A total of 13 drums were noted on the Lowe's property at the time of the Site reconnaissance. All drums were located within the secured hazardous materials storage area located on the west exterior side of the building, with the exception of two polyethylene drums labeled Euco Diamond Hard (liquid densifier) located near the loading dock that were of unknown origin to the manager on duty. According to the manager on duty, these drums had been recently left there as he had not been aware of them prior to the Site reconnaissance performed for this Phase I ESA, but he indicated he would have them moved to the hazardous materials storage area and disposed off-site at an authorized facility. All of the drums located within the hazardous materials storage area were empty with the exception of one waste materials metal 55-gallon drum. According to the manager, the drums are filled with fluids and waste materials brought onto the Site by customers (i.e., returned equipment containing fluids requiring disposal). No staining or cracked flooring was noted in the vicinity of the hazardous materials storage area on the Lowe's property.

Three 55-gallon metal drums containing used cooking grease/oil were noted on the north exterior of the Chili's property, within the garbage enclosure. Staining was noted in the vicinity of the drums; however, the used grease is cooking grade and did not appear to present an environmental issue. According to the manager on duty, the grease drums are disposed of approximately every three months, or as needed, by a vendor contracted by Chili's.

According to the Site tenant representatives, Material Safety Data Sheets (MSDSs) were maintained in various locations within each tenant space, where applicable. Additionally, MSDSs were noted in various locations within the tenant spaces during the Site reconnaissance.

Cargo lifts noted in the loading docks of various tenant spaces were either operated by electric-powered air bags or were spring loaded. Forklifts noted throughout the tenant spaces used hydraulics, but were electrically powered. No leakage or staining was noted on any of the forklifts at the time of the Site reconnaissance. Numerous cardboard and trash compactors were noted on the Site; however, no oil staining was noted in the vicinity of the compactors at the time of the Site reconnaissance.

D.4. Storage Tanks

No underground or aboveground storage tanks were noted or reported on the Site by the interviewees at the time of the Site reconnaissance, with the exception of one 1,100-gallon diesel aboveground storage tank (AST), noted on the west side of the Lowe's building, within a generator/transformer enclosure. The diesel AST labels indicated a secondary containment unit was built into the unit as a whole. No staining, leaking, or cracked pavement was noted in the vicinity of the AST.

A total of 18 propane pressurized tanks were noted on the west exterior of the Lowe's building, within a caged unit, secured to the paved surface below. One carbon dioxide pressurized tank was noted in the restaurant portion of the Target building. Additionally, one air compressor was noted in each of the Lowe's, Target, and Chili's buildings. Minor oil/water staining was noted in the vicinity of the air compressor in the Target building, however, the staining was located on concrete that did not appear to have been cracked, pitted, or otherwise compromised.

D.5. Potential PCB-Containing Equipment

Numerous transformers were noted throughout the Site; a total of 13 utility-owned (City of Glenwood Springs) pad-mounted transformers were noted on the common areas (i.e., parking lots, landscaped areas). The remaining transformers were floor mounted and noted in each of the tenant spaces, with the exception of the Petco, Pier 1, and Great Clips facilities. A "non-PCB" label was adhered to each of the exterior transformers. No staining or signs of leaks were noted in the vicinity of the transformers on the Site and each appeared to be in good condition.

D.6. Indications of Solid Waste Disposal

No indications of the uncontrolled disposal of solid waste or dumping were noted on the Site. Solid wastes generated at the Site are disposed in dumpsters serviced by local waste haulers contracted separately by each of the tenants (e.g., Discovery cardboard recycling, Waste Management, and Rocky Mountain Disposal).

Solid wastes typical of a construction project were noted on the areas of the Site undergoing building construction at the time of the Site reconnaissance. None of these wastes appeared to represent an environmental concern and the contractors on the Site appeared to be diligent in removing excess construction debris.

D.7. Potable Water Sources and Sanitary/Wastewater Discharges

The Site is connected to municipal water and sewer utilities. No disposal/discharge pits, surface impoundments or lagoons were noted at the Site. Retention ponds were noted along the north property boundary, receiving discharge runoff water from the Site. No sheen was noted on the retention pond water; however, the water appeared sediment-laden due to a recent precipitation event. No vegetation had been planted around the ponds at the time of the Site reconnaissance.

Floor drains were noted throughout each tenant space at the time of the Site reconnaissance in the restrooms and in kitchen areas. According to each tenant representative, the floor drains all discharge to the sanitary sewer and no oil/water separators, sand traps, or flame traps were noted on the Site. However, one sub-grade grease trap was noted in the restaurant area of the Target building. The grease trap was visually inspected and generally appeared to be in good, new, condition. The grease trap appeared to be only partially filled and was reportedly pumped out and cleaned once every six months.

According to the tenants interviewed at the time of the Site reconnaissance, no water wells exist on the Site. Additionally, no indications of monitoring or drinking water wells above grade were noted on the Site.

According to the City of Glenwood Springs Red Mountain Water Treatment Plant representative, the concentration of lead in the municipal drinking water supply is below the State of Colorado-established drinking water standard of 0.015 milligrams per Liter (mg/L) dissolved lead.

D.8. Other Utilities

Each building on the Site is heated by a rooftop-mounted natural gas-fired, forced-air furnace and cooled by a rooftop-mounted electric air-conditioning unit. The utility providers varied by tenant, but were generally provided by the City of Glenwood Springs, Xcel Energy, and/or Kinder Morgan, or a combination thereof.

D.9. Wetlands Information

In general accordance with the Goldman Sachs Commercial Mortgage Capital, L.P. Phase I ESA Scope of Services, dated May 6, 1998, Section 2.2, paragraph (f), wetlands information for the Site was provided in the EDR report. According to the EDR report, the Site is located within a designated Federal Wetlands area. For specific information pertaining to the wetland issues on this Site, please refer to the Wetland Delineation report dated, June 1996, which was prepared by Professional Wetlands Consulting, Inc. (the Site is referred to as Wulfsohn Ranch in this report, which is included in Appendix E). It should be noted that the EDR report and NEPA report obtained for the 2003 Phase I ESA did not identify wetlands on the Site.

D.10. NEPA Information

A National Environmental Policy Act (NEPA) report, providing information pertaining to endangered species and archaeological sites, was provided in the Phase I ESA performed by Braun Intertec in December 2003. Additionally, a Wildlife Species and Habitat Assessment was performed for the Glenwood Meadows Development Project in February 2000 and was reviewed as part of the December 2003 Phase I ESA of the Site. The 2003 Phase I ESA found no sites of archeological significance were located on the Site and no threatened or endangered plant or animal species would be significantly adversely affected by the development of the Site. These reports are attached in Appendix E - Previous Environmental Investigations for further information.

D.11. Radon Gas

Radon is a naturally occurring radioactive gas found in soils and rocks as a result of the natural decay or breakdown of native uranium and radium. Radon is a colorless and odorless gas that can accumulate once inside an enclosed space, such as a basement. Based on information from the Colorado Geological Survey provided in the previous 2003 Phase I ESA prepared by Braun Intertec, radon gas levels are considered low to moderate for structures tested in the area of the Site.

Additionally, according to the EPA's Radon informational website, Garfield county is located within a Zone 1 designation for radon, which is defined as follows, "Zone 1 counties have a predicted average indoor radon screening level greater than 4 pCi/L (pico curies per liter) (red zones)." However, due to the lack of basements or other sub-grade levels in the buildings located on the Site, radon is not anticipated to adversely affect the Site buildings.

D.12. Asbestos

A visual assessment for damaged, potentially asbestos-containing material (ACM) was performed as part of this Phase I ESA. Construction of the buildings on the Site began in May 2005 and continued through the time of the Site reconnaissance. The buildings were constructed of pre-cast concrete and concrete block exterior walls, with metal framing, typical retail interior finishes, and metal roofing support systems, all of which appeared to be in good condition at the time of the Site reconnaissance. Due to the age of the structures and the building materials' condition, no damaged potential ACM was noted during the Site reconnaissance. In our opinion, assessment of these materials would be recommended in the event of future renovation or demolition.

D.13. Lead-Based Paint

Based on the commercial use of the Site, a visual assessment for potential areas of lead-based paint was not performed as part of this Phase I ESA.

D.14. Moisture Intrusion/Mold

A visual assessment for moisture intrusion/mold was performed as part of this Phase I ESA. No areas of moisture intrusion or evidence of suspect fungal growth was noted in the buildings on the Site at the time of the Site reconnaissance. It should be noted that building and other Site improvement construction was on-going at the time of the Site visit and therefore, not all future tenant-occupied spaces were accessed.

E. Findings

The following environmental conditions regarding the Site were noted:

- Information regarding the Site was available back to 1930. The information indicates that the Site was developed at that time as ranch land.
- Based on regulatory information, the Site is located in an area of known petroleum and non-petroleum groundwater impacts from facilities located in the down-gradient direction relative to the Site and each facility has been issued closure by the CDPHE.
- The Site was substantially developed with a new shopping center complex at the time of this assessment. Construction was underway on the remaining portions of the Site.
- Minor areas of oil/water condensate staining were noted in the vicinity of an air compressor in the Target building during the Site reconnaissance.

E. Opinions

F.1 Recognized Environmental Conditions

A “recognized environmental condition,” as defined by ASTM Practice E 1527-00 is “The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions of storage and use in compliance with local and state regulations.”

This assessment identified no recognized environmental conditions in connection with the Site.

F.2 Historical Recognized Environmental Conditions

Historical Recognized Environmental Conditions are conditions that were or would have been considered to be Recognized Environmental Conditions in the past but because of further information or a change of conditions are no longer considered Recognized Environmental Conditions. This assessment identified no historical recognized environmental conditions in connection with the Site.

F.3 De Minimis Conditions

A *de minimis* condition is a condition that generally does not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of regulatory governmental agencies.

The past uses of the Site for cultivated farmland/pastureland and the current use as a retail center, in our opinion, appear to represent a *de minimis* condition at the Site.

The government database records identified several facilities in the surrounding area. Based on factors that include the regulatory status, the distances of the facilities from the Site, and the locations of the facilities relative to the estimated direction of groundwater flow, the database listings in the surrounding area appear to represent *de minimis* conditions.

The oil/water condensate staining noted in the vicinity of the air compressor in the Target space appeared to represent a *de minimis* condition, due to the lack of compromised concrete flooring below it.

G. Conclusions

We have performed this Phase I ESA of the Site in general conformance with the scope and limitations of ASTM Practice E 1527-00. Any exceptions to, or deletions from, this practice are described in Section A.3. of this report.

This assessment has revealed no indications of recognized environmental conditions in connection with the Site.

H. Recommendations

Based on the current use of the property, we do not recommend additional environmental investigation regarding the Site at this time with the exception that:

- Property management representatives should request that the Target building tenant collect the condensate from the air compressor, provide secondary containment to the air compressor, and/or monitor the air compressor for additional oil/water staining and maintaining good housekeeping practices in the vicinity.

I. Qualifications of Environmental Professionals

A Braun Intertec Statement of Qualifications for this Phase I ESA project will be provided to the User upon request.

I. References

Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, 2000, Annual Book of ASTM Standards, Vol. 11.04, E 1527-00.

Appendix A
Site Location Map



**PHASE I
ENVIRONMENTAL SITE ASSESSMENT**

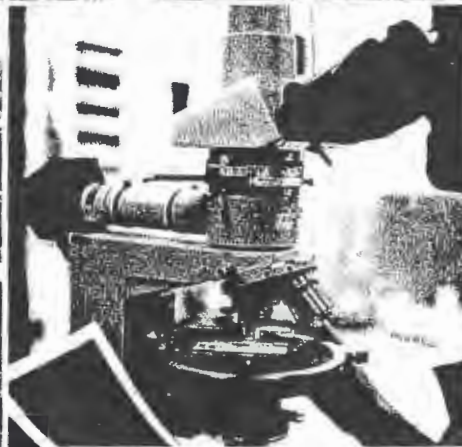
**WULFSOHN RANCH PROPERTY
GARFIELD COUNTY, COLORADO**

WT REF. NO. 3186JC077



Prepared For:

**Unocal Real Estate Division
Unocal Corporation
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**Western
Technologies
Inc.**

**The Quality People
Since 1955**

PHASE I
ENVIRONMENTAL SITE ASSESSMENT
WULFSOHN RANCH PROPERTY
GARFIELD COUNTY, COLORADO

PROJECT NO. 3186JC077
DATE: JUNE 5, 1996

PREPARED FOR:

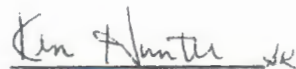
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EXECUTIVE SUMMARY

Western Technologies Inc. (WT) conducted a Phase I Environmental Site Assessment (ESA) at the 436-acre Unocal Wulfsohn Ranch property, located in Garfield County, Colorado. The ESA is based on a site visit to the property, interviews with persons knowledgeable about the property, a historical aerial photograph review, a regulatory records review, and a review of site ownership/use history.

WT concludes that no recognized environmental conditions have been identified for the subject property and no further environmental studies related to this scope of work are necessary at this time.



**PHASE I
ENVIRONMENTAL SITE ASSESSMENT
WULFSOHN RANCH PROPERTY
GARFIELD COUNTY, COLORADO**

1.0 INTRODUCTION

1.1 PROJECT AUTHORIZATION: This report presents the results of a Phase I ESA conducted for Unocal. The subject property is the 436-acre Wulfsohn Ranch property, located in Garfield County, Colorado (please refer to Plate 1, Vicinity Map). WT was retained by Mr. Gary Parks, Senior Property Supervisor, Unocal, to conduct the assessment. This report of findings completes the scope of services.

1.2 PROJECT OBJECTIVE AND SCOPE OF SERVICES: The objective of this ESA was to observe current site conditions, and evaluate the potential for hazardous or toxic substance contamination. The ESA focused on past and present uses of the subject property and sites within the American Society for Testing Materials (ASTM) specified distances from the property. The report discusses the presence of materials which could contribute to potential environmental liability due to past and current activities on or adjacent to the subject property, and the presence of any hazardous materials on the property.

The scope of work for the project included the following activities:

- Review of VISTA Site Assessment Report of regulatory agency databases covering the areas occupied by the property and sites within search distances specified by ASTM Standard Practice E 1527;
- Evaluation of the physical setting of the property and study area;
- Description of current and past uses of the property;
- Reconnaissance of the property during a site visit;
- Reconnaissance of adjoining sites within ASTM-specified distances, during a site visit;
- Review of a 50-year Chain-of-Title report provided by Land Title Guarantee Company;
- Interviews with persons knowledgeable of the site history and usage;
- Evaluation of the information developed through the assessment tasks; and,
- Presentation of this report.



1.3 METHODOLOGY AND LIMITING CONDITIONS: In general, and to the extent described elsewhere in this report, WT initiated this ESA through systematic review and observation of current conditions at the subject property and adjoining sites. As part of this approach, WT personnel conducted visual and physical reviews of the property and made observations regarding its condition and uses. WT observed accesses onto the property, such as roads, utility easements, railroads, pathways or other discernable access points leading into the property from its periphery. WT also reviewed the areas adjoining the subject property to the extent that these areas were visible from the property or from public thoroughfares. The observations made during the WT review of the property and adjoining areas included the following features:

- Geologic, hydrogeologic, hydrologic, and topographic features;
- Site drainage characteristics including washes, canals, basins, culverts, and dry wells;
- Physical improvements including buildings, roads, and parking lots;
- Septic systems;
- Aboveground storage tanks (ASTs);
- Evidence of underground storage tanks (USTs) including fuel pumps, pump islands, vent pipes, and inspection ports;
- Electrical or hydraulic equipment;
- Groundwater wells;
- Material and waste storage areas including storage containers;
- Environmental indicators such as odors, stressed vegetation, staining or corrosion on soil or paved areas;
- Oil sheens, films, or coatings on standing water;
- Solid wastes on the ground surface, in solid waste containers, or within open excavations;
- Non-natural filling or surface grading including mounding and depressions; and,
- Ponds, pits, lagoons, sumps and drains, and excavations.

No conditions limiting the site investigation procedure were encountered during the site visit.

2.0 ENVIRONMENTAL SETTING

2.1 SITE LOCATION: The subject property is an undeveloped parcel of land consisting of 436.27 acres, more or less, located within portions of sections 5, 6, 8, 9, Township 6 South, Range 89 West; Garfield County, Colorado (please refer to Plate 1, Vicinity Map). The property is located approximately 1 mile northwest of downtown Glenwood Springs, Colorado.

The subject property is located immediately west of the city limits of Glenwood Springs. Two parcels of the property were separated from the main body of the ranch during recent construction of the extension of Midland Avenue. The "West Parcel" consists of 5.75 acres of land and the "East Parcel" consists of 4.20 acres. Both parcels are located on the north side of the Midland Avenue extension. The property is bounded to the north by private lands (Denver & Rio Grande Railroad); to the east by the City of Glenwood Springs (City; Yampah Mountain H.S., residential); and to the south and west by private land and public lands administered by the Bureau of Land Management (BLM).

The only potential for environmental concern indicated by the setting was the fact that the subject property is virtually unpatrolled and not entirely "secure". The subject property can currently be accessed from the southeast via a locked gate. Future access will be from the new extension of Midland Avenue (under construction). In addition, a direct access from the Midland Avenue extension to the "West Parcel" will be provided. Access to the "East Parcel" from Midland Avenue is provided by an existing private road which is part of the property (Plate 2).

2.2 TOPOGRAPHY/DRAINAGE: The property is located in west-central Colorado. The elevation of the property ranges from a high of approximately 6,760 feet above mean sea level (msl) in the southern edge of the western property line, to a low of approximately 5,710 feet msl in the northern edge of the "Western Parcel" of the property, according to the Glenwood Springs, Colorado, 1961 (photorevised 1987) U.S. Geological Survey 7.5-minute topographic sheet. The subject property lies in the Colorado River valley immediately west of Glenwood Springs. The northeast 1/3 of the property is relatively flat and grass-covered. The middle section and majority of the property is slightly to moderately sloped and grass/sagebrush/tree - covered. The southern boundary of the property is steeply sloped and either barren or covered with sagebrush and/or trees (please refer to site photographs; Appendix A).

Several natural drainages exist on the property trending generally north-northeast toward the Colorado River. The local surface drainage is also north-northeast toward the Colorado River. The regional gradient is generally west along the Colorado River. Two retention ponds were observed on the subject property for the watering of livestock. The first pond was only damp and was located .4 mile from the southeast access point. The second pond (main retention pond) contained water and was located immediately south of center of the northern property line. Several irrigation ditches (including the Atkinson Canal) trending generally NW-SE were observed, but none contained water.



The Garfield County (County) Municipal Building located in Glenwood Springs, Colorado, maintains a variety of databases of environmental significance. The National Flood Insurance Program's Flood Insurance Rate Map (FIRM) of the County dated January 3, 1986 indicated that the "West Parcel" was in "Zone C" (area of minimal flooding), and the remainder of the property was located in "Zone D" (area of undetermined, but possible flood hazards). Mr. Mark Bean, County Building and Planning Department Director, stated that the subject property was in an area zoned for Agricultural/Residential/Rural Density (A/R/RD) with a minimum 2-acre lot size. Mr. Gary Parks, Unocal Senior Property Supervisor stated in his report titled, "Unocal Roaring Fork Ranches - Colorado", dated February 9, 1996, that the "West Parcel" has been annexed to the City and is zoned C-1 Limited Commercial.

2.3 REGIONAL GEOLOGY: The subject property lies within the western flank of the Southern Rocky Mountains geomorphic province located within the Rocky Mountain System. The Southern Rocky Mountains Province terminates just west of the property at the Grand Hogback, where the Colorado Plateaus Province commences. The Glenwood Springs Hot Springs, for which the City is famous, flow 123 degree fahrenheit water at the rate of 2,500 gallons per minute from Pennsylvanian shales. The hot water rises rapidly from considerable depth through broken and shattered rocks along a fault zone near the Colorado River.

The majority of the property (low-lying) is underlain by modern (Quaternary) alluvium. This alluvium was deposited over the past 2 million years by the nearby Colorado River. Rocks comprising the surrounding cliffs include: Mississippian Leadville Limestone (massive gray rock); contorted gypsum-bearing Pennsylvanian shales, Triassic redbeds (lower slopes on the southern boundary); and the Maroon Formation, which comprises "Red Mountain", on the southern boundary of the property.

Because of the large areal extent of the subject property, two different series of soils have been identified. The soils types are summarized below in Table 1.



Table 1. Soil Description

SOIL TYPE	DESCRIPTION	SHRINK/SWELL POTENTIAL	CORROSION RISK	
			Uncoated Steel	Concrete
Jerry-Lamphier-Cochetopa. 12 to 50% slopes - 15 to 50% slopes - 9 to 50% slopes.	Deep, well-drained, moderately sloping to steep soils on mountains and fans.	low-high	high	low
Morval-Villa Grove. 3 to 12% slopes - 15 to 30% slopes.	Deep, well-drained, moderately sloping to moderately steep soils on mesas, mountainsides, and alluvial fans.	low-moderate	high-moderate	low

2.4 REGIONAL HYDROGEOLOGY: In western Colorado, groundwater is extracted from the following aquifers: Valley fill alluvial deposits, Green River Formation, Mesa Verde group, Dakota sandstone, Entrada sandstone, Glen Canyon group, Wingate sandstone, Leadville limestone, pre-Mississippian age rocks, Precambrian crystalline rocks. With the exception of Valley fill deposits, the ability to produce water from any of the aforementioned aquifers is dependent on several geological factors, the most critical being structure. Throughout much of western Colorado, the rocks have been subjected to complex deformation processes that directly affect the hydrogeologic conditions. Therefore, it is quite possible for groundwater to occur under artesian or flowing artesian conditions locally within the same aquifer.

An example of how local geologic conditions effect water quality of the surface waters in the Colorado River Basin is evident in the Piceance Creek structural basin where the Green River Formation is exposed. Large quantities of water exist in varying degrees of quality. Groundwater produced from the upper member is typically of high quality while water produced from the lower member is typically of poor quality with total dissolved solids (TDS) content as high as 63,000 milligrams per liter (mg/l). Groundwater discharge has a deleterious effect on surface water quality in the Piceance Creek Basin. Near the headwaters of Piceance Creek, the water is a predominantly calcium, magnesium, bicarbonate type. However, at the mouth of the creek, the water is a sodium bicarbonate type and the TDS showed an increase from 600 mg/l to 2,000 mg/l.



However, the single geologic factor having the most impact on water quality in western Colorado are the many mineral springs found throughout the area. These springs add over 528,000 tons of dissolved minerals annually to the western Colorado rivers. The waters produced by these springs are generally a sodium chloride type, but some are sodium bicarbonate or sulfur in type. Depth to groundwater beneath the subject property is unknown.

3.0 SITE CONDITIONS

Information in this section is based solely on: a site visit to the property on April 23, 1996; interviews with persons knowledgeable of the subject property; and any specific references included in the following subsections. A Site Plan is provided as Plate 2. Photodocumentation of site conditions at the time of WT's site visit is provided as Appendix A.

3.1 CURRENT LAND USE: The subject property was rural and undeveloped, and was utilized exclusively for agricultural purposes (primarily cattle pasture and raising hay). Site improvements included fencing, two catch basins, an irrigation system of ditches/canals, and roads. Much of the property consisted of rugged terrain which was not easily accessible (please refer to Plate 2 for areas visited by car and on foot). No staining of soils or stressed vegetation were observed during the site visit.

3.2 BUILDINGS: No buildings were observed on the subject property.

3.3 UTILITIES: The City of Glenwood Springs maintains underground electrical utilities which are located in the corral area of the property and service an irrigation pump. In addition, two pole-mounted transformers were located along the north property line fence near the southeast corner of the property. However, the transformers are scheduled to be removed in a month and replaced by new pad-mounted transformers as part of the Midland Avenue extension. No other utilities were observed on the subject property, however, several downed utility poles were noted.

3.4 ELECTRICAL TRANSFORMERS AND OTHER POTENTIAL PCB SOURCES: Some older transformers, capacitors, generators, fluorescent light ballasts, and other electrical equipment may contain polychlorinated biphenyls (PCBs) in the dielectric fluid. PCBs are suspected carcinogens and were banned from manufacture by the 1976 Toxic Substance Control Act. Transformer oils are classified in one of three categories:

- Non-PCB - containing less than 50 parts per million (ppm) of PCBs.



- PCB-contaminated - containing between 50 and 500 ppm of PCBs. Transformers which have not been tested are assumed by federal regulations to be PCB-contaminated.
- PCB transformer - containing more than 500 ppm of PCBs. All PCB transformers were to have been removed from the public domain by October 1990.

The property was surveyed for the presence of potential PCB sources and two pole-mounted transformers were observed 3-feet north of the of the north property line fence near the southeast corner of the property. Mr. Ken George of the City was contacted on May 23, 1996 regarding the condition of the two transformers. Mr. George responded to WT that the transformers have never been tested for PCBs. However, the transformers are scheduled to be removed in a month and replaced by new pad-mounted transformers as part of the Midland Avenue extension. The existing transformers showed no indications of leakage.

3.5 ABOVEGROUND STORAGE TANKS: AST registration is not generally required unless the tank contains hazardous waste/materials or requires a flammable contents permit from the local fire department.

No ASTs or surface indications of former ASTs were noted on the subject property during the site visit. The Assistant Fire Chief noted that the City does not require local ranches and farms to register ASTs, and he was not aware that any ASTs were ever located on the subject property.

3.6 UNDERGROUND STORAGE TANKS: Underground storage tanks (USTs) are tanks that store regulated substances and have at least 10 percent of their volume (including contents of associated pipe systems), underground. Surface evidence of former UST locations would include pump islands, cut-off pipes, vent pipes, and asphalt patches. No surface evidence of existing or former USTs was noted on the subject property.

3.7 HAZARDOUS MATERIAL STORAGE AREAS: Hazardous materials, if present, should be stored in such a manner as to contain any potential leaks, spills or other discharges. Proper storage would also include container integrity, secondary containment capacity of 110 percent of the total volume or the largest container, whichever is greater, and storage of volatile chemicals in properly vented fireproof room or cabinet. All containers of hazardous materials should be properly labelled and Material Safety Data Sheets should be present at the facility for all hazardous materials. Records of waste disposal should be maintained at the facility. All ignitable and reactive wastes should be stored at least 50 feet inside the property boundary.

No hazardous materials were observed on the subject property during the site reconnaissance.

3.8 WASTE INDICATORS: Waste indicators would include: stressed vegetation; spillage/leakage of hazardous substances; staining of soil or other permeable surfaces; leachate or waste seeps; waste materials; disposal areas; construction/demolition debris; drums, barrels or containers which presently or could have formerly contained hazardous substances; unusual odors; and surface water discoloration, odor, sheen or free floating product. No waste indicators were observed on the subject property.

3.9 WASTEWATER/EFFLUENT DISCHARGES: Wastewater/effluent discharge would include: existing or former oil/water separators, sumps, dry wells, catch basins, injection wells, groundwater/wastewater treatment systems, septic tanks, leach fields, floor drains, compressor blowdown and exterior pipe discharges.

Two catch basins were observed on the subject property located adjacent to the access road. The catch basins had no indication of surface water discoloration, odor, sheen or free floating product.

3.10 RADON GAS: Radon is a naturally occurring radioactive gas. It is odorless, tasteless and invisible. Several years of research, based on the medical records of uranium mine workers, have shown a correlation between exposure to elevated radon concentrations and subsequent irradiation of lung tissues which can result in lung cancer. Because radon occurs as a gas, the pathway for exposure is via inhalation. Radon, itself, is an inert gas and does not interact with the body. It is the radioactive decay products of radon ("radon daughters") which are retained as solids and actually irradiate the lungs.

Radon is one of several materials produced through the natural decay of uranium to stable lead. As a gas, radon escapes from the soil and becomes airborne. Thus, the potential exists for radon to accumulate to concentrations above the remedial action level of 4.0 picocuries per liter (pCi/l) in structures throughout the United States.

Geologic materials that contain above average levels of uranium are potential sources of radon gas that can seep into homes and buildings and accumulate in elevated concentrations. Radon can be found in high concentrations in soils and rocks containing uranium, such as granite, shale, phosphate and pitchblende. Locations of these materials are highly unpredictable. Elevated levels of radon may also be found in soils contaminated with certain types of industrial wastes, such as the by-products from uranium or phosphate mining.



According to a publication from the Colorado Geological Survey, Department of Natural Resources, entitled "Results of the 1987-88 EPA Supported Radon Study in Colorado", radon gas levels are considered low to moderate for structures tested in the area of the subject property according to the following categories: Geological Area, County, and Zip Code. In all three categories the average reading was below the state average of 5.60 pCi/l. However, two of the three categories were above the remedial action level of 4.0 pCi/l.

Table 2. Radon Study Results

CATEGORY	# OF SAMPLES	AVG. PCI/L	≥0<4	≥4<10	≥10<20	≥20
			PERCENTAGE IN EACH RANGE			
Geological Area (Older Complex Sediments)	109	3.60	60.55	35.78	3.67	0.00
County (Garfield)	64	4.12	59.38	35.94	3.13	1.56
Zip Code (81601)	16	5.04	56.25	37.50	0.00	6.25

4.0 OFF-SITE RECONNAISSANCE

An off-site reconnaissance was performed by WT on April 24, 1996. The reconnaissance consisted of a survey of adjoining properties, and nearby land uses which could have an adverse environmental impact on the Site. The Site is bordered by the following streets, properties, and/or land uses.

The Site is located adjacent to the I-70 corridor of Glenwood Springs, Colorado. The developed portion of the Site is currently utilized exclusively for agricultural purposes, i.e. cattle pasture and raising hay.

- The Site is bounded on the north by private lands (Denver & Rio Grande Railroad).
- The Site is bounded on the east by the City of Glenwood Springs (Yampah Mountain H.S./residential)
- The Site is bounded on the south and west by private land (ski area), and public lands administered by the BLM.



Immediately north of the Midland Avenue extension and railroad tracks exists an industrial area. The industrial area consists of: a state highway department facility, a storage area for the railroad, a hardware store/lumber yard, a "Coca Cola" facility, a "Coors" facility, an electrical substation, an auto repair facility, and a building materials facility. Several ASTs were noted in the adjoining industrial area. The Assistant City Fire Chief explained to WT on April 23, 1996 that the ASTs contained magnesium chloride and were utilized by the state highway department for "ice melt". In addition, WT observed an apparent fuel AST at the same facility. Due to access problems, the off-site ASTs could not be closely inspected for integrity or spillage/leakage.

5.0 REGULATORY RECORDS REVIEW

This section is based solely on information provided by VISTA Information Solutions, Inc. (Vista) of San Diego, California. Because of the large areal extent and rural location of the subject property, the most practical, cost effective, computerized records search was based on the postal zip code (81601) of the nearest town, Glenwood Springs, Colorado. Sources of information may include: commercially available and proprietary regulatory databases, regulatory agency files, personal interviews, and telephone interviews. In some of the following subsections, the words up-gradient, cross-gradient and down-gradient refer to the presumed groundwater flow direction in relation to the subject property. These determinations are based subjectively on regional hydrogeologic information, topographic maps and local site conditions. A copy of the Federal/State regulatory agency records search report provided by Vista is included as Appendix B. This records search exceeded ASTM standards.

5.1 FEDERAL: The following subsections detail Vista's findings based on a review of various federal databases.

5.1.1 CERCLIS Database: Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) sites are potential hazardous waste sites which have been evaluated by the EPA for a release or threatened release of hazardous substances into the environment.

According to the December, 1995 database, one site was identified within the zip code area. However, CERCLIS facilities were within a one-half mile radius of the property.

5.1.2 FINDS Database: The Facility Index System (FINDS) is a compilation of any site which the EPA has investigated, reviewed, or been notified of in connection with its various regulatory programs.

According to the December, 1995 database, 83 sites were identified within the zip code in the FINDS records search. No further information is available from FINDS.

5.1.3 NPL Database: The National Priorities List (NPL) is the EPA's database of uncontrolled or abandoned hazardous waste sites that have been identified for priority remedial action.

According to the September, 1995 database, no NPL sites were identified within the zip code area.

5.1.4 RCRA Database: The Resource Conservation and Recovery Act (RCRA) database lists facilities that have notified the EPA of hazardous waste activity. The notifiers may engage in the generation of hazardous wastes. Generators are listed as either large, small or conditionally exempt generators. Large quantity (Code 1) generators produce at least 1000 kg/month of non-acutely hazardous waste or 1 kg/month of acutely hazardous waste. Small quantity (Code 2) generators produce 100-1000 kg/month of non-acutely hazardous waste. Conditionally exempt generators (Code 3) are those which generate less than 100 kg/month of non-acutely hazardous waste. "Non-regulated" indicates that the facility filed a notification and/or a permit application, but claims not to generate, transport, treat, store or dispose of hazardous waste; or the facility falls into other specified categories of non-regulated under RCRA. The EPA also maintains a list of facilities on which treatment, storage, and/or disposal (TSD) takes place, as defined and regulated by RCRA.

According to the February, 1996 RCRA database, 33 sites were identified within the zip code area. The search of the RCRA database did not list the subject property. No adjoining properties were listed as RCRA-regulated facilities. No RCRA regulated treatment, storage or disposal (TSD) facilities were listed within a distance of one mile from the property.

5.1.5 ERNS Database: The Emergency Response Notification System (ERNS) is a listing compiled by the EPA of reported releases to the air, soil and/or water of hazardous and/or unidentified substances. This listing provides a limited amount of information on the type of material involved, the cause of the release, and damages or injuries associated with the release. The ERNS database also lists the agencies notified, the responsible party, and the reporter of the release.

A review of Vista's ERNS database dated September, 1993 identified 5 sites within the zip code area, but did not list the property.

5.2 STATE OF COLORADO: The following subsection details WT's findings based on a review of Vista's various Colorado State Government (Colorado) databases.

5.2.1 Registered UST Database: Under Subtitle of the 1984 RCRA Amendments, owners of underground storage tanks that contain regulated substances were required to notify (register with) the designated state agency of the existence of the tank(s) by May 8, 1986. The Colorado Division of Labor, Oil Inspection Section maintains a database of registered USTs with hazardous contents, for the State of Colorado. The minimum ASTM search distance for state registered UST sites includes the subject property and adjoining properties.



The search of the registered UST database (dated December, 1995) did not list the subject property, but did list 49 sites within the zip code area. Two sites were listed adjacent to the subject property:

- Coca Cola Bottling Company; 1220 Devereux Road; cross-gradient
- R.M. Natural Gas Operations; 1320 Devereux Road; cross-gradient

5.2.2 Storage Tank Remedial Section Databases: The CDPH&E Storage Tank Remedial Section maintains two databases of leaking underground storage tanks (LUST): LUST "Trust Funds" (dated August, 1995); and Location of Reported LUSTs (dated December, 1995). The first database lists LUST sites which completed cleanup activities. These sites may still have contamination present, however, the CDPH&E has granted "closure" for the site. The second database lists sites which are presently undergoing remediation, are in the process of determining the extent of contamination, or which have just been identified as having a release. The minimum ASTM search distance for LUST sites is one-half mile.

The subject property was not listed as a LUST site. Ten sites were listed within the zip code area, however based on the report provided by VISTA, none of the sites appeared to be within a one-half mile radius from the subject property.

5.2.3 Solid Waste Facility Database: The CDPH&E maintains listings of solid waste facilities, and transfer stations located within the State.

The Solid Waste Database (dated February, 1995) did not list any landfill, solid waste facilities or transfer stations within a one-half mile radius of the property.

6.0 OWNERSHIP/USE HISTORY

6.1 INTERVIEWS: Mr. Norm Chandler who resides at 5960 County Road 109, Carbondale, Colorado, was interviewed on April 24, 1996. Mr. Chandler stated that he has been harvesting hay and grazing livestock at the subject property for approximately the last two years, and to the best of his knowledge, the current land use is consistent with the past use of the property. The only herbicides and/or pesticides used on the property that he is aware of was herbicide "24D" for weed control in the irrigation ditches. There are no utilities at the property, because there are no buildings. Mr. Chandler was not aware of any hazardous material storage/dumping that took place at the property. There are presently no ASTs or USTs located on the subject property and there never has been to the best of Mr. Chandler's knowledge. Mr. Chandler stated that no incidents of environmental significance are known to have impacted the subject property.

Mr. Guy Meyer is the Community Service Coordinator for Garfield County and is the County environmental representative. Mr. Meyer was contacted on May 23, 1996 regarding the environmental condition of the subject property. Mr. Meyer stated that the County has really only been keeping environmental records since the early 1990's, and he knows of no incidents of environmental significance to have impacted the subject property.

6.2 TOPOGRAPHIC MAPS: The Glenwood Springs, Colorado, 1961 (photorevised 1987) U.S. Geological Survey 7.5-minute topographic sheet was reviewed. This topographic map provided a limited amount of site-specific information for the subject property. The topographic map did not identify any structures on the subject property. The railroad right-of-way is located immediately north of the property, and the City airport is located approximately 3 miles southeast and upgradient of the property. The map did not identify any other facilities of potential environmental concern at or around the property.

6.3 HISTORICAL AERIAL PHOTOGRAPHS: Aerial photographs dated 1968, 1978, 1982, and 1988 were reviewed at the U.S. Department of Agriculture, Soil Conservation Service office in Glenwood Springs, Colorado, on April 22, 1996. The purpose of the review was to determine and assess the nature of previous activities on the subject property and adjacent properties. A brief summary of the aerial photograph review is as follows:

The earliest available photograph depicting the subject property (1968; Scale: 1" = 660') shows the entire property as a vacant lot. The upper 2/3 of the property (SW portion) is undeveloped and vegetated by a juniper cover. The lower 1/3 of the property (NE portion) is developed for agricultural use; i.e. the vegetation appears non-native. A catch basin is visible in the central portion of the property, just south of the northern property line. A second catch basin, possibly dry, is also visible. The railroad is visible just north of the property. A development is visible just southeast of the property. The City of Glenwood Springs is visible to the east of the property.

The photograph dated 1978 (Scale: 1" = 660') shows the entire subject property. Changes since the previous photograph include the addition of a building, AST, and an access road leading up a ski area which borders the property to the southeast. Interstate Highway 70 (I-70) is located immediately north of the Colorado River (and the property) and appears to be complete. There is increased residential development north of the property (across I-70).

The photograph dated 1982 (Scale: 1" = 1,000') shows the entire subject property. The property boundaries have been marked on the photograph. Development in the area surrounding the property has increased since the previous photograph.

The most recent available photograph dated 1988 (Scale: 1" = 660') shows the entire subject property. Structures are visible immediately south of the railroad tracks. Two irrigation ditches are visible on the northern (developed) portion of the property running parallel to the Colorado River. Development in the area surrounding the property has increased since the previous photograph.

The review of aerial photographs provided no visual surface evidence of gross environmental concern on the subject property or adjoining properties.

6.4 TITLE HISTORY: A 50-year (plus) Chain-of-Title search was performed by Land Title Guarantee Company, Glenwood Springs, Colorado for the subject property. The research covered all title changes including: Land Contracts, Leases, Deed Restrictions, Easements, Fee Ownerships, Leases and other encumbrances. A review of the Chain-of-Title indicated the following past ownership of the property.

Julius Wulfsohn conveyed the property to The Wulfsohn Mercantile Company in the form of a Warranty Deed on September 26, 1923.

The Wulfsohn Mercantile Company conveyed the property in a Warranty Deed to Mollie and Sophie Wulfsohn on December 30, 1940.

Mollie and Sophie Wulfsohn conveyed the property in a Warranty Deed as Joint Tenants to Mollie and Sophie Wulfsohn on July 28, 1949.

The Wulfsons conveyed to J.V. Rose and J.F. Gregory a Quit Claim Deed dated October 27, 1949, and a Warranty Deed dated August 2, 1949.

J.V. Rose and J.F. Gregory conveyed the property in a Warranty Deed dated April 6, 1953 to Brinkley B. Brown.

Brinkley B. Brown conveyed the property in a Warranty Deed dated July 30, 1955 to the Glenwood Hot Springs Company.

The Glenwood Hot Springs Company conveyed the property in a Warranty Deed dated January 4, 1957 to Union Oil Company of California.



Exceptions included: a tract of land previously conveyed to the Colorado Department of Highways in deed recorded September 22, 1967; and, a tract of land conveyed to the City in deed recorded October 7, 1994.

A review of the title history revealed no previous property ownerships which would indicate any potential for contamination of the property. The property has undergone several historical changes of ownership since it was first developed in 1923. Please refer to Appendix C for the Chain-of-Title Report.

7.0 SUMMARY OF FINDINGS

Based on the site visit, the off-site reconnaissance, interviews, the regulatory records review, and a review of ownership/use history, WT reiterates the following:

- The subject property is not identified as a CERCLIS, NPL, RCRA notifier/TSD, NMED UST/LUST, or ERNS site. Two UST sites were listed adjacent to the subject property.
- No surface indications of USTs were observed or reported on the subject property. No LUST sites were reported within one-half mile of the subject property.
- The property was surveyed for the presence of potential PCB sources. The pole-mounted transformers noted on the property line are scheduled to be removed in a month showed no indications of leakage.
- According to the Vista Solid Waste Facility database, no current or former landfills or illegal open dumps are located on or within one-half mile of the subject property.
- Depth to groundwater beneath the subject property is unknown. The local surface drainage is NNE toward the Colorado River. The regional gradient is generally west along the Colorado River.
- Insufficient data exists to adequately characterize groundwater quality beneath the subject property.



- No aboveground storage tanks (ASTs) or surface indications of former ASTs were noted on the subject property. ASTs were observed on adjacent lands. A fuel AST and several magnesium chloride ASTS were located at the state highway department facility.
- No hazardous materials were noted on the subject property during the site visit.
- The subject property was generally well maintained and had a clean appearance. No unusual odors were noted on the subject property during the site visit. No other waste indicators were observed.
- No surface evidence of any of the wastewater/effluent discharges was noted on the subject property during the site visit.
- Radon gas levels are considered low to moderate for structures tested in the area of the subject property according to the following categories: Geological Area, County, and Zip Code. In all three categories the average reading was below the state average of 5.60 pCi/l. However, two of the three categories were above the remedial action level of 4.0 pCi/l.
- No RCRA TSD or NPL sites were identified on or within a distance of one mile from the subject property.
- No CERCLIS sites were identified on or within a distance of one-half mile from the subject property.
- A review of the EPA ERNS database of records did not identify any release incidents on or within a distance of one-eighth mile from the subject property.
- The FIRM map for the County dated January 3, 1986 indicated that the "West Parcel" was in "Zone C" (area of minimal flooding), and the remainder of the property was located in "Zone D" (area of undetermined, but possible flood hazards). The subject property was in an area zoned for A/R/RD.



8.0 CONCLUSIONS AND RECOMMENDATIONS

Western Technologies, Inc., has performed a Phase I Environmental Site Assessment of the subject property in an effort to conform with the scope and limitations of ASTM Practice E1527.

This assessment has not revealed evidence of any recognized environmental conditions in connection with the subject property.

No further assessment activities are indicated at this time.

9.0 LIMITATIONS

9.1 GENERAL: The scope of this Phase I Environmental Site Assessment is limited to: observations made during the site visit; observations made during the off-site reconnaissance; interviews with knowledgeable persons, with public agency personnel; reviews of readily available published and unpublished reports, literature, and aerial photographs. As a result, these conclusions are based on information supplied by others, and interpretations made by qualified personnel. Any conclusions and/or recommendations made in this report are subject to modification if subsequent information is obtained by WT.

The focus of this Environmental Site Assessment was to assess the potential for hazardous or toxic substance contamination resulting from previous and current uses of the subject and adjacent properties. As a result, this assessment does not address the presence of the following conditions unless they were the express concerns of contacted personnel, report and literature authors, or the work scope.

- Naturally occurring toxic or hazardous substances in the subsurface soils, rocks, and water.
- Toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables.
- Contaminants or contaminant concentrations that are not currently regulated but may be regulated under future standards.



It is impossible to predict events that may occur after the site visit, such as illegal disposal, accidental spillage, or the inaccuracy of the published or unpublished reports, literature, or documents referenced herein. There is not assessment thorough enough to completely exclude the presence of hazardous substances at any site. Therefore, if none are identified as part of a limited scope of work, such a conclusion should not be construed as a guaranteed absence of such materials. It is merely the result of the assessment.

Project services have been completed in agreement with our understanding with Unocal Corporation. This document and the information contained herein have been prepared for the use of Unocal Corporation and their assigned parties.

This Phase I Environmental Site Assessment was completed by an environmental specialist under a limited scope of work in accordance with the work agreement. This report provides opinions of WT concerning recognized environmental conditions at the subject property. It is possible, despite the use of reasonable care and interpretation, that WT may have failed to identify regulatory violations or the presence of hazardous substances, underground storage tanks, or other obscured or subsurface areas of potential environmental concern. WT assumes no responsibility for conditions that were not specifically evaluated or conditions that were not generally recognized as environmentally unacceptable at the time this report was prepared.

9.2 EXCEPTIONS TO AND DELETIONS FROM ASTM PRACTICE E1527:

- Report format is different and adapted to individual locale.
- Credentials of the environmental assessors (resumes) and of the company (Statement of Qualifications) have not been included with the report but are available upon request.



12.8 Qualifications of the Environmental Professionals



ENVIRONMENTAL AND ENGINEERING DUE DILIGENCE SPECIALISTS

David F. Svrjcek
Branch Manager
Denver, Colorado Regional Office

EDUCATION

- ⊕ B.S. Marketing, University of Maryland – College Park, 1992

**PROFESSIONAL
REGISTRATIONS, LICENSES, AND CERTIFICATIONS**

- ⊕ Environmental Professional as defined in 40 CFR 312.10
- ⊕ EPA AHERA Asbestos Building Inspector
- ⊕ 16-Hour Radon Measurement Operators Course, WRTC
- ⊕ 24-Hour Mold Inspector Training
- ⊕ Lead in Drinking Water Training

**PROFESSIONAL
SUMMARY**

Mr. Svrjcek is the Branch Manager of Advantage Environmental Consultants, LLC's Denver Regional Office in Boulder, Colorado and has been with AEC since June 2002. Mr. Svrjcek has 20 years of experience in the environmental consulting field. He has interacted with industry management, developers, banks, general contractors, legal counsel, and regulatory agencies on a diverse range of local, state, and federal regulatory and environmental issues. His experience in environmental consulting ranges from staff scientist to senior project manager and includes environmental regulatory issues for FCC Wireless Telecommunications Industry; Environmental Assessments for Housing and Urban Development and local Housing Authorities; Phase I Environmental Site Assessments (ESAs); Phase II subsurface investigations; groundwater monitoring well installations and sampling; mold surveys, and Industrial Hygiene services including asbestos surveys. As branch manager, Mr. Svrjcek is responsible for client/development/management, project management and technical-related tasks of projects.

Phase I Environmental Site Assessments (ESAs)

Meets the Phase I ESA Environmental Professional Standards as defined in 40 CFR 312. Twenty years of experience conducting, preparing, and reviewing over 600 environmental site inspections and technical reports of Phase I ESAs and Transaction Screens for state and county governments, various commercial lending institutions, insurance companies, REITS, property managers, telecommunication carriers, non-profit agencies, construction managers, and real estate developers. Mr. Svrjcek has conducted Phase I ESAs and

related environmental services in Colorado, New Mexico, Minnesota, Texas, Maryland, Virginia, West Virginia, the District of Columbia, Delaware, New Jersey, New York, and North Carolina.

Comprehensive Hazardous Materials Demolition Surveys

Experience conducting and preparing Asbestos-Containing Building Material (ACBM) Surveys and associated reports for facilities located in Colorado, New Mexico, Maryland, Virginia, and the District of Columbia. Experience managing large-scale projects involving initial asbestos surveys, assistance with abatement specifications/bid documents, turnkey abatement oversight, and implementation of Operations and Maintenance (O&M) Programs.

National/Regional Account Management/ FCC Wireless Regulatory and NEPA Compliance

Fifteen years of experience performing technical review of approximately 2,500 Federal Communication Commission NEPA assessments and screenings for wireless telecommunications carriers including T-Mobile, Verizon Wireless, and AT&T, as well as several regional tower builders. Experience includes account management, project coordination, technical review, and management oversight of all environmental engineering services and federal compliance (i.e., FCC NEPA compliance, Phase I ESAs, Asbestos and Lead-Based Paint testing, subsurface investigations, cultural resources, and geotechnical engineering). Maintained close client contact to ensure program implementation and client satisfaction. Implemented various internal programs to monitor quality and cost issues. Account management experience also includes managing large projects involving building owners, regulatory officials, subcontractors, and other professionals.

PROFESSIONAL EXPERIENCE

Managed numerous Phase I and Phase II due diligence studies and hazardous materials surveys of abandoned schools located in Washington, D.C. prior to redevelopment. The schools were being assessed to evaluate feasibility for conversion into charter schools and to establish budgetary abatement/remediation costs. Laboratory results from the hazardous materials surveys verified that significant quantities of asbestos and lead-based paint were present in the buildings. In addition, the Phase I ESA identified the presence of underground storage tanks on the property. Subsurface investigations using a Geoprobe were performed at both properties in the area adjacent to the suspected USTs.

Oversaw and managed all environmental services for a portfolio of seven District of Columbia recreational center facilities that were proposed for complete redevelopment and/or significant renovations. Scope of work performed typically included a Phase I ESA and a Hazardous Materials Survey. Properties generally included approximate 6,000 square-foot recreational centers, swimming pools, and adjacent playground areas. Most of the facilities were constructed from approximately 1928 to 1950. Since AEC was working for the construction management firm responsible for redevelopment, soil excavation, as well as identifying any lead and asbestos issues was of primary concern to the client. Based on AEC's historical review and site visit, AEC identified additional environmental concerns for one of the facilities due to leaking underground storage tanks on adjacent parcels.

Served as Project Manager for the assessment and evaluation of environmental liability as part of property refinancing of an approximate 10-acre shopping center in New Carrollton, Maryland. The site was impacted with chlorinated solvents and was taken through the MDE's Voluntary Cleanup Program (VCP). Performed pilot studies including soil vapor extraction studies prior to designing/implementing an on-site remediation system.

National program management of wireless telecommunications sites for T-Mobile Northeast, LLC. (or related turnkey consultants) for their expansion throughout D.C., Maryland, West Virginia, Pennsylvania, New York, and Virginia. The scope of work for these sites included the following services: Phase I ESAs, FCC NEPA Checklist reports, cultural resources, asbestos and lead-based paint testing (for building collocation sites), and photo simulations. Working with various district, state and Federal agencies including the State Historic Preservation Office, National Park Service, and the United States Fish and Wildlife Service to comply with all applicable federal requirements. Mr. Svrjcek has managed approximately 2,000 sites for T-Mobile since 2000.

Managed the environmental review process for approximately 200 proposed telecommunication installation sites for AT&T Wireless Services, Inc. through a contract with Bechtel Telecommunications. The telecommunications expansion included the states of Maryland, Virginia, District of Columbia, Pennsylvania, and West Virginia. The scope of work for these sites typically included the following services: Phase I ESAs, FCC NEPA Checklist reports, asbestos and lead-based paint testing (for building collocation sites), photo simulations, and when necessary, Environmental Assessments. Worked with various local, state, and Federal agencies including the State Historic Preservation Office, National Park Service, the United States Fish and Wildlife Service, and numerous county wildlife and planning agencies to comply with all applicable federal NEPA requirements.

Client manager for a large-scale HOPE VI revitalization project that included the demolition of 1,107 existing public housing units and the construction of 555 residential units. This project involved coordination with numerous private and public agencies including: Housing and Urban Development, the District of Columbia Housing and Community Development, the District of Columbia Housing Authority, the District of Columbia Department of Consumer and Regulatory Affairs, Historic Preservation Division, as well as various private contractors. The scope of work included the completion of Environmental Assessments (as required by the National Environmental Protection Act), Phase I ESAs, hazardous material surveys, underground storage tank removals, preparation of abatement specifications, and the completion of a Comprehensive Site Assessment (CSA) and Corrective Action Plan (CAP) for a former gasoline filling station parcel.

Assisted a private investor with the acquisition of an abandoned 5.6-acre automobile dealership property located in New Jersey. The assessment was used to assist the client with a purchase price for the property and to work out an indemnification agreement with the current owner. Work included a Phase I ESA, subsurface soil and groundwater investigation, and magnetic remote sensing for USTs and groundwater monitoring well installations. The preliminary field investigation discovered two suspected abandoned USTs on the site, which were confirmed during the magnetic sensing activities. Environmental impact was determined to exist on the property associated with the former USTs and the former operation of hydraulic lifts. Additional activities included performance of a Comprehensive Site Characterization using Geoprobe soil and groundwater sampling coupled with the installation of groundwater monitoring wells and the development of a Remedial Action Plan. Based on the preliminary sampling results, the client was able to negotiate a significantly reduced purchase price.

Engineering
Department
Jessica Bowser,
Asst. City Engineer

Date: June 4, 2021

To: Community Development

Re: Lofts Phase IV Development Permit

Please see the following engineering comments for the Lofts Phase IV Development. These comments are not inclusive of comments from other departments, including Public Works, Building, etc. It is up to the applicant to verify that the appropriate reviews have been completed by these departments. City of Glenwood Springs Engineering reserves the right to make additional comments throughout the application process, especially if significant modifications are made. It is in the applicant's best interest to address all comments holistically to reduce the number of reviews necessary for approvals.

Engineering will not review a revised submittal until the applicant provides a written response to these comments.

Traffic Study:

1. The Traffic Study proposes the retail space to be a fast-casual restaurant. This development is proposing a parking reduction for the residential (reduction of 6 space) with 30 retail spaces (OK per code).
 - a. Is there a loading space for deliveries to the restaurant? It seems that whether this is retail, office space, or a restaurant, there will be a need for delivery space. Access is limited in the parking area and it would be preferable that this be outside of a drive aisle.
2. Consider a 4-way stop at East Meadows Drive/Wulfsohn Road? Wide intersection – many people fun the stop on East Meadows Drive and other intersections (W Meadows and the retail street, which is not a City street) have 4-way.

Development Application Comments:

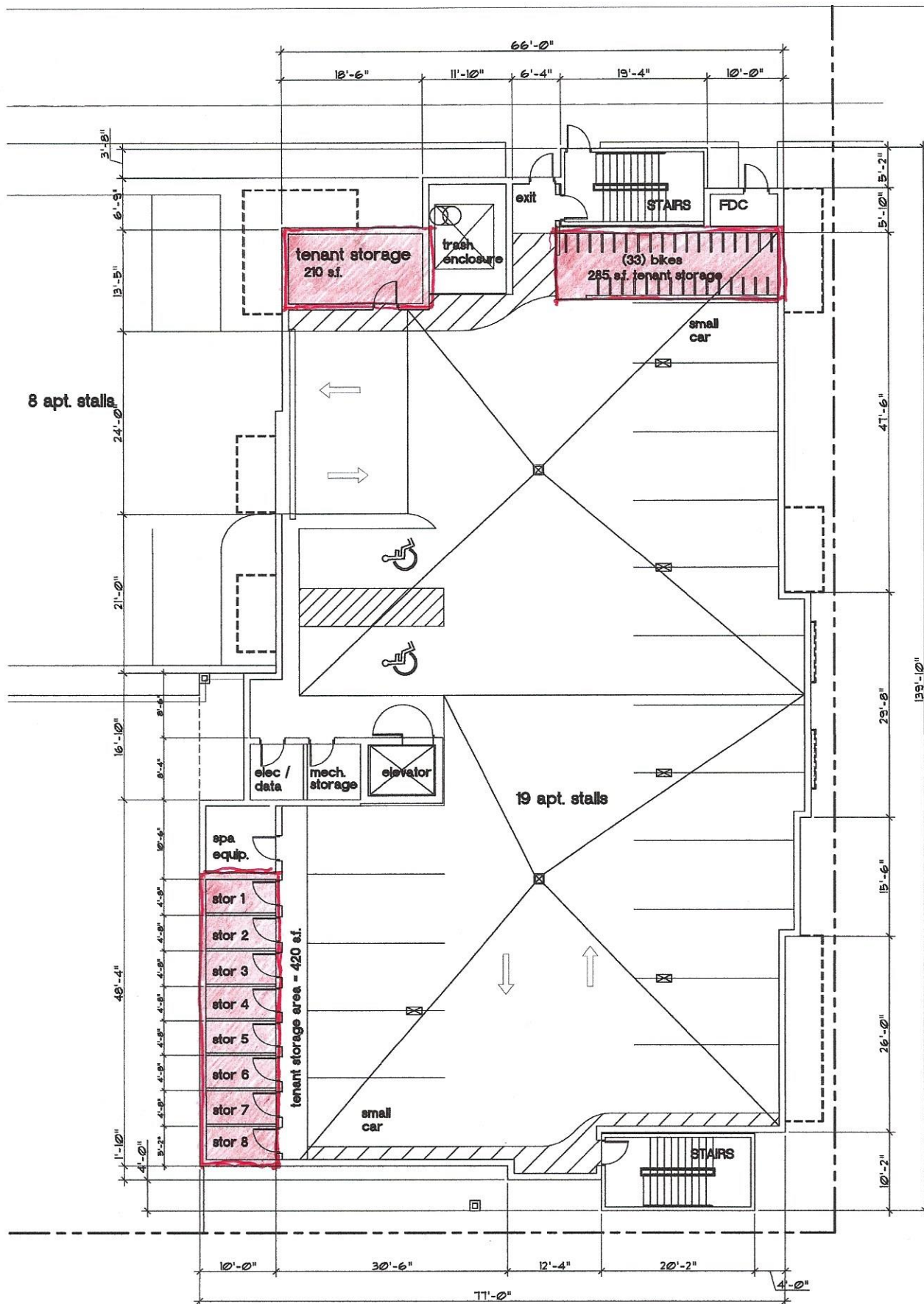
1. Fire has brought up some concerns responding to a rescue call on a balcony or upper floor at Lofts III that was not considered in the prior application. Please work with the fire department to provide an AutoTurn analysis for a response to Phase IV and III. It may be necessary to alter a landscape island to accommodate safe movements.
2. Note only – no response necessary: The proposed retail pad is over an existing storm manhole and new Storm is proposed within this pad as well. This will limit the buildable area for this pad.
3. Sheet A.1 conflicts with the other site plans.

Comments to be addressed prior to Grading Permit Approval:

4. A [Grading Permit](#) shall be submitted along with the following documentation:
 - a. No work for this project will be allowed to commence until **all** work easements (temporary or permanent), on or off site, are in place for the development of property.
 - b. Final Stamped Reports (Geotechnical, Drainage, Traffic Geologic Hazards, etc).
 - i. A letter should be provided that shows Kumar & Associates has reviewed the final grading plan and supports the final design.
 - c. Final Stamped Construction Documents.
 - d. The Stormwater Management Plan, along with any applicable approved state permits, including a [Construction Stormwater Discharges Permit](#) or [Dewatering Permit](#).
5. Any additional permitting necessary for the project should be submitted, including Building and/or Right of Way Permits.
 - a. Cuts into the roundabout on East Meadows will need to be coordinated with the City so appropriate noticing for any closures can be coordinated with the public.

Comments to be addressed prior to Certificate of Occupancy:

6. The City will require a maintenance plan and agreement with the development for the detention and debris system/s. If the system/s are not being maintained properly and having a negative effect on downstream facilities, the City will need access to perform the maintenance and back charge the facility owner. See Community Development for further information.
7. All drainage, retaining walls, and/or other site improvements require a stamped certification letter from the engineer of record that verifies that all improvements were constructed per plan.
8. Record drawings (As-Builts) will be required to be submitted to the City along with electronic drawings (CAD) as described in the Engineering Standards.
 - a. Any approved Licenses to Encroach may require amending if the as-built conditions vary from the approved licensing locations.
 - b. Utility Easements shall be recorded for any City of Glenwood Springs main lines, Hydrants, or Transformers not in the City right of way.

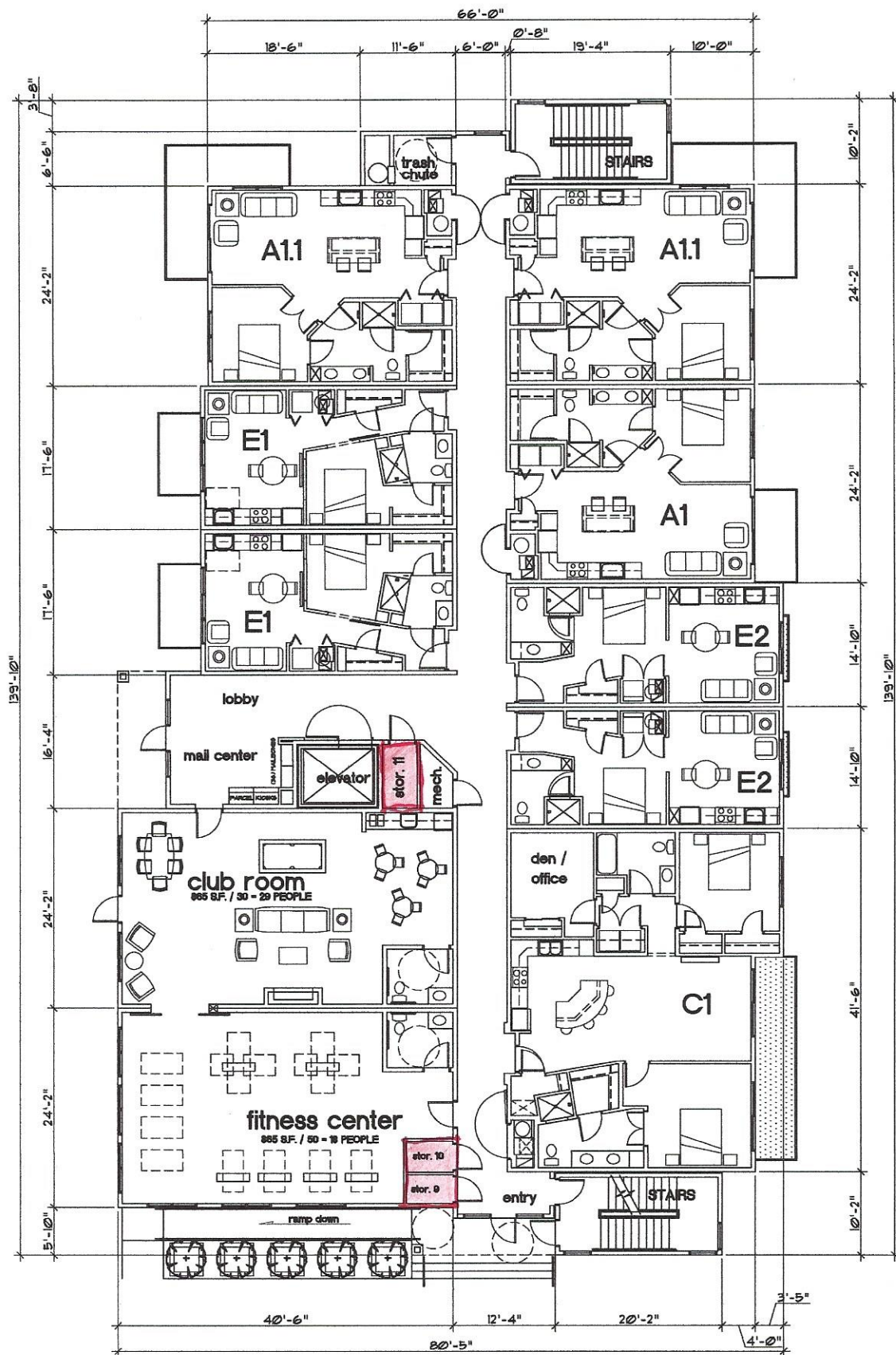


STORAGE THIS FLOOR:
915 S.F.

TOTAL TENANT
STORAGE: 1,315 S.F.

FLOOR PLAN - PARKING LEVEL

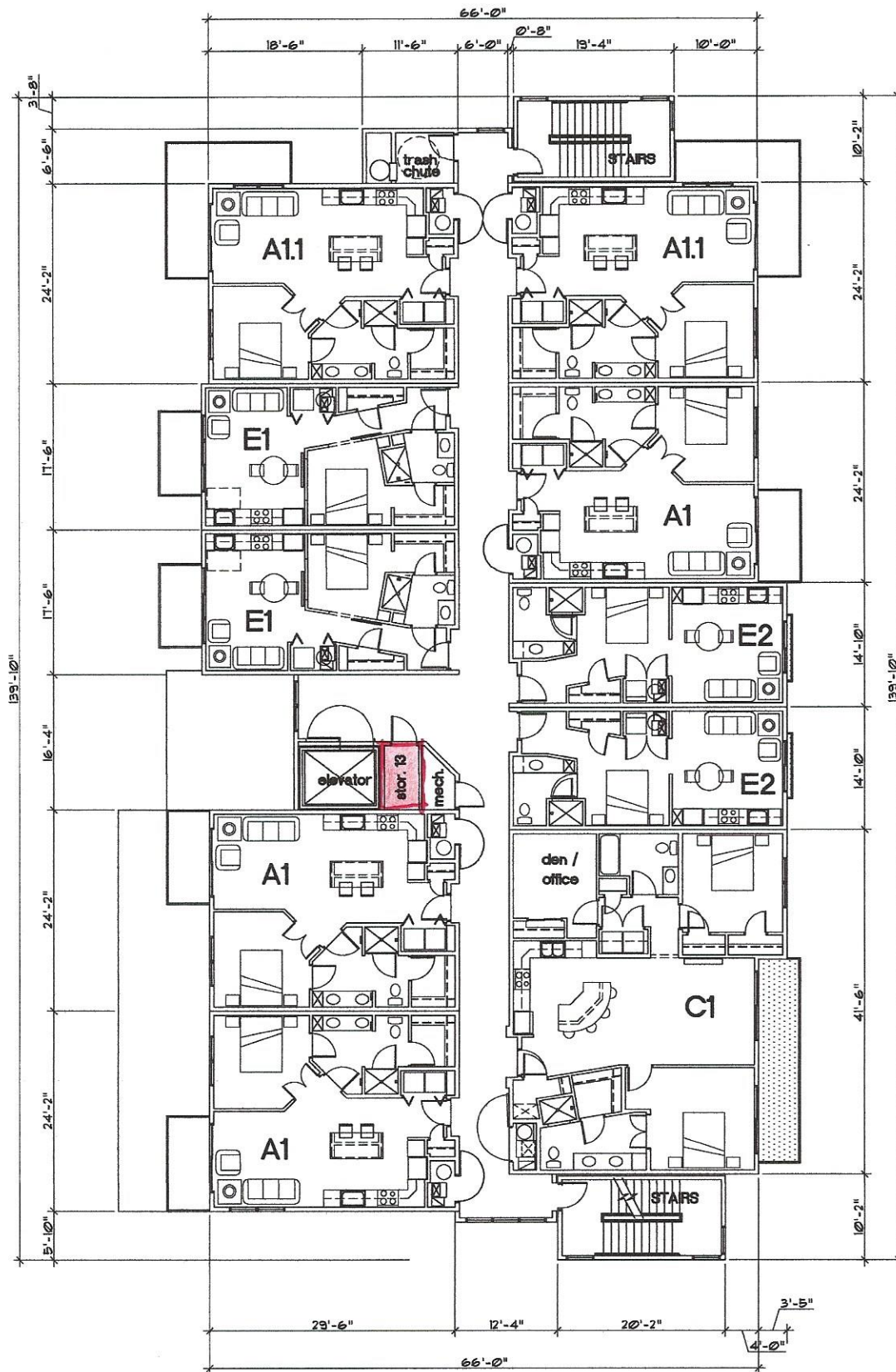
SCALE: 1/8" = 1'-0"



UNIT MIX THIS FLOOR:	
A1	1 UNIT
A1.1	2 UNITS
E1	2 UNITS
E2	2 UNITS
C1	1 UNIT
TOTAL:	8 UNITS
STORAGE THIS FLOOR:	
105 S.F.	

FLOOR PLAN - MAIN LEVEL (STREET LEVEL)

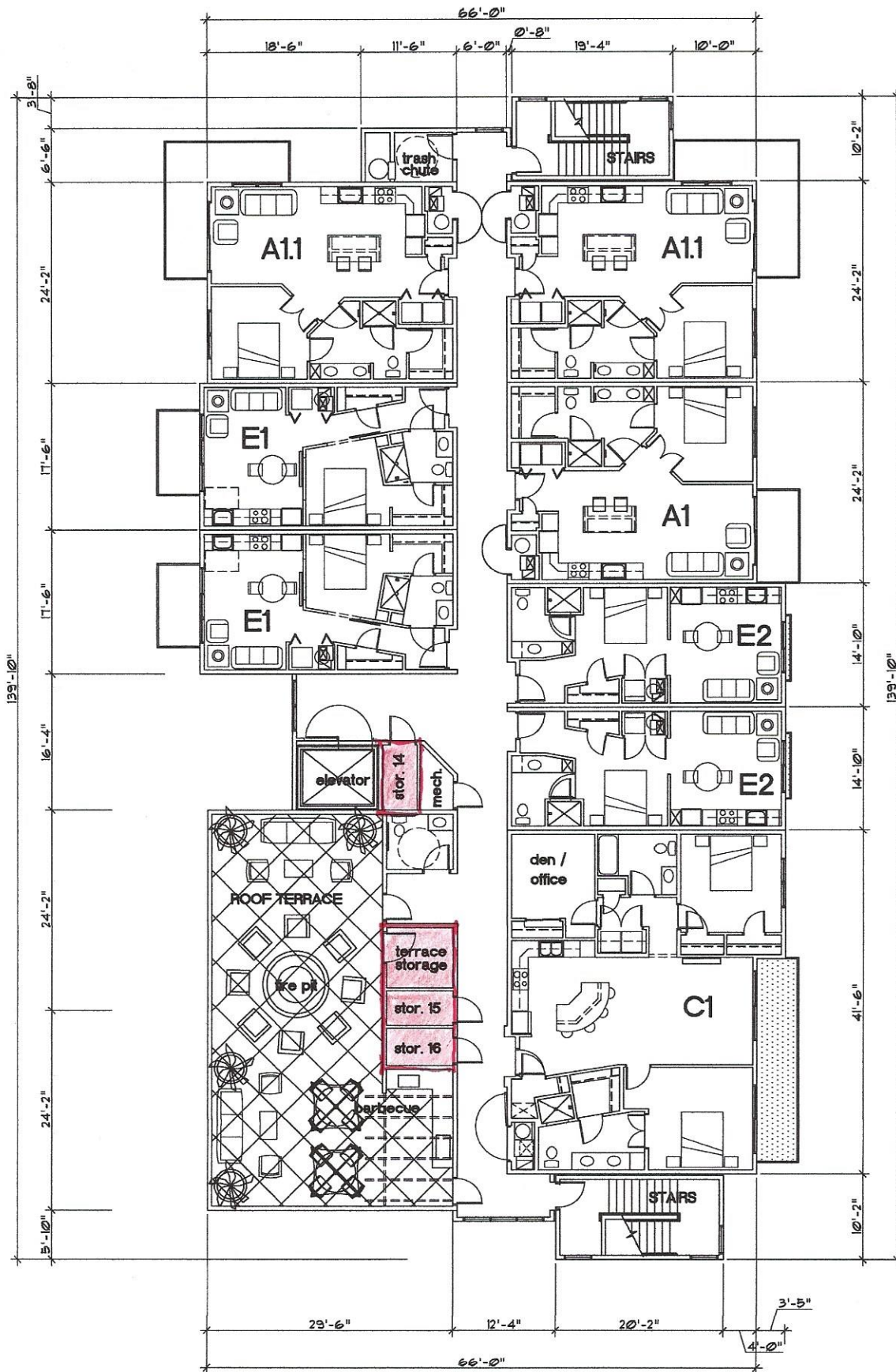
SCALE: 1/8" = 1'-0"



UNIT MIX THIS FLOOR:	
A1	3 UNIT
A1.1	2 UNITS
E1	2 UNITS
E2	2 UNITS
C1	1 UNIT
TOTAL:	10 UNITS
STORAGE THIS FLOOR:	
45 S.F.	

FLOOR PLAN - 3RD LEVEL

SCALE: 1/8" = 1'-0"



UNIT MIX THIS FLOOR:	
A1	1 UNIT
A1.1	2 UNITS
E1	2 UNITS
E2	2 UNITS
C1	1 UNIT
TOTAL:	8 UNITS
STORAGE THIS FLOOR:	
205 S.F.	

FLOOR PLAN - 4TH LEVEL

SCALE: 1/8" = 1'-0"



Planning and Zoning Commission Report

Date: June 22, 2021
To: Planning and Zoning Commission
From: Hannah Klausman, Senior Planner
Subject: #58-20- Major Site/Architectural Plan Review; Variance; Special Use Permit

REQUEST	Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in Glenwood Meadows. The project includes consideration of a variance from the Glenwood Meadows Zoning and Development Plan; and a Special Use Permit to exceed the 40-foot building height in the M2-Mixed Use Central Core zoning district. The project also includes consideration of an administratively reviewed Parking Alternative request.
APPLICANT	Stoneleigh Companies, LLC
OWNER	Weingarten Miller, LLC
ZONE	M2-Mixed Use Central Core
LOCATION:	Lot 8, Glenwood Meadows No. 2 405 E Meadows Drive (PIN#218508138008)
SURROUNDING LAND USES	North: Offices/Commercial/Retail South: Residential/Commercial East: Hotel/Lodging West: Residential/Commercial
LOT SIZE	41,643 square feet, 0.95 acres

ACTION ITEMS

Action 1:

Consideration of a Special Use Permit to allow for the construction of a 60-foot tall building in the M2-Mixed Use Central Core zoning district.

Staff recommends approval of the Special Use Permit with findings on page 13.

Action 2:

Consideration of a variance from section V.D.3.c of the Glenwood Meadows Zoning and Development Plan which limits maximum length of 125 feet for multifamily buildings, allowing for a maximum building length of up to 140 feet.

Staff recommends approval with suggested findings on page 13-14.

Action 3:

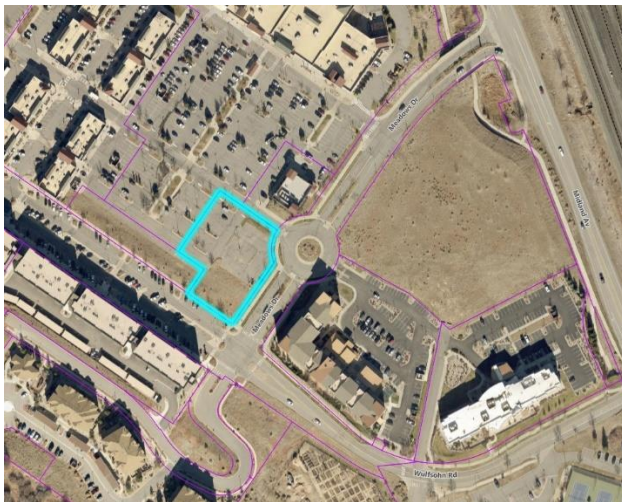
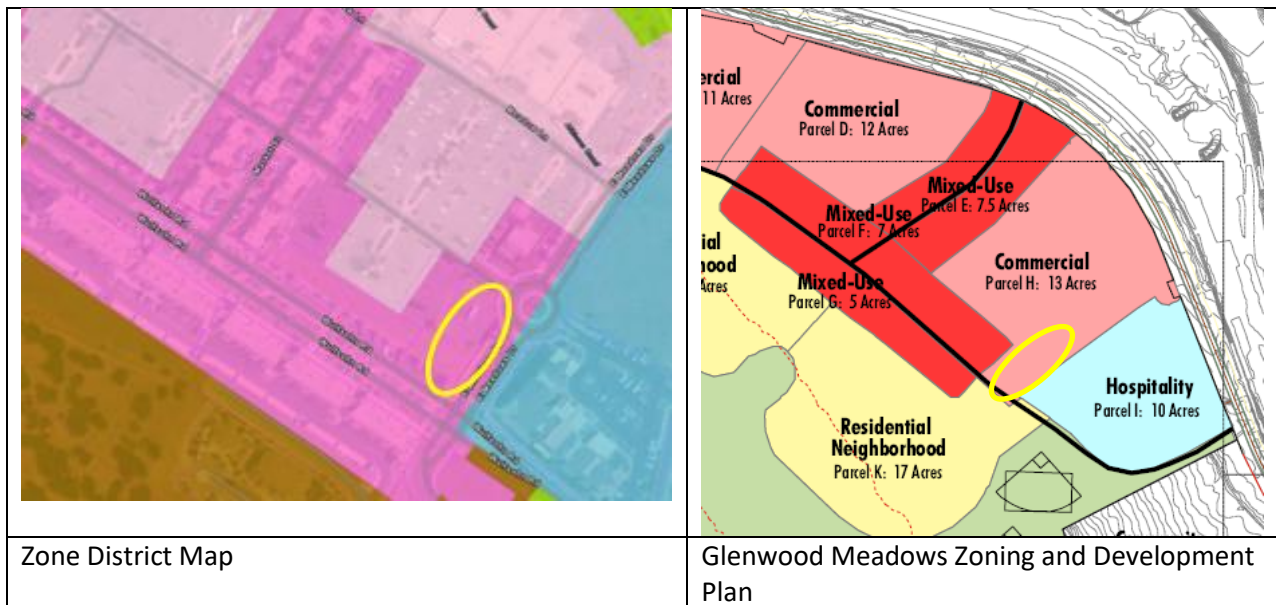
Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in the M2-Mixed Use Central Core zoning district.

Staff recommends **approval** with suggested findings on page 14, and suggested conditions on page 14-15 of this report.

Background & Project Description

In 2002, City Council approved the Glenwood Meadows annexation, rezoning, and development plan, which is memorialized in the Annexation and Development Agreement (ADA) and Zoning and Development Plan. The later document divides the 345-acre Glenwood Meadows property into 12 distinct parcels which represent 5 zoning districts. The Zoning and Development Plan includes general and parcel-specific development standards intended to provide an additional level of quality over and above the city's Municipal Code requirements.

Lot 8, the subject property, is located in Glenwood Meadows parcel H and is zoned M2-Mixed Use Central Core.



Between 2015 and 2019 Stoneleigh, LLC, the project applicant, in partnership with Realty Capital Management, LLC received approval to develop 6 multifamily buildings along Wulfsohn Road in Glenwood Meadows adjacent, and in proximity to the subject property. Five of the buildings (phase I and II, consisting of 185 units) are occupied and the sixth (phase III, consisting of 89 units) is currently under construction.

The current proposal, phase IV, calls for constructing a four story, 36-unit apartment building, and one level of underground parking. The footprint of the proposed building is 12,683 square feet, which includes a raised amenity deck, amounting to a lot coverage of 30.4%. The project includes setting aside a 6,000 square foot pad north of the proposed building for future commercial development.

Review Process

According to Municipal Code section 070.060.050(a), the construction of 36 multifamily units is classified as a Major Site/Architectural Plan review requiring a public hearing before both the Planning and Zoning Commission and City Council. The Planning and Zoning Commission is a recommending body to Council.

PROJECT ANALYSIS

Attached for the Commission's review is the owner's application which includes a project description, civil and architectural plans, and related reports.

Development Standards

Site layout, building design, parking, landscaping, and other specifics related to development within Glenwood Meadows are subject to the Glenwood Meadows Zoning and Development Plan (GMZDP). Sections therein provide General Development Standards (Chapter V., beginning on page 11) as well as standards specific to each area (Chapter VIII., beginning on page 31) within the development. Where not address by the GMZDP, Section 070.040 of the *Glenwood Spring Municipal Code* (Code) outlines the development standards for all land use applications. Staff provides an overview of the various applicable standards below.

Parcel H Commercial (C-1 and C-2) Site Layout and Building Design

Section VII of the GMZDP outlines design specifics for the Commercial parcels located in Glenwood Meadows related to building orientation, architectural elements, heights, and façade articulation.



For residential buildings, all sides visible by the public, shall display similar architectural interest. At least every 50 linear feet, wall planes shall contain offsets or setbacks with a differential in horizontal plane of at least 5 feet. All elevations shall contain windows, and a minimum 12-inch eave or overhang shall be provided on the perimeter of all residential buildings, except gable roof ends.

Phase IV mirrors previous building design in Phases I through III. Exterior colors and finishes are illustrated below.



Building height

The applicant is requesting a special review permit to allow Phase IV to exceed the current building height restriction of 40 ft, in the M2 zone district. The request is for the West wall of the building to reach 60 ft.

Special use review is required for building heights exceeding the general M2 zone district maximum of 40 up to 60 feet. The applicant proposes a maximum building height of 60 feet on the four-story north side of the building. Criteria for the review and approval of a special use are outlined in Section 070.060.050(e)(3)e.2 of the Code as outlined in bold italics below. Other language is provided by staff.

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

Similar multi-family residential developments and hotels of equal height and similar dimension are located in close proximity to the subject property. Some of these buildings received similar building heights special use approvals. Additionally the GMZDP identifies the need for greater heights along Wulfsohn Road to address existing grades.

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

Potential impacts related to building heights, such as overwhelming mass/bulk, lack of solar exposure, etc., are mitigated by planned site layout of Glenwood Meadows large streets and pedestrian oriented sidewalk widths along Wulfsohn Road. The building also incorporates elements which soften height impacts such as windows, canopies, balconies, and changes in materials.

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

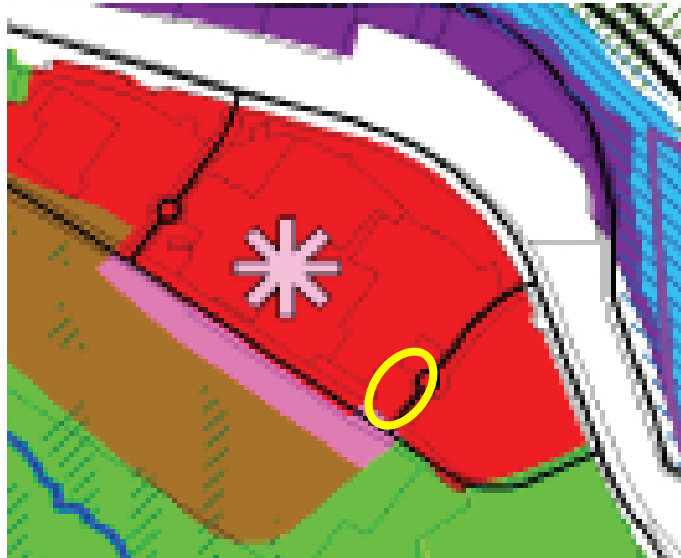
The proposal is consistent with the general purpose and intent of the Code as it relates to efficient development, compatible design, and addressing impacts.

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

As outlined herein, the use complies with various standards of the Code and/or GMZDP, exclusive the of a building length variance request addressed below.

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

As shown at right, *Map 2.1 Future Land Use – North Portion of the City of the Glenwood Springs* of the Comprehensive Plan (Comp Plan) identifies the area as “Commercial” in red and “Secondary Commercial Center” with a pink asterisk. According to the Comp Plan, the “Commercial” designation “...provides a wide range of general retail goods and services for both regional and local markets, in attached and freestanding structures.” A “Secondary Commercial Center” is an area where the “...Comprehensive Plan encourages mixed-use development” and sub-area plans to “...to determine the mix of uses and type of development that can be supported”.



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

<u>Comprehensive Plan Goal Supported</u>	<u>Objective and Strategies</u>
Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Create sub-area plans for center development (Chapter 3, Page 45)
Staff Comment: The objectives/strategies outlined above are supported by the current application as it includes infill development guided by a sub-area plan.	
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) -Create sub-area plans for center development (Chapter 3, Page 45) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill, as proposed, makes improvements more cost effective. The design of the project is in character with those surrounding the site, aligns with the GMZDP, and maintains the pedestrian oriented design of the Mixed-Use area designation.	
Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Encourage reduction of single occupant vehicles and encourage alternate travel modes through land use planning and community design

	(Chapter 5, Page 66)
Staff Comment: Dense infill in a mixed-use area, as proposed, is a land use strategy used to address transportation issues per the Comp Plan which also encourages the use of public transportation to reduce single occupancy vehicle use.	
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) -Create sub-area plans for center development (Chapter 3, Page 45) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill/redevelopment, as proposed, makes improvements more cost effective. Therefore, the objectives/strategies associated with the project support the Comp Plan goal.	
Provide housing opportunities for the entire community	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Create sub-area plans for center development (Chapter 3, Page 45) -Require good design for mixed-use and higher density project (Chapter 6, Page 78)
Staff Comment: Infill/redevelopment, as proposed and per a sub-area plan, makes improvements more cost effective while providing a nice aesthetic. Therefore, the objectives/strategies associated with the project support the Comp Plan goal.	
Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Require good design for mixed-use and higher density projects (Chapter 6, Page 78) -Direct growth inward (Chapter 9, Page 102) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Dense infill in a mixed-use area, as proposed, is a land use strategy to address transportation issues per the Comp Plan which encourage the use of public transportation and reduce single occupancy vehicle use. Infill/development allows for easier access to goods/services for the entire community.	

The current proposal is in compliance with the *Future Land Use* map designations and descriptions and goals and objectives outlined above. Additionally, as addressed in various sections of the staff report, the proposal is in compliance with the GMZDP (and amendments thereto) and the Mixed-Use C-2 standards addressed therein.

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

The request does not negatively impact the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

Building Length

The proposal includes a single apartment building that measures approximately 75 feet wide by 140 feet in length. Section V.D.3.c of the GMZDP outlines a maximum building length of 125 feet for multi-family residential buildings. The applicant is requesting a variance to allow a building length of 140 linear feet.

Variance Approval Criteria

Variances requests must adhere to the approval criteria outlined in Section 070.060.070(a)(3)e.2 of the Code as outlined in ***bold italics*** below. Other language is provided by staff.

- i. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district;**

The subject parcel has a grade difference of 14 feet between the Wulfsohn Road and the existing parking lot north of the site. Additionally, the Eagle Valley evaporite hydrocompactive soils at the site require heavily engineered deep pile foundations of up to 65 feet as opposed to foundation walls anchored by soil nails. Additionally, a continuous shoring system adjacent to and supporting Wulfsohn Road is required for the excavation of site.

- ii. The strict application of the Code standards for which a variance is sought would produce undue hardship;**

The exceptional shape, topography, and soil conditions outlined above create difficulty in developing the site. Area necessary to excavate, construct the foundation, and build the shoring wall is limited and places an undue hardship on potential developers. Stability of the foundation, lower level parking, and shoring wall are all increased by being interconnected.

- iii. The applicant did not create the hardship by his/her own actions;**

The shape, layout, topography, or existing soils are not hardships created by the applicant.

- iv. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;**

The proposal is consistent with the general purpose and intent of the Code regarding guarding against natural hazards, efficient development, compatible design, and addressing impacts. Additionally, the subject maximum building length standard is located in the residential subsection of Section V General Development Standards of the GMZDP. Neither the non-residential subsection of Section V nor the Commercial development standards of Section VII contain the same regulation as they are intended to be dense commercial areas.

- v. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden;**

As outlined above the exceptional hardship is not related to convenience nor financial burden and is

required to allow development of the site in the manner intended by the GMZDP.

vi. The variance request will not violate building or fire code requirements; and

The request does not create a building nor fire code violation.

vii. The variance is the minimum variance that will afford relief of the subject standards of the Code.

This variance request is the minimum required to allow for construction on the subject parcel as intended by the GMZDP.

Common Open Space

Required open space/park land for the entire Glenwood Meadows development has been previously satisfied by various improvements or land transfers to the City including the creation of hiking/biking trails, pedestrian infrastructure such as Midland Trail, transfer of Community Center property, etc. However, the proposal includes approximately 2,400 square feet of open space which covers nearly 6 percent of the site. For its own residents (Phase 4), the applicant is providing roof terrace with fire pit and barbeque amenities, a club room and fitness center, and a street level raised amenity terrace with hot tub and pool. Bicycle/general storage areas are also located on the lower parking level. There are 18 bicycle spaces located on the parking level.

Landscaping

The GMZDP includes landscaping standards for the Commercial Zones that require 15% of the site be landscaped. The applicant is providing 11,225 square feet of landscaping or approximately 26% of the lot area. This includes a heavily landscaped strip between the building and existing sidewalk on East Meadows Street.

In commercial areas, the GMZDP requires a certain number of trees/shrubs to be planted within setbacks and along street frontages. Compliance with the GMZDP requires of 1 street tree per 35 linear feet of frontage along Wulfsohn Road. When Wulfsohn Road was developed, the owner at that time planted street trees roughly 35 feet apart. The 3 existing street trees in front of the Phase IV on Wulfsohn meet the plan's requirement. Additional street trees on East Meadows and the internal neighborhood street are in compliance as well. There are 3 existing trees, and one new tree proposed along East Meadows Street. Should any of the existing trees be damaged during construction, the Lofts will be required to replace them with a size & species acceptable to the Parks Department.

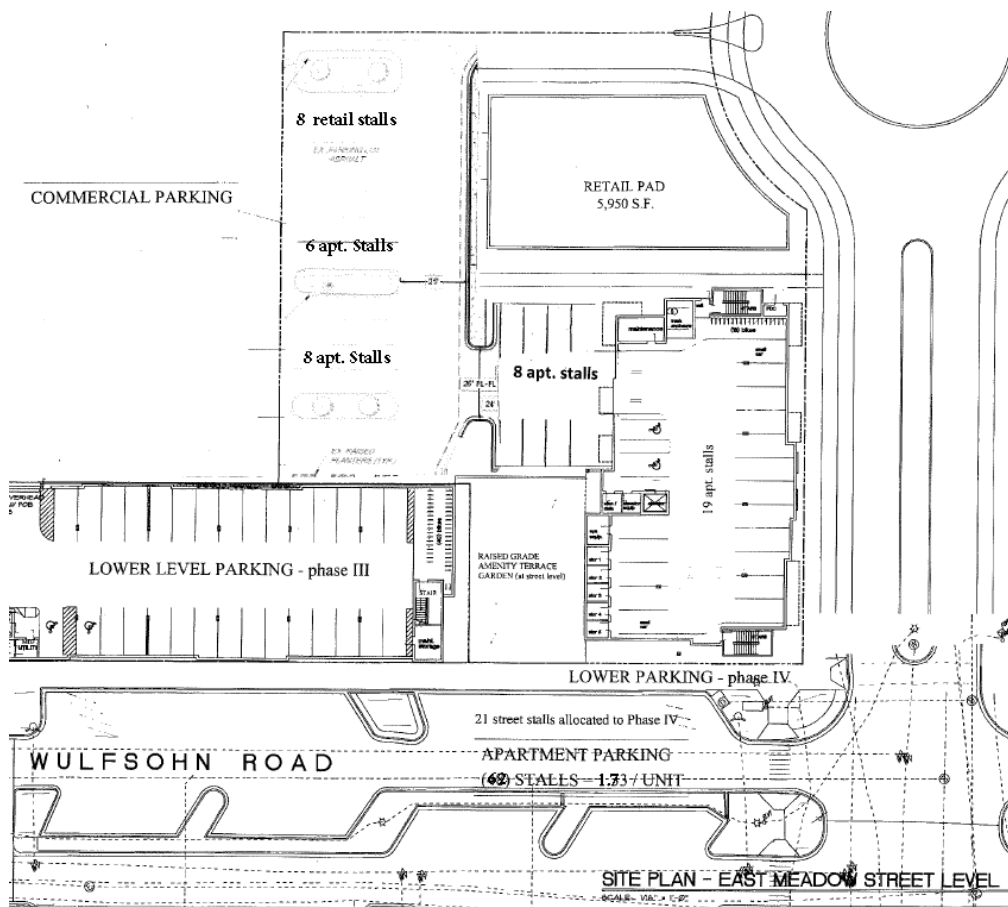
The geotechnical report does indicate that plantings and irrigation should be minimized and not include lawn within 10 feet of the building. The applicant shall review the landscaping plan to comply with the recommendations.

The future commercial pad site is indicated to remain as native seed landscaping. Irrigation shall be provided for the first year in order to establish the area.

Off Street Parking and Loading

Section 070.030.020(e)/Table 030.1 Table of Allowed Uses outlines 1.5 spaces per multi-family dwelling unit

and one guest space per five dwelling units requiring 62 total spaces for the current proposal, or 1.7 per unit.



19 spaces are proposed in the lower-level garage, 8 surface level spaces, 14 spaces from the existing parking lot in the northwest corner of the lot, and 21 of the existing on-street parking spaces within the Wulfsohn Road right-of-way allocated to Lot 8, amount to a total of 62 residential parking spaces.

There are currently 8 additional existing spaces that will be used to accommodate commercial parking for the future use. The future commercial pad site may necessitate a parking lot reconfiguration at that time and a look at shared parking feasibility and alternative parking reductions with the Residential use. The applicant could also consider revising the layout of the existing surface lot to include compact vehicle spaces which may increase the number of spaces provided. The Code allows for the compact spaces to account for 10 percent (generally 20 percent but only 10 percent when other parking alternatives are included as part of any proposal) of the required spaces.

Traffic Impact

The applicant has submitted a Traffic Impact Study for the proposal. The study included analysis for the 36 apartment units and assumed a fast-casual restaurant for the future commercial site for purposes of the traffic study. The traffic generation for these uses is included on the next page from the traffic study.

Table 1 – Lofts at Red Mountain – Phase IV Traffic Generation

Land Use	Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) (221) – 36 Dwelling Units	196	3	10	13	10	7	17
Fast Casual Restaurant (930) – 5,950 Square Feet	1,876	8	4	12	46	38	84
Total Project Trips	2,072	11	14	25	56	45	101

Based on the results of the analysis, the key intersection recommended improvements and control for the 2023 build are as follows:

1. At the Midland Avenue and E Meadows Drive intersection, a 150-foot plus 120-foot taper eastbound acceleration lane is recommended along Midland Avenue, so the northbound right turn operates with free turning movements. This will likely require reconstruction of the existing channelized median island in the E Meadows Drive throat of the intersection.



2. It is recommended that the existing free northbound right turn movement at the intersection of Midland Avenue and Wulfsohn Road be better designated to fully operate as a “FREE” lane. To accomplish this, it is recommended that improved channelized striping or a median be provided designating the left edge for the right turning vehicles.

The engineering department has recommended a 4-way stop at East Meadows Drive and Wulfsohn which is at the southeast corner of the proposal property. Planning staff supports that recommendation and has included it in the conditioned language.

An annual growth rate of 1.15 percent was used to calculate short term 2023 and long term 2040 background traffic projections for the key intersections and roadways in the study area. Recommendations are included if projected traffic volumes in the long-term horizon years are realized including the possible widening of Midland Avenue.

If future 2040 volumes are realized, Midland Avenue may need to be widened to four-lanes to accommodate the increase in traffic. The Memorandum of Understanding between the City and the Meadows outlines the obligations in regard to the expansion of Midland Avenue. The widening of Midland Avenue is listed to be constructed “*if and when the City deems it appropriate.*” Subsequent agreements

have identified the developer meeting the financial obligation for these improvements and the City cannot exact further compensation for this item.

Community Housing (070.045)

The requirement to provide deed restricted community housing was added to the Code on April 1, 2021. Any residential development proposing 10 or more new dwelling units is required to set aside 20% of the units as deed restricted resident-occupied community housing.

This application was filed March 30th, prior to the effective date of the inclusionary housing ordinance and therefore is not subject to the community housing requirements.

Drainage

The applicant submitted a Drainage compliance letter for Phase IV. The proposal is in conformance with the approved Final Drainage Report for Glenwood Meadows and the City of Glenwood Springs drainage criteria.

Site/Architectural Plan Review Approval Criteria

A Major Site/Architectural Plan Review application must adhere to the approval criteria outlined in Section 070.060.050(6) of the Code as outlined in ***bold italics*** below. Other language is provided by staff.

a. The site/architectural plan is consistent with the general purpose and intent of this Code;

The general purpose of the Code is to protect the public health, safety, and welfare of the city and to implement policies, goals including those in the Comprehensive Plan. More specifically, the intent of the Development Code among other things, is to create the best built environment by promoting orderly, efficient development; to provide for a variety of housing and densities, including workforce housing; to regulate the development based on impacts; and to provide minimum standards for design and improvement of the land and buildings to ensure that each building site is capable of accommodating its intended use.

b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;

As outlined above, staff found that the proposal is consistent with the dimensional, design, development, and all other standards of the GMZDP exclusive of the variance discussion included herein.

c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and

As outlined above, staff found that the proposal is consistent with the dimensional, design, development, and all other standards of the GMZDP exclusive of the variance discussion included herein.

d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

As addressed in detail above, the current proposal is in compliance with the *Future Land Use* map designations and descriptions and goals and objectives of the Comp Plan and the GMZDP (and amendments thereto).

COMMENTS

Staff distributed the application to the city's departments for review and comment. The Engineering Department submitted written comments addressing specific details of project construction including drainage, pavement patching, and permitting. Compliance with these comments/requirements have been added as conditions of project approval.

No public comments were received as of the writing of this report.

ACTION ITEMS AND STAFF RECOMMENDATIONS

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

NOTE: The Planning and Zoning Commission **will not** vote on this item at the June 22nd meeting. As has been the policy since meeting remotely, to accommodate public comment the Commission will continue this item to the July 27th meeting. The action and recommendations below are for information only.

Action 1:

Action 1:

Consideration of a Special Use Permit to allow for the construction of a 60-foot-tall building in the M2-Mixed Use Central Core zoning district.

Staff recommends approval of the Special Use Permit with the following suggested findings:

Recommended Findings:

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

Action 2:

Consideration of a variance from section V.D.3.c of the Glenwood Meadows Zoning and Development Plan which limits maximum length of 125 feet for multifamily buildings, allowing for a maximum building length of up to 140 feet.

Staff recommends approval with the following suggested findings:

Recommended Findings:

1. The subject property has an exceptional shape, topography, and soil conditions that are not general conditions throughout the Mixed-Use (M2) Core zone district;

2. The strict application of the Code standards for which the variance is sought produce undue hardship;
3. The applicant did not create the hardship by his/her own actions;
4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;
5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden;
6. The variance request does not violate building or fire code requirements; and
7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

Action 3:

Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in the M2-Mixed Use Central Core zoning district.

Staff recommends **approval (with conditions)** of the Major Site/Architectural Plan Review with the following findings and conditions:

Recommended Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. The site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan is consistent with goals and objectives of the Comprehensive Plan.

Suggested Conditions:

1. The development shall comply with the requirements of the Code. Any future physical changes or improvements to the property or buildings are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
2. The owner shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
3. Irrigation shall be provided for a minimum of one year for the native seed area of the future pad site in order to establish the landscaping.
4. Prior to submitting a building and/or grading permit application, the owner shall -
 - a. Submit a Final Plans application in accordance with Municipal Code section 070.060.050(c).
 - b. Provide plans for all 2023 recommended improvements as indicated in the Traffic Study.
 - c. Include design for a 4-way stop at the intersection of Wulfsohn and East Meadows.
 - d. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.
 - e. Enter into a Development Agreement that memorializes the development approvals.
5. At the time of Construction Plans review the owner shall submit all required civil and architectural plans and related reports that demonstrate compliance with Code requirements and the Engineering Standards, including applicable comments provided by the City's Engineering Department in a memo dated April 30, 2021.
6. Prior to issuance of the building permit, the owner shall pay all required system improvement fees including but not limited to water, sewer, parkland, school land, and Fire/EMS.

7. Developer shall pay a surcharge of \$814/EQR to offset the costs of necessary lift station upgrades to accommodate the development.
8. ~~Developer shall pay an equitable portion of intersection improvements on Midland Avenue not to exceed \$500/residential unit.~~
9. Prior to issuance of the Certificate of Occupancy, owner shall
 - a. Provide as-built plans and an Improvement Survey Plat per the Engineering Standards.

Alternative Motion

***A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

Action 1:

Consideration of a Special Use Permit to allow for the construction of a 60 foot tall building in the M2-Mixed Use Central Core zoning district. I move to **DENY** finding that –

- i. The use will NOT be compatible with the surrounding area; **[insert reasoning]**
- ii. The impacts of the use on surrounding areas have NOT been adequately minimized; **[insert reasoning]**
- iii. The use will NOT be consistent with the general purpose and intent of this Code; **[insert reasoning]**
- iv. The use does NOT comply with all applicable standards of this Code; **[insert reasoning]**
- v. The use is NOT in conformance with the Comprehensive Plan and other City plans and policies; **[insert reasoning]**and
- vi. The use does NOT minimize adverse impacts to the health, safety, and welfare of the inhabitants of the surrounding areas and the City. **[insert reasoning]**

Action 2:

Consideration of a variance from section V.D.3.c of the Glenwood Meadows Zoning and Development Plan which limits maximum length of 125 feet for multifamily buildings, allowing for a maximum building length of up to 140 feet. I move to **DENY** finding that -

- i. The subject property does NOT have an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district; **[insert reasoning]**
- ii. The strict application of the Code standards for which a variance is sought would NOT produce undue hardship; **[insert reasoning]**
- iii. The applicant DID create the hardship by his/her own actions; **[insert reasoning]**
- iv. The variance requested harms the public and impairs the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought; **[insert reasoning]**
- v. The variance request does NOT demonstrate exceptional hardship not related to purposes of convenience or financial burden; **[insert reasoning]**
- vi. The variance request will violate building or fire code requirements; **[insert reasoning]**
- vii. The variance is NOT the minimum variance that will afford relief of the subject standards of the Code. **[insert reasoning]**

Action 3:

Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in the M2-Mixed Use Central Core zoning district. I move to **DENY** finding that -

1. The site/architectural plan is not consistent with general purpose and intent of the Code because **[insert reasoning]**;
2. The site/architectural plan is not consistent with dimensional, design, development, and other standards of this Code **[insert where you find inconsistencies with Code requirements]**; and
3. The site/architectural plan is not in conformance with **[insert applicable Comp Plan or other City plan or policy sections here]** of the Comprehensive Plan and other City plans and policies.



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
June 22, 2021
Zoom
6:00PM

1. Roll Call

Present at roll call were
Commissioners:

Absent at roll call were Commissioners:

Also present were:

Marco Dehm, Amber Wissing, Joy White, Carolyn
Cipperly, Sumner Schachter, Ben West

Pete Waller, George Shaver

Asst. City Manager Jenn Ooton, Asst.

Community/Economic Dev. Director Gretchen

Ricehill, Senior Planner Trent Hyatt, City Attorney

Karl Hanlon, Senior Planner Hannah Klausman,

Assistant City Engineer Jessica Bowser,

5. New Items

- a. Planning File 58-20: Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building. The application includes Consideration of a Special Use Permit to allow a building height exceeding 40 feet and consideration of a Variance to exceed the maximum building length allowed by the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan.

Senior Planner Hannah Klausman provided the Commission with a presentation on the application. Klausman indicated that staff recommend approval of Action Items 1 (Special Use Permit) and 2 (Variance) with findings on pages 13-14 of the staff report and pages 134-135 of the packet. Staff recommended approval to City Council of Action Item 3 (Major Site/Arch Plan Review) with findings and conditions on pages 14-15 of the staff report (pages 135-136 of the packet).

Commissioner White asked for more information on the Special Use Permits and variances for previous phases. Klausman provided more information on variances and Special Use Permits on previous phases. Applicant Richard Myers explained all previous phases had variances for length and height. White also asked about underground parking and Myers explained Phases III and IV would have underground parking and the Phases I and II had tuck under parking.

Commissioner Wissing asked for a definition of a fast casual restaurant.

Commissioner Schachter questioned the use of small town character as a criteria for approval of this project. Schachter asked if the applicant reduced units, if they could meet the length requirement. Klausman stated applicant could better ask that question.

Applicant Richard Myers, Realty Capital Management, provided the Commission with a presentation on the item. Applicant Myers explained that the building length was 15' over the limit and that previous buildings that had been approved were longer. Myers indicated that the extra 15' enabled the creation of a better and more efficient parking garage. Myers explained the number of units could be the same without the 15' but amenities would be reduced.

Commissioner Schachter asked if the report of existing Lofts residents broke down the employment location of residents. Applicant Myers stated the report included employment locations for all residents. Schachter asked if that report was available to the Commission. Myers indicated the report contained confidential information and was not public information. Schachter requested the applicant provide the percentage of tenants in the Lofts that were employed within the City of Glenwood Springs. Myers indicated they could provide that information. Schachter also asked if this application was submitted before the inclusionary housing ordinance was enacted, which was confirmed by Hannah Klausman.

Commissioner White asked if there was any plan to phase any units out as condominiums and if that was something that the applicant had done with other projects. Myers stated they had developed condos and for sale housing. Myers also stated that the applicant did not have immediate plans for converting the units to a condo style building.

Commissioner Cipperly had questions on the building heights and elevations. Cipperly expressed concerns on scale of the building compared to previous phases. Applicant Myers explained how the proposed project would compare to existing buildings. Cipperly also asked if there would be additional storage in the building. Applicant Myers explained there was some storage in the parking garage as well as additional storage on other floors and that the applicants were aware of need for storage especially bicycle parking. Cipperly asked if the project met storage requirements. Klausman confirmed that the proposed project met storage requirements.

Commissioner Dehm asked if there was any concerns about the condition of Wulfsohn Road. Klausman stated that no conditions had been included on Wulfsohn. Applicant Myers explained that the Phase III Development of the Lofts did include some requirements to redo sections of Wulfsohn, directly in front of the building.

Commissioner White asked about the potential restaurant space. Applicant Myers explained that it was the intent to develop a restaurant.

Assistant City Engineer Jessica Bowser provided additional information on the state of Wulfsohn Road. Bowser indicated that Engineering was aware of the road's current condition and that it would need reconstruction at some point. Dehm asked if it was a scheduled improvement.

City Attorney Karl Hanlon explained that several funding solutions were being pursued to help fund improvements to Wulfsohn Road.

Commissioner Schachter stated that the left hand turn from Market Street onto Wulfsohn was difficult and that sometimes people turn into oncoming Wulfsohn traffic. Schachter proposed that staff research potential safety improvements at that intersection.

Commissioner Dehm opened the item to public comment. No members of the public presented for comment. Commissioner Dehm closed the item to public comment. Dehm stated public input could be sent to staff and Senior Planner Hannah Klausman provided information on providing public comment.

Commissioner Cipperly made a motion to continue the item to the next regularly scheduled Planning & Zoning Commission meeting. Commissioner White seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

6. Commissioner Comments

Commissioner Cipperly stated that the Planning & Zoning Commission should be involved in any discussions on potential planning projects related to South Canyon.

Commissioner Schachter wanted to provide a compliment for the City Broadband installation services. Schachter also discussed the City's Fire Prevention campaign and asked the Commission to help assist distributing signage.

All the Commissioners thanked Gretchen Ricehill for all her service to the City.

7. Director Comments

Jen Ooton provided the Commission with an update on upcoming items and meetings.

8. Adjournment

Meeting was adjourned at 8:13 PM.



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

1. Roll Call

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

Absent at roll call were Commissioners: Joy White

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Hannah Klausman, 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.

5. Continued Items

- a. Planning File 58-20: *Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building. The application includes consideration of a Special Use Permit to allow a building height exceeding 40 feet and consideration of a Variance to exceed the maximum building length allowed by the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan.*

Assistant Community Development Director Hannah Klausman provided the Commission with a summary of the application item which was continued from the June 22nd meeting.

Klausman explained there was a revision on Condition 8 on page 15 of the staff report for the major site architectural plan. Klausman explained that condition, which was for the developer to pay for Midland Avenue intersection improvements on a per-unit basis. Klausman explained this

condition would be removed and would be replaced with requirements on construction improvements as described in the submitted traffic plan. Klausman also confirmed that the project met code requirements for storage space for a residential multi-family development. Klausman also provided examples of how the height of this building compared to other buildings that were built in previous phases of this development. Klausman explained demographic data is not a criteria for reviewing the project.

Klausman indicated staff recommended approval of all three action items with the findings and conditions, including the revised condition on page 15, on pages 13-25 of the staff report.

Commissioner Schachter asked staff for more information on the height of the hotel to the east of the project. Staff was unable to immediately confirm. Schachter also asked if the heights of the buildings would have any affect on sunlight. Assistant City Engineer Jessica Bowser stated that issue had not been reviewed. Schachter also asked staff to confirm that the developer for this project would not be required to meet the inclusionary housing requirements and that the developer had not included any units that would be considered inclusionary housing. Klausman confirmed that this application was received before the Inclusionary Housing Code Amendment and that the developer was not including any units that would meet those requirements.

Commissioner Waller asked if the a larger allowable building length had been considered for this zoning district. Waller also asked for more information on the Midland Avenue traffic improvements, which Klausman described further in detail. Waller also asked if there had been any comments from Police or Fire Departments. Klausman indicated no comments had been received from Police Department or Fire Department. Waller also asked about parking for this development. Klausman explained that this development met all parking requirements.

Commissioner Dehm asked if any public comments had been received. Staff indicated no additional public comment had been received.

Applicant Richard Myers provided comments and responses to previous meeting. Myers explained that the amount of storage had been increased. Myers stated that stated that it was estimated 65% of tenants of existing phases were employed in Glenwood Springs. Myers also explained that this phase has dedicated parking and does not share with any of the other buildings. Myers also explained that the 15' variance requested for this project was less than the variances requested and granted for previous buildings. Myers provided additional descriptions of the project and how it compared to previous phases of this development.

Commissioner Shaver asked if the project included outdoor bicycle parking or storage for visitors. Applicant Myers explained that bicycle parking would be included in the plan although a final location had not been determined. Shaver also asked how parking would be met if residents did not want to pay for parking and Myers explained the price of parking would be determined by demand.

Commissioner Cipperly had questions about parking management and public access to amenities. Applicant Myers explained that there would be a fence. Myers also explained that the surface parking would be monitored by the building managers and possibility of utilizing a sticker system. Cipperly also asked if the amenity areas were wheelchair accessible, which was confirmed by the applicant.

Commissioner Schachter asked if all four phases were owned and operated by the same entity. Applicant Myers indicated that Phases I & II were owned by a different ownership group but

were managed by the same company. Schachter asked if the change in ownership resulted in a change in rent. Myers was unable to confirm. Schachter also asked for information on the rents, which Myers estimated being approximately \$1500 for a studio and \$2800 for a 2 bedroom. Schachter also asked Myers what would happen if the length variance was not granted and Myers explained that the building would likely lose the terrace area. Schachter asked if Phases I & II were at full occupancy which Myers confirmed. Schachter asked the applicant to explain why any community housing was not provided. Myers explained that the application was submitted prior to the Inclusionary Housing Amendment and not required to meet those requirements. Myers also stated that the previous phases house a wide variety of community members.

Commissioner Dehm asked if any member so the public were present. No members of the public presented for comment.

Hannah Klausman confirmed the hotel to the east was a four story building.

Commissioner Waller made a motion to approve Action Item #1 Consideration of a Special Use Permit to exceed building height of 40' with recommended findings and conditions on pages 13-15 of the staff report. Commissioner Shaver seconded the motion.

Commissioner Shaver stated the project was supported by the Comprehensive Plan's description of the area.

Commissioner Cipperly expressed no reservations on the ceiling heights and stated support for the project per the Comprehensive Plan.

Commissioner Dehm asked what the building heights were for previous phases of the building. Staff and applicant confirmed that previous phases also requested and were granted variances for building heights.

Commissioner Dehm called the item to question.

Motion passed unanimously.

Commissioner Cipperly made a motion to approve *Action Item #2* for a variance for building length for multifamily buildings with findings and conditions 13-14 of the staff report. Commissioner Waller seconded the motion.

Commissioner Schachter stated issue with finding #3 in the staff report and expressed belief that the applicant had created the hardship on their own accord via the design of the project. Schachter also stated issue with finding #5 for similar reasons.

Commissioner Dehm expressed similar opinions to Schachter on findings #3 and #5 of the staff report.

Commissioner Waller expressed support for approval while also expressing reservations on findings #3 and #5.

Commissioner Cipperly stated that the soil conditions of the site were a hardship the applicant did not create.

Commissioner Shaver expressed support for the variance citing the soil conditions and the practical standpoint of creating additional underground parking with the additional building length.

Commissioner Dehm called the item to question.

Motion passed 4-3.

Commissioners Wissing, Shaver, Cipperly, and Waller voted in favor of the motion. Commissioners Schachter, West, and Dehm voted against the motion.

Commissioner Waller made a motion to approve *Action Item #3 Consideration of a Major Site/Architectural Plan* citing findings and conditions on page 14 of the staff report, including the revision of item 8. Commissioner Cipperly seconded the motion.

Commissioner Schachter questioned if the project met the Comprehensive Plan goals, citing the lack of diversity in housing types with this proposed development.

Commissioner Shaver stated that the previous phases of the projects were fulfilling a community housing need.

Commissioner Wissing stated that the proposed project was compatible with the existing area.

Commissioner Waller commented that the project was compatible with the existing area.

Commissioner Cipperly stated that the project was infill housing and also stated that approval met the precedent of previous approval of previous phases, citing finding #3 of the staff report.

Commissioner Dehm stated agreement with Schachter's comments on lack of housing diversity in this development. Dehm also expressed reservations about the increased infrastructure demands in this area.

Commissioner Dehm called the item to question.

Motion passed 5-2.

Commissioners West, Shaver, Cipperly, Waller, Wissing voted to approve the item. Commissioners Dehm and Schachter voted to deny the item.



CITY COUNCIL LIST OF MOTIONS

Date: August 19, 2021
To: City Council
From: Hannah Klausman,
Assistant Director, Economic and Community Development
Subject: #58-20- Major Site/Architectural Plan Review;

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: Major Site/Architectural Plan

Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in the M2-Mixed Use Central Core zoning district.

Staff recommends **approval (with conditions)** of the Major Site/Architectural Plan Review with the following findings and conditions:

Recommended Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. The site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan is consistent with goals and objectives of the Comprehensive Plan.

Suggested Conditions:

1. The development shall comply with the requirements of the Code. Any future physical changes or improvements to the property or buildings are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
2. The owner shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
3. Irrigation shall be provided for a minimum of one year for the native seed area of the future pad site in order to establish the landscaping.
4. Prior to submitting a building and/or grading permit application, the owner shall -
 - a. Submit a Final Plans application in accordance with Municipal Code section 070.060.050(c).
 - b. Provide plans for all 2023 recommended improvements as indicated in the Traffic Study.
 - c. Include design for a 4-way stop at the intersection of Wulfsohn and East Meadows.
 - d. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.

- e. Enter into a Development Agreement that memorializes the development approvals.
5. At the time of Construction Plans review the owner shall submit all required civil and architectural plans and related reports that demonstrate compliance with Code requirements and the Engineering Standards, including applicable comments provided by the City's Engineering Department in a memo dated April 30, 2021.
6. Prior to issuance of the building permit, the owner shall pay all required system improvement fees including but not limited to water, sewer, parkland, school land, and Fire/EMS.
7. Developer shall pay a surcharge of \$814/EQR to offset the costs of necessary lift station upgrades to accommodate the development.
8. ~~Developer shall pay an equitable portion of intersection improvements on Midland Avenue not to exceed \$500/residential unit.~~
9. Prior to issuance of the Certificate of Occupancy, owner shall
 - a. Provide as-built plans and an Improvement Survey Plat per the Engineering Standards.

Alternative Motion

***A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

MOTION TO DENY

Action 1:

Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in the M2-Mixed Use Central Core zoning district. I move to **DENY** finding that -

1. The site/architectural plan is not consistent with general purpose and intent of the Code because **[insert reasoning]**;
2. The site/architectural plan is not consistent with dimensional, design, development, and other standards of this Code **[insert where you find inconsistencies with Code requirements]**; and
3. The site/architectural plan is not in conformance with **[insert applicable Comp Plan or other City plan or policy sections here]** of the Comprehensive Plan and other City plans and policies.