CASE SUMMARY

CASE SUMMARY

Consent Agenda

PC Hearing Date:	September 25, 2024 (Continued from August 14, 2024)
BCC Hearing Date:	October 22, 2024 (Continued from September 10, 2024)

23-113678RZ	Rezoning
Case Name:	Westside Resort Official Development Plan
Owner/Applicant:	Dinosaur Ridge Resorts LLC, a Colorado limited liability company
Location:	670 S Rooney Road, Golden Section 14, Township 4 South, Range 70 West
Approximate Area:	35.67 Acres
Purpose:	**To rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for an RV resort, and various commercial and industrial uses.**
Case Manager:	Allie McGahee

Applicant Team Presenters:

Alyssa Rivas, alyssa.rivas@baselinecorp.com, 303-202-5010, Applicant Representative
Vince Harris, vince@baselinecorp.com, 303-912-1900, Applicant Representative

Issues:

- Does not meet comprehensive plan recommendation and Geologic Hazards present on site

Recommendations:

- **Staff:** Recommends **DENIAL**

Interested Parties:

- Neighbors

Level of Community Interest: Low

Representative for Applicant: Alyssa Rivas

General Location: Southwest of the intersection of Colorado State Highway 470 and Interstate 70.

Case Manager Information: Phone: 303-271-8736, e-mail: almcgahe@jeffco.us

STAFF REPORT

Staff Report Summary

JEFFERSON COUNTY COLORADO
Planning and Zoning

100 Jefferson County Parkway,
Suite 3550, Golden, CO 80419
303-271-8700
planning.jeffco.us | pzweb@jeffco.us

Summary of Process

- *The Staff evaluation of an application will be presented at the required Planning Commission and Board of County Commissioners' Hearings.*
- *The Planning Commission will review the evidence and will make a recommendation to the Board of County Commissioners.*
- *The final decision on the request will be made by the Board of County Commissioners.*

Case Number: **23-113678RZ**

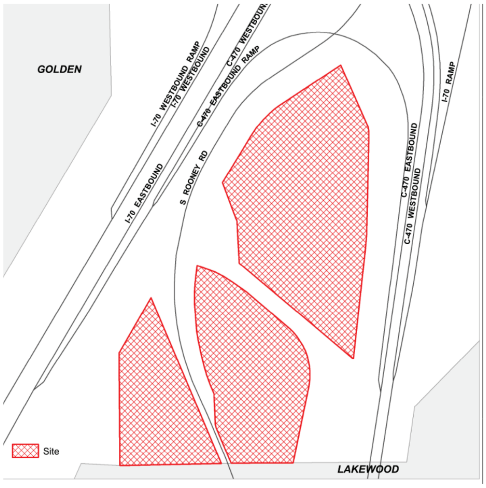
Case Summary

A Rezoning from Agricultural-Two (A-2) to Planned Development (PD) to allow for an RV Resort, and various commercial and industrial uses.

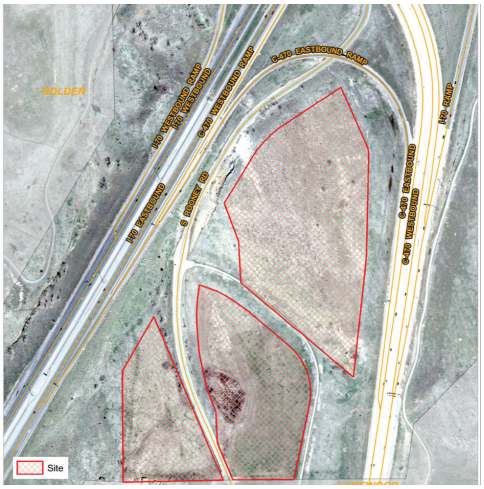
Purpose						
Westside Resort Official Development Plan			Allie McGahee	11/23/2023		
Case Name			*Case Manager*	*Formal Submittal Date*		
03/24/2023	04/25/2023	10/02/2024	10/22/2024	Subdivision Plat/Site Development Plan		
Pre-Application →	*Community Meeting* →	*PC Hearing* →	*BCC Hearing* →	*Next Process*		
Alyssa Rivas			Dinosaur Ridge Resorts LLC, a Colorado limited liability company			
Applicant/Representative, check if same as owner: ☐			*Owner*			
670 S Rooney Road	Golden	80401	35.67 acres	14	4S	70W
Property Address	*City*	*Zip*	*Area ≈*	*Section*	*Township*	*Range*
300191123	Southwest of the intersection of Colorado State Highway 470 and Interstate 70					
Pin	*General Location*					

Land Use and Zoning

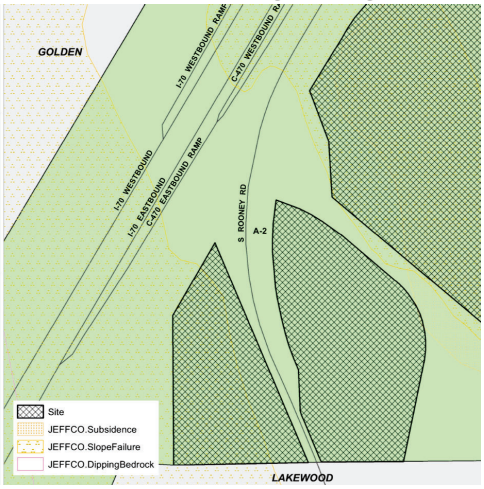
Vicinity



Detail



Surrounding Zoning



Existing Land Use:	*Existing Zoning:*	*CMP Recommended Land Use:*
Vacant land	Agricultural-Two (A-2)	Office/Light Industrial/Convention Center/Transit

Requested Zoning: Planned Development (PD)

Plan Area: North Plains

PC Recommendations: Approval

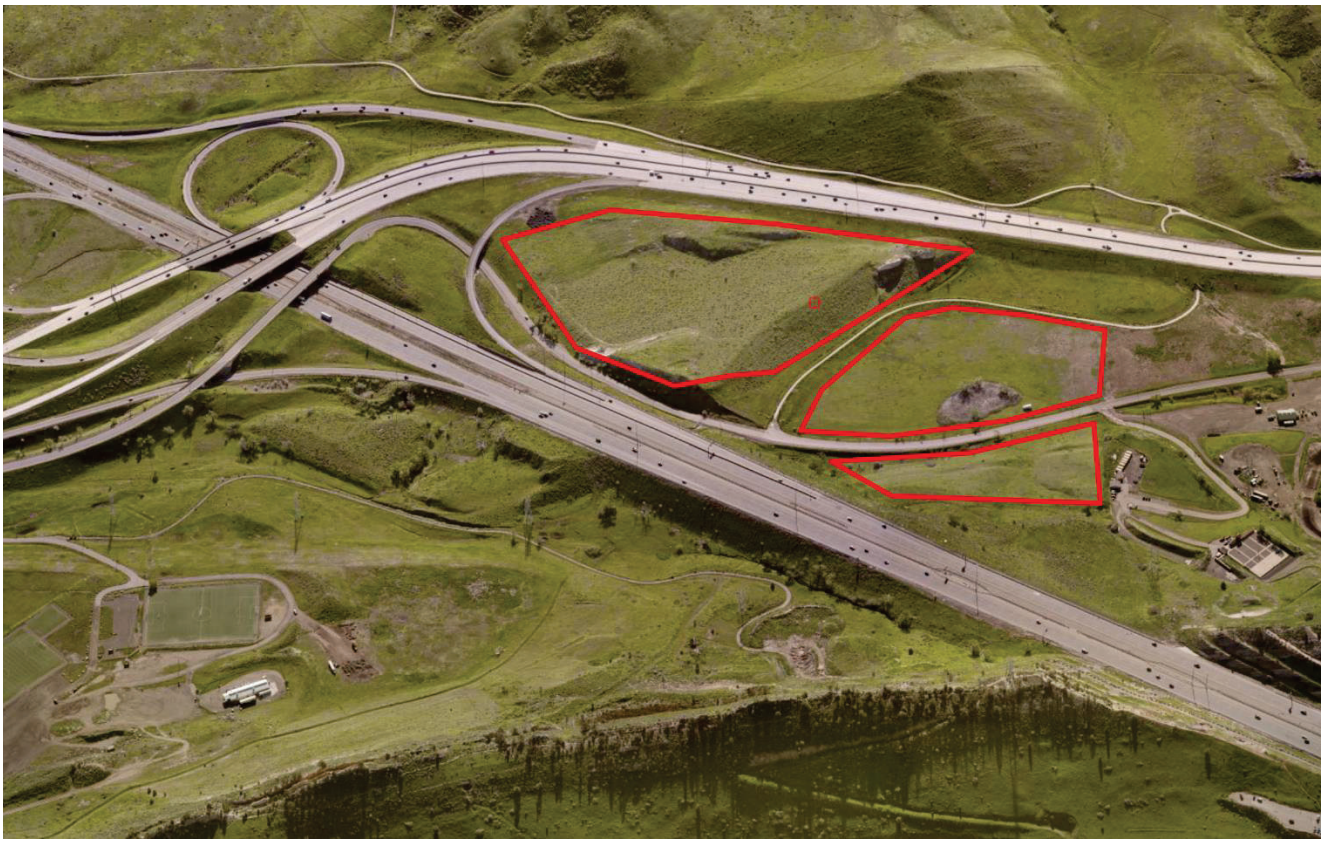
Number of citizens at Community Meetings: 5

Level of Community Interest: Low

Key Issues: Proposal does not meet the recommendation of the Comprehensive Master Plan

Criteria for Rezoning:

	✓	○	✗
a. The compatibility with existing and allowable land uses in the surrounding area.	☐	☒	☐
b. The degree of conformance with applicable land use plans.	☐	☐	☒
c. The ability to mitigate negative impacts upon the surrounding area.	☐	☒	☐
d. The availability of infrastructure and services.	☒	☐	☐
e. The effect upon the health, safety, and welfare of the residents and landowners in the surrounding area.	☒	☐	☐



1. SUBJECT REQUEST

The applicant is requesting to rezone the 35.67-acre subject property (670 Rooney Road) from the existing Agricultural-Two (A-2) zone district to a Planned Development (PD) zone district. The property is currently vacant, with no existing structures. The proposed Westside Resort Official Development Plan (ODP) would allow for uses and restrictions defined by the Jefferson County Corridor District – Office/Light Industrial (CD-O/LI) zone district across three-parcels with specific modifications of the CD-O/LI zone district related to uses and standards for each of the three proposed planning areas to allow uses associated with a RV resort along with various industrial and commercial uses.

Planning Area 1, which is approximately 18.5 acres, would allow for all CD- O/LI uses as defined by the Zoning Resolution, excluding Banks and Other Financial Institutions Uses. Additionally, it would allow for Convention and Event Center; Hotel, Personal Warehouse (defined in the ODP as "private enclosed warehouse units for personal or business storage, private use, and which have no outside storage"); Indoor Mini-Warehousing; Self-Storage; Motorcoach and Lodging Resort Permitted Uses, Indoor Storage of Operable Vehicles Regardless of Size, Boats, Trailers, Recreational Vehicle, and Other Similar Recreation Equipment uses along with accessory uses.

Personal Warehouse and Motorcoach and Lodging Resort Permitted Uses are defined in the ODP as:

Personal Warehouse:

Private enclosed warehouse units for personal or business storage, private use, and which have no outdoor storage.

Motorcoach and Lodging Resort Permitted Uses:

a) Motorcoach pad, each of which includes its own outdoor gathering space, parking for motorcoach/rv, parking for a personal vehicle, and may include a detached motorcoach suite. A

motorcoach pad is used for, or advertised and available to be used for, guests who bring their own motorcoach to the resort to be parked at the motorcoach pad. A motorcoach suite is a permanent detached building which includes an indoor gathering area but no permanent living quarters and no bedrooms. Each motorcoach suite is limited to a maximum of 500 square feet. b) Cottage, a permanent detached building which is used for and available to be used for, accommodations or lodging of guests. Each cottage is limited to a maximum of 1,000 square feet and one (1) kitchen and two (2) bedrooms.

The accessory uses would allow for all CD- O/LI accessory uses as defined by the Zoning Resolution along with Dog Park, Caretaker Unit Accessory to Resort and Storage Uses Only, Hotel Accessory to Convention Center and Event Center Only, and Motorcoach and Lodging Resort Accessory Uses.

Motorcoach and Lodging Resort Accessory Uses are defined in the ODP as:

1. Arcade, bicycle sales/repair, liquor stores, pet grooming, personal services, and other similar retail uses
2. Clubhouse facility, including indoor and outdoor recreation uses that may include but are not limited to: pool, water park, playground/play space amenities for patrons of the resort, sports courts, and facility workshop
3. Fitness center
4. Motorcoach or recreational vehicle wash facility
5. Restaurant

The ODP limits overnight stays at motorcoach pads and cottages to fewer than 29 days. A maximum of 250 units in combination of motorcoach pads and cottages in total would be allowed within the ODP Boundary area, with a maximum of 10 units/acre.

Planning Area 2, which is approximately 10.4 acres, would allow for all uses within Planning Area 1 to be permitted along with the same accessory uses as in Planning Area 1.

Planning Area 3, which is approximately 6.9 acres, would allow for all uses within Planning Area 1 to be permitted with the exception of Motorcoach and Lodging Resort uses. The accessory uses of Planning Area 3 include all CD-O/LI accessory uses defined by the Zoning Resolution along with Dog Park and Caretaker Unit, Accessory to Resort and Storage Uses Only.

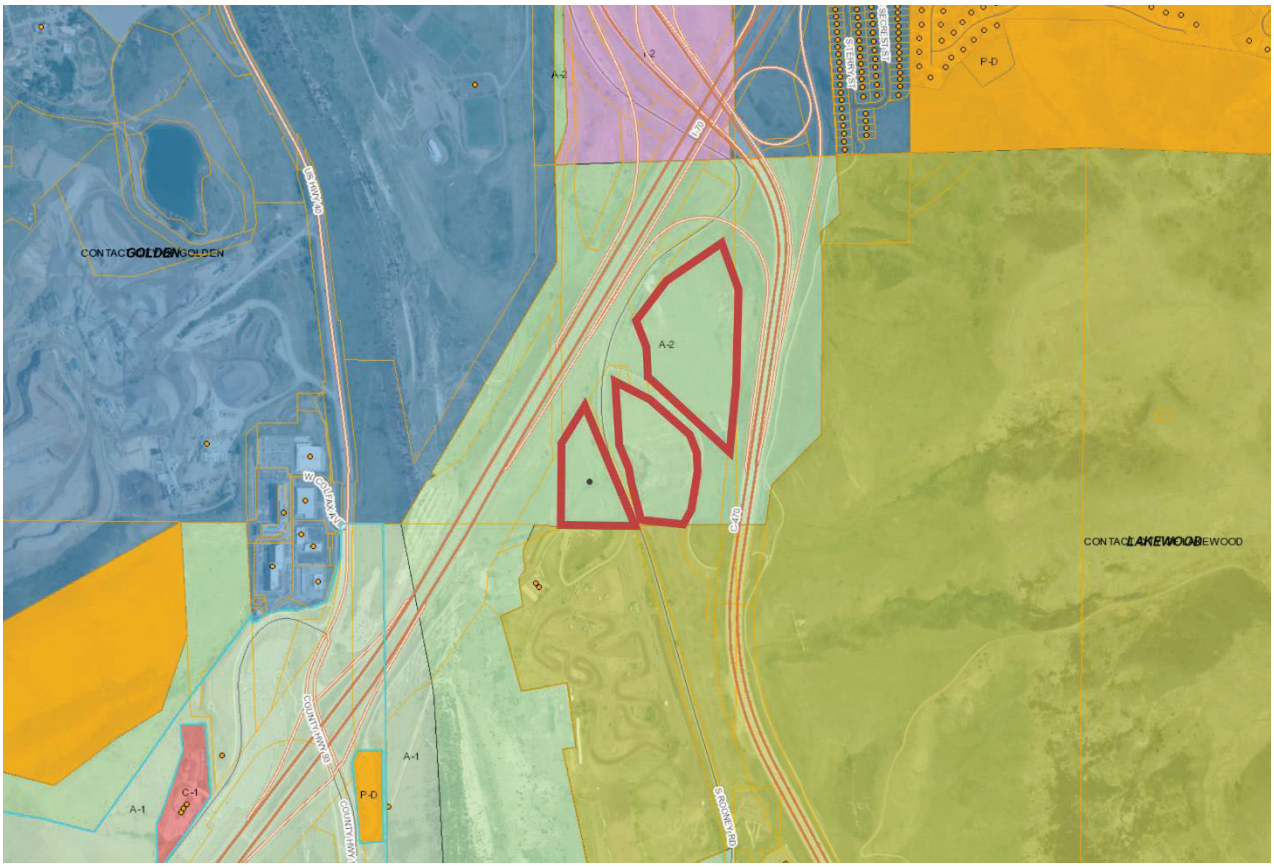
Modified minimum setbacks are proposed for all structures, with setbacks specifically defined from the I-70 and Highway C-470 Right-of-Way (ROW), from the South Rooney Road ROW, from the side property line and property line adjacent to any other ROW or CDOT property, and from the rear property line. The defined setbacks are depicted on the ODP graphic and specific height restrictions are proposed. The ODP also proposes various specific modifications to landscaping, fencing, lighting, parking, and architecture requirements that would be otherwise required by the Zoning Resolution.

2. CONTEXT

The subject property consists of three parcels in central Jefferson County south of Interstate-70 (I-70) and west of State Highway C-470 (C-470). The parcels are adjacent to open space to the southeast, law enforcement firing range and training facility land uses to the southwest and motorcross track land uses to the southwest, both within the City of Lakewood. North of the intersection of I-70 and C-470 to the north of the parcels are light industrial and residential land uses within Jefferson County and the City of Golden. The lots to the north, west, and east are zoned Agricultural-Two (A-2) and primarily consist of ROW. All surrounding lots are of various sizes and configurations. This area is primarily characterized by highways, municipal, open space, and recreational land uses. The subject property has been zoned Agricultural-Two since 1946 and is currently vacant and undeveloped.

3. SURROUNDING ZONING/LAND USE

	Adjacent Zoning	Land Use
North:	Agricultural -Two (A-2)	Right-of-Way
South:	City of Lakewood	Law Enforcement Training Facilities and Motocross Facility
East:	Agricultural -Two (A-2)	Right-of-Way
West:	Agricultural -Two (A-2)	Right-of-Way



4. SUMMARY OF PROPOSED CHANGES

	Current Zoning	Proposed Zoning
Setbacks	Primary Structures/All Garages Front: 50' Side: 30' / 50' Rear: 50' All Other Accessory Structures Front: Livestock – 75' Pens/Runs/Structures – 100' All Other Accessory Building – 50' Side: Livestock – 75' Pens/Runs/Structures – 100' All Other Accessory Building – 50' Rear: 50'	Specific setbacks are identified in the ODP graphic: From I-70 and C-470 ROW: 30' From South Rooney Road ROW: 20' From Side Property Line: 30' From side property line and property line adjacent to any other ROW or CDOT property: 10' or 50% of building height, whichever is greater From Rear Property Line: 30'
Height	35'	No building shall exceed 40' in height Motorcoach suites and cottages shall not exceed 20' in height Within 75-feet of C-470 and I-70 no building or structure would exceed 30'

5. TRANSPORTATION

The proposed Rezoning to allow for RV resort and various light industrial and commercial uses on the subject property is anticipated to have potential effects on the existing transportation network. The applicant provided a traffic impact study prepared by its consulting engineer. The traffic impact was reviewed and found to be acceptable by Transportation Engineering. This traffic impact study examines the anticipated traffic generation associated with the highest generated use types of the originally proposed ODP (Note that the latest ODP has removed many of the highest traffic-generating uses); Shopping Center, Hotel, Convention Center, Sit Down Restaurant, Fast Food w/ Drive Thru, and Gas Station. The study indicates that:

> *The Westside Resort development can be built at higher densities than are being considered without degrading the surround roadways. The development being considered will generate significantly less trips than are included in this report.*
>
> *The intersection of Colfax and Rooney Rd will operate acceptably even with these higher trips. The interchange at C470 and Alameda can also accommodate the higher trips in this report with the*

growth factors presently being used in the area. As additional developments are added in the area, traffic studies for those developments may indicate roadway improvements are necessary.

Once development plans are prepared, improvement details can be prepared for the access points. A development with retail, a hotel, a convention center, a fast food restaurant, a sit-down restaurant, and a gas station with densities as shown will generate 10,353 daily trips with 1582 trips in the AM peak hour and 1745 trips in the PM peak hour. Traffic signals or roundabouts as well as turn lanes will be required at the accesses with these higher generating land uses. The intersection of Alameda and Rooney Rd will need improvements if the density of development equals densities assumed in this report. The development that the owner has in mind will generate significantly fewer trips and traffic signals and turn lanes probably will not be needed.

The LOS analysis indicates that the assumed land use development traffic can be added to the roads in the area without degrading the LOS. Other than the construction of the development accesses, and possibly improvements at Rooney Rd and Alameda, no additional roadway improvements are needed or recommended.

As development plans are prepared, this traffic study needs to be updated to reflect what is actually going to be built on the property. Future traffic studies will determine what improvements will be needed to support the traffic generated by the development.

The traffic study shows that the local road network can handle the additional traffic generated by the uses. Mitigation may be needed at the intersection of W Alameda Parkway and S Rooney Road as well as pedestrian improvements in the area. If the Rezoning is approved, an updated traffic study will be required with the Site Development Plan application, for the specific uses and improvements proposed, and allowed under the proposed ODP currently be reviewed by the County's decision makers.

6. CRITERIA FOR DECISIONS FOR PLANNED DEVELOPMENT REZONING APPLICATIONS

Section 6 of the Zoning Resolution states, *In reviewing Rezoning and Special Use applications, the Planning Commission and the Board of County Commissioners may consider the following criteria:*

- *a. The compatibility with existing and allowable land uses in the surrounding area.*
- *b. The degree of conformance with applicable land use plans.*
- *c. The ability to mitigate negative impacts upon the surrounding area.*
- *d. The availability of infrastructure and services.*
- *e. The effect upon the health, safety, and welfare of the residents and landowners in the surrounding area.*

a. The compatibility with existing and allowable land uses in the surrounding area.

The existing site is currently vacant and undeveloped land zoned Agricultural-Two (A-2). The site is located at the intersection of two major highways (I-70 and C-470), and adjacent to the Rooney

Valley Law Enforcement Training Facility, a CDOT regional trail, open space, and the Thunder Valley Motorcross park all of which are in the City of Lakewood and not under the jurisdiction of the County. The law enforcement training facility is utilized 364 days a year for live-fire training by multiple law enforcement agencies in the region. This use is similar in sound and traffic impacts to a heavy industrial use. The County generally considers light industrial uses to have little to no outdoor impacts, while heavy industrial uses typically have sound or visual impacts that are observable from off-site.

Pursuant to Section 26 of the ZR, the Corridor District, through its six Subdistricts, is intended to support the implementation of Corridor Plans and provides for a mix of land uses, including residential, office, light industrial, and retail, along transportation corridors, like the I-70 and C-470 transportation corridors surrounding the subject property. The proposal seeks to Rezone the existing A-2 zone district to a Planned Development based on the County's Corridor District Office and Light Industrial (CD-O/LI) zone district, with those modifications set forth in the proposed ODP. The applicant has proposed to exclude Banks and Other Financial Institutions as allowable uses. Industrial uses within the CD-O/LI zone district and the proposed ODP are intended to be light industrial (e.g., indoor mini-warehousing and self-storage uses), and are compatible with the existing and allowable land uses in the surrounding area.

The applicant has also proposed to include various retail and commercial uses, such as restaurant, convenience store, and fitness center type uses. Unique to this proposal, and not allowed under any of the County's Corridor District Subdistricts are the proposed RV resort uses, and cottage uses.

The evaluation of compatibility is not the same as an evaluation of solely the impacts imposed on existing uses from a new use. From a land use planning perspective, compatibility between two different uses refers to how well those uses can coexist in close proximity without causing negative impacts on each other or the surrounding area. Compatible uses should function harmoniously, contributing to a balanced community where different activities or developments support one another without causing significant conflicts or disruptions. For two uses to be considered compatible, they should be *similar* in nature and impacts. It does not matter which use is in place first, either the uses are compatible, or they are not. For example, a residential use is not compatible with a heavy industrial use, even if the residential use moved in next to an existing heavy industrial use. In this case, the uses allowed in the CD-O/LI zone district are similar in nature and impacts and are therefore compatible with the surrounding uses. However, the proposed uses of lodging and an RV resort are not similar in nature and impacts to the adjacent law enforcement training facility.

Staff finds that the proposed light industrial, retail, and commercial land uses are compatible with the existing and allowable land uses in the surrounding area. Staff has concerns that the proposed RV resort uses, and cottage uses for overnight visitors, are not compatible with the existing land uses in the surrounding area due to the industrial nature of the adjacent uses in the area. In response to staff's concerns, the applicant has included a provision on the ODP (which will be recorded if approved), providing notice of the noise levels from surrounding land uses.

b. The degree of conformance with applicable land use plans.

The Comprehensive Master Plan (CMP), an advisory document required by State statute, contains Goals and Policies that are used to guide land use decisions. The Area Plans section of the CMP contains supplementary policies and land use recommendations for evaluation.

	Summary	Conforms with CMP? ✓ ○ ✗
Land Use	The CMP discusses the need for a variety of uses to create a vibrant, enduring community. The Plan encourages diverse communities in which to live, work, and enjoy outdoor recreation.	○
Physical Constraints	The CMP describes physical constraints as those physical features that due to safety concerns may potentially restrict where and how development occurs. Physical Constraints include geologic hazards and constraints, floodplains, wetlands, wildfire, radiation, landfills, abandoned mines, and wildlife habitat	✗
Community Resources	The CMP contains policies that relate to historic structures or sites, scenic corridors, natural features, air quality, light, odor and noise pollution, open space and trails.	✗
Infrastructure Water and Services	The CMP describes the importance of new developments having adequate Transportation, Water and Wastewater, and Services.	✓

Staff concludes that the subject request is not in conformance with the applicable goals and policies of the Comprehensive Master Plan (CMP).

Land Use: The CMP has many policies related to land use beyond simply the future land use recommendation. An analysis of these policies shows that several policies related to compatibility are not being met. For example, "Maintain the viability of necessary, less desirable, land uses, such as landfills and sewage treatment plants, by ensuring that land uses proposed adjacent to these properties are compatible." It does not seem like there could be mitigation of the noise from the adjacent use of the law enforcement training facility.

As for the specific land use recommendations in the Plan, the CMP recommends Office/Light Industrial/Convention Center/Transit. There are proposed land uses that are not consistent with what is recommended by the CMP. The specific proposed land uses that are not consistent with the CMP recommendations are Motorcoach and Lodging Resort uses. Generally, the proposed Planned Development (PD) is to allow for RV resort uses along with most uses allowed within the CD-O/LI zone district.

The CMP has definitions for Office and Light Industrial uses:

Office: Office uses typically include business and professional offices, medical and dental offices, and banks and financial institutions. Areas designated for office may also be developed for day care centers, preschools or nurseries.

Light Industrial: Light Industrial uses are industrial uses that have minimal impacts outside of the building in which the use is contained, such as light manufacturing, processing or fabrication of commodities, warehousing, repair and servicing of equipment, shops for custom work to include electrical, plumbing, air conditioning, and similar type shops. Limited screened outdoor storage may be permitted. Office and Research and Development uses are also allowed in areas designated for light industrial."

While the CMP does not have a definition for Convention Center or Transit uses, the American Planning Association's Dictionary contains the following definitions that help guide the discussion about uses.

Transit:
The conveyance of persons or goods from one place to another by means of a local, public transportation system (California Planning Roundtable).
Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus (Temple Terrace, Fla.).
A system of high-speed mass transit operating on exclusive rights-of-way (Oakland, Calif.).

Convention Center:
A facility designed to accommodate 500 or more persons and used for conventions, conferences, seminars, product displays, recreation activities, and entertainment functions, along with accessory functions including temporary outdoor displays, and food and beverage preparation and service for on-premise consumption (Clearwater, Fla.).
A commercial facility used for assemblies or meetings of the members or representatives of groups, including exhibition space. This term does not include banquet halls, clubs, lodges, or other meeting facilities of private or nonprofit groups that are primarily used by group members (Milwaukee, Wisc.).

The proposed Motorcoach and Lodging Resort uses do not meet the CMP Land Use Recommendations; however, the applicant provided an analysis of the three factors and how they have been addressed to allow for a different land use than what is recommended. For new development proposals that are not consistent with the Land Use Recommendations of the CMP, the following factors are considered:

A. How the impacts associated with the proposed land use(s) will be mitigated compared with the recommended Land Uses.

Applicant's Response:
The requested rezone is in conformance with the CMP as it proposes uses reflective of the underlying guidance for Office/Light Industrial/Convention Center/Transit uses. The updated ODP provides many uses that wholly reflect the CMP plan. Additionally, the applicant has utilized a base zoning of Corridor District - Office and Light Industrial (CD-O/LI) that reflects a commitment to appropriate light industrial uses. The previous application was utilizing Corridor District - Medium Scale Retail (CD-RM) and that underlying zone district conflicted with the CMP and failed to provide adequate mitigation for the proposed uses. Finally, the Motorcoach and lodging resort (RV and Cottage uses) are reflections of the CMP guidance with a core recreation

use. The Motorcoach and lodging resort will act as a basecamp–similar to a transit hub or a convention center, providing the core services for the outdoor recreation community and further facilitates visitation and utilization of surrounding recreational facilities. The core services provided at the motorcoach and lodging resort reflect the core components that are provided at a transit hub or convention facility–lodging, food and beverage, meeting and gathering space, all related support services, parking and entertainment. Additionally, the use is less impactful from a visual and sensory impact and provides even more opportunities for proper mitigation of the use and to naturally reflect the surrounding existing uses around the site. In many ways, the use is an updated and refined land use typology that fully reflects the core components of the CMP guidance for this site.

Additionally and importantly, the updated ODP and Agency Referral Responses detail significant mitigation provided on the proposed land use. First, the underlying uses have been updated for each planning area. These are uses that reflect the CMP and have been further refined by discussions with the surrounding land owners. Specifically, in Planning Area 3, the motorcoach lodging has been removed and limited light industrial uses are being proposed. This is in furtherance, protection and acknowledgement of the existing and adjacent law enforcement facility. Secondly, the application now reflects substantial additional mitigation measures. Appropriate setbacks, landscaping, fencing and materiality have been established, allowing for appropriate separation corridors and mitigation solutions. Many additional mitigation measures will be added at the Site Plan phase but an established framework is in place to allow for proper implementation of design solutions. Thirdly, the wildlife and wetlands recommendations have been adopted. The plan will incorporate the existing wetlands and wildlife planning and fencing will be a foundational element of the site planning phase. The recreational use being proposed is most consistent and reflective, even more than many of the CMP uses, of the surrounding land uses and provides for better transitions of existing land uses and less impact to said uses. Finally, we have detailed that the sensory impact analysis will be incorporated in the site plan. We will be able to further effectuate sensory impacts on the site and to the adjacent land uses.

Staff's Review:

The applicant has noted that the Motorcoach and Lodging Resort uses will act as a basecamp – similar to a transit hub or convention center and will provide core services that a convention center or transit hub (recommended by the CMP) would provide. It has also been noted that the proposed Motorcoach and Lodging Resort uses may be less impactful from a visual and sensory impact perspective compared to the recommended Office/Light Industrial/Convention Center/Transit uses. Staff agrees with this. The proposed ODP allows for the recommended land uses, along with some additional land uses that are considered less impactful than those recommended.

The development standards that are proposed include specific fence standards along C-470 that would be applicable for lodging uses if called for by a future Sensory Impact Report and/or Plan, which has been requested within the written restrictions to be deferred as a requirement until the time of Site Development Plan.

Also, to address staff concerns about lighting, the proposed development standards require "mountain" lighting standards rather than the "plains" standards that would otherwise apply under the ZR. This standard requires a maximum foot-candle measurement at the exterior property boundary of 0.2. Staff finds that the added restrictions address concerns related to lighting for both the land uses that are recommended and those that are not.

Staff finds that the impacts of the proposed uses compared to the recommended land uses can been mitigated and this factor has been met.

B. How the proposed land uses are compatible with the surrounding Land Use Recommendations and community character.

Applicant's Response:
The proposed land uses are compatible with the surrounding Land Use Recommendations and community character as they provide community uses and offer potential job creation and economic benefit. Most of the uses proposed are in general conformance with the CMP. Further the Motorcoach Lodging provides a similar use with a greatly enhanced opportunity to comply with underlying goals of the CMP to encourage and promote recreation and tourism in Jefferson County.

Specifically, the CMP has a goal to encourage appropriately sited recreation and tourism uses in Jefferson County. This application affirmatively allows for the general policy of encouraging services and facilities necessary for the expansion of recreation and tourism, protect the viability of existing recreational sites by mitigating impacts associated with development, and mitigates the potential impacts created by recreational activities on existing land uses.

Additionally, this tourist related land use is compatible with the surrounding area. It implements the CMP goal to encourage and promote Recreation and tourism in Jefferson County. Our land use acknowledges and adapts to the growing demands and changing recreation and tourism preferences of residents and visitors. This use also promotes key recreational opportunities, local landmarks, scenic byways, and unique areas to benefit the local economy as articulated in the CMP. This use is fully reflective of the type of use for the site but also allows for additional implementation of core CMP values, goals, and policies.

Staff's Review:
The recommended land uses in the surrounding area are Light Industrial within unincorporated Jefferson County and Open Space in the City of Lakewood. The proposed light industrial, commercial, retail, and motorcoach and lodging uses are compatible with the surrounding land use recommendations.

The proposed light industrial, commercial, and retail land uses are also compatible with the existing community character (highway, law enforcement training facility, and motorcross uses). The proposed motorcoach and lodging uses may not be compatible with the existing community character. The Rooney Valley Law Enforcement Training Facility (RVLETF) provided comments in opposition to various components of the proposal, primarily concerning exposure of visitors to sudden, repetitive, and extremely loud noises and site security. RVLETF expressed continued concerns regarding the compatibility of the proposed uses even after the applicant proposed changes to the written restrictions.

As discussed above in the section of this staff report addressing Rezoning criterion a., Staff has some concerns that the motorcoach and lodging uses may not be compatible with the surrounding community character, which consists of land uses (highways and training facilities) that are inherently noisy.

The CMP includes the following policy "Maintain the viability of necessary, less desirable, land uses, such as landfills and sewage treatment plants, by ensuring that land uses proposed

adjacent to these properties are compatible." Because the proposed motorcoach and lodging uses are a form of temporary overnight use compared to a more permanent residential dwelling unit, these uses could be considered compatible with the training facility.

Staff finds that the proposed land uses are compatible with the surrounding Land Use Recommendations but may not be compatible with surrounding community character.

C. What change of circumstance has occurred in the local area since the Land Use Recommendation was adopted:

Applicant's Response:

Nearly the entire I-70/C-470 corridor has changed circumstances since this site was last zoned and the land use designation was applied. The CMP reflects goals of establishing a transit hub and/or related convention center uses that focus on transportation systems being designed along the mountain corridor. CDOT has now implemented express lanes and other transportation systems focused on the existing roadways and no plans are in place for future train or multi-modal transit hubs. Further, the focus of a transportation hub for a rail facility has shifted to the Front Range rail system rather than an I-70 mountain corridor system. Additionally, many of the hotels and related commercial facilities are now located at areas such as Denver West, Golden and other more regional and dispersed sites. This application's reflected uses are a recreational adaptation of the underlying CMP guidance and suggested uses. We are responding to the change in conditions but complying with the type of facilities that would be provided. Further, we are providing the uses in a more appropriate scale with the inherent limitations of the site.

Secondly, this rezoning application and use proposal is reflective of an industry that has greatly changed post-Covid. This basecamp becomes a use that properly encourages and protects both existing recreational facilities and promotes tourism to Jefferson County. Jefferson County is one of the preeminent locations in all of Colorado for recreational tourism. What is needed is a basecamp, much like a transit hub, that creates a gathering place and related facilities that then allows the occupants to experience all of our existing recreational opportunities. We are creating the recreational hub from which our guests launch their recreational pursuits. Post-covid life reflects this need, this desire and we are responding with an application that still balances all surrounding land use and provides mitigation to support the CMP.

Staff's Review:

The applicant notes that CDOT has now implemented express lanes and other transportation systems focused on the existing roadways and no plans are in place for a future train or multi-modal transit hubs. Additionally, the focus on transportation hubs has shifted from the I-70 mountain corridor to the Front Range rail system. This change is noted and does change the circumstances and appropriate future land uses of this area. The change in circumstances would logically support removing transit and potentially convention center from the future uses, however, staff does not find that there is a logical nexus between the change in circumstance and the proposed land use of an RV resort.

Physical Constraints: The CMP describes physical constraints as those physical features that due to safety concerns may potentially restrict where and how development occurs. Physical Constraints include geologic hazards and constraints, floodplains, wetlands, wildfire, radiation, landfills, abandoned mines, and wildlife habitat.

The site is identified as a High Wildlife Quality Area. All development in Maximum and High-Quality wildlife areas should work with the Colorado Parks and Wildlife (CPW) to ensure that the native wildlife continues to flourish. The applicant addressed comments provided by CPW. It is noted in the cover letter response regarding the Wildlife, Vegetation & Landscaping Report that "habitat areas shall be thoughtfully considered during the development phase and all species will be humanely relocated according to all required standards where necessary".

There is a wetland on the property and the CMP recommends protection of wetlands and that if impacts to wetlands are unavoidable, then mitigation should be provided. The language provided in the written restrictions regarding wetlands notes that any wetland shall be protected.

The property is encumbered with both identified geologic hazard areas and zoned geologic hazard areas for subsidence and slope failure as well as dipping bedrock. The CMP states that development should only be allowed in these designated areas when adequate mitigation can be demonstrated. The applicant has included language in the written restrictions to defer addressing these hazards to a future process. This does not align with the CMP's policies with regard to how mitigation will take into account aesthetics or how those mitigation techniques will meet other Goals and Policies in the Plan.
The CMP states that development should only be allowed in designated geologic hazard areas when adequate mitigation can be demonstrated, and that the mitigation of these hazards should take into account aesthetics. The CMP also states that new development should properly address physical constraints, and the priority should be to avoid these areas.

Staff finds that this criterion has not been met because it is not possible for staff to determine if the geologic hazards can be adequately mitigated to support the proposed uses, as a study was not provided by the applicant to demonstrate what mitigation measures are necessary or adequate, nor to address the aesthetic impact of any mitigation measures.

Community Resources: The Community Resources section contains policies that relate to historic structures or sites, scenic corridors, natural features, air quality, light, odor and noise pollution, open space and trails. Historic resources have been identified that would be negatively impacted by the proposed development. The applicant responded to the recommendations provided by the Jefferson County Historic Commission (JCHC) and incorporated the specific language as recommended by the JCHC in the written restrictions, which is inclusive of a requiring a Historical, Archeological, and Paleontological Report and/or Plan submission prior to or along with a site development plan.

The proposed uses have potential impacts to air quality, light, odor and noise pollution, and impacts from noise, smoke, glare, fumes, vibration, and other environmental impacts are recommended by the CMP to be kept at levels associated with adjacent land uses. The applicant did not provide a Sensory Impact Study assessing each of these impacts, which staff requested pursuant to Section 9.B.9 of the ZR. Instead, the applicant included a written restriction in the ODP to submit a sensory impact report and/or plan at the time of site development. Deferral of the Sensory Impact Study is allowed, though not recommended by staff because it defers the incorporation of specific development standards that would address various concerns presented by staff along with the concerns of the neighboring Rooney Valley Training Facility.

The CMP has language regarding noise which states "Ensure noise, to and from adjacent land uses, is reviewed, and if necessary, mitigated." Staff has concerns that noise impacts to the proposed motorcoach and lodging uses may not be satisfactorily mitigated or able to be mitigated. The CMP also states, "In the vicinity of areas with existing significant noise issues, encourage the use of sound-

dampening construction materials and design techniques to reduce outside and/or inside noise levels." Staff has concerns of the ability to adequately mitigate the noise levels.

The request does not fully meet the Community Resources goals and policies of the CMP. Therefore, staff finds that this criterion has not been met.

Infrastructure, Water and Services: Existing and proposed infrastructure and services are available and adequate to support the uses proposed by this Rezoning. If this request is approved, based on the Traffic Impact Study provided by the applicant, traffic to the site is anticipated to have potential impacts on traffic operations to the site or at the intersection of Alameda Avenue and Rooney Road, with a daily average of 10,353 trips. The adjacent roadway network is paved and maintained by the County; however, it is owned by CDOT and may require an access permit. The property is within the West Metro Fire Protection District and the Jefferson County Sheriff's Office provides law enforcement to the area. Water services will be provided by Consolidated Mutual Water Company and wastewater services will be provided by methods agreed to within the Sanitary Service Plan approved by the City of Golden. The applicable agencies have reviewed the proposed zoning and there are no concerns. Therefore, the request is consistent with the Infrastructure, Water and Services goals and policies of the CMP.

c. The ability to mitigate negative impacts upon the surrounding area.

Staff finds that the impacts from the proposed uses onto the surrounding area would be minimal. The applicants have proposed some mitigation measures such as more restrictive lighting standards than typically required, wildlife-friendly fencing, and will require a Sensory Impact Assessment or Plan at a future phase of development which may include further mitigation. Visual impacts are lessened by limiting building to height to no more than 40 feet.

However, the ODP proposes standards for landscaping and setbacks that are less restrictive than those in the Zoning Resolution, which will potentially result in more visual impacts to users of the CDOT trail than otherwise would occur if developed under the standards in the Zoning Resolution.

d. The availability of infrastructure and services.

The existing and proposed infrastructure and services are available and adequate to support the proposed Rezoning, as stated above.

e. The effect upon health, safety, and welfare of the residents and landowners in the surrounding area.

Staff has not identified unmitigated deleterious effects upon the health, safety, and welfare of the residents and landowners in the surrounding area. The proposed land uses will likely not affect the health, safety, and welfare of the residents and landowners in the surrounding area.

7. COMMERCIAL MINERAL DEPOSITS

No known commercial mineral deposits exist on the subject property.

8. COMMUNITY MEETING

A Community Meeting was held on April 25, 2023. There were 5 citizens in attendance. The meeting was run well and in an organized manner but had few attendees. Questions presented by community members during the meeting related to questions about location of the nearby motorcross park and size of the proposal area. Please see the Community Meeting Summary included in this case packet for more details.

9. COMMUNITY/REFERRAL RESPONSES

During the processing of this Rezoning application, Staff received thirty-seven community responses regarding this proposal. Staff has not identified unresolved citizen comments.

10. AGENCY REFERRAL RESPONSES

This application was sent on referral to 12 Jefferson County Departments & Divisions, 21 external agencies, and 8 registered associations (please see the first referral matrix and HOA mailing list in the case packet for more information). The request was sent on three referrals which resulted in modifications to the proposed written restrictions related to permitted uses and lot and building standards. There are outstanding issues with referral agencies that were not fully addressed with the public hearing materials package provided by the applicant. Referral agencies with outstanding concerns have provided responses that are included in the case packet, they are from the Rooney Valley Training Facility, and the Jefferson County Long-Range Planning Division.

11. NOTIFICATION

Notification of the proposed development was sent and posted in accordance with the Zoning Resolution. Please see the attached Notification Summary for more information.

12. POST HEARING REVIEW

If the Rezoning is approved, the post hearing review shall be in accordance with the Zoning Resolution as follows:
The applicant shall have 28 days after Board of County Commissioner's approval to submit a 'clean' copy of the approved red-marked ODP and pay the recordation fees. The Case Manager will have 7 days to review the submitted ODP. If the revisions have been made in accordance with the approval conditions, Staff will affirm and record the ODP documents, as appropriate. If the submitted documents are not in conformance with the approved red-marked ODP, the red-marked ODP shall be recorded.

13. SUBSEQUENT PROCESSES

If the Rezoning is approved, prior to construction of any buildings on the site a Preliminary and Final Plat and Site Development Plan would be required. During both processes, the Plat and Site Development Plan will be sent on referral to numerous internal and external agencies. The Plat application and Site Development Plan application are processes that will ensure compliance with zoning requirements and with all of the County's development regulations (e.g., drainage, grading, and circulation standards). The Plat case would be presented to the Planning Commission and the Board of County Commissioners for approval. The Site Development Plan case would be presented to the Director of Planning in an administrative process for approval.

SUMMARY OF STAFF ANALYSIS & RECOMMENDATION

Staff's analysis concludes that the proposed Rezoning does not meet one and may not meet two additional of the five Rezoning criteria to be considered for approval. The proposed Rezoning is not in conformance with specific land use goals and policies outlined within the CMP, and therefore does not meet the land use recommendations of the CMP. All potential negative impacts to the surrounding community have not been adequately addressed, and the proposed land use is not compatible with the existing and allowable land uses in the surrounding area, due to the incompatibility of the proposed lodging and RV resort uses. Infrastructure and services are available to support the proposed land uses, and there are no identified impacts to the health, safety and welfare of the residents and landowners in the surrounding areas. Staff recommends DENIAL of the request.

FINDINGS:

Based on the analysis included in this report, staff concludes that the proposal does not satisfactorily address all of the criteria below which the Board of County Commission may consider, as detailed in subsection 6 in this staff report.

1. **The proposal to allow for uses associated with a RV resort along with various commercial and industrial land uses on the subject property is not fully compatible with the existing and allowable agricultural land uses and police training facility in the surrounding area.**

2. **The proposal is not in general conformance with the Comprehensive Master Plan (Plan). It meets the Plan's land use recommendation for some uses: Office/Light Industrial/Convention Center/Transit. The proposal for RV resort uses does not meet the Plan's land use recommendation and the factors for proposals not in conformance with the Plan recommendation have not been adequately addressed. Additionally, the proposal does not meet the Plan's policies and goals for physical constraints and community resources.**

3. **The ability to mitigate the negative impacts of the proposed land use upon the surrounding area has been considered. Visual impacts have been partially mitigated with lighting, building height, and fencing requirements proposed. However, potential visual impacts remain due to proposed reductions in required landscaping and setbacks compared to what is required in the Zoning Resolution.**

4. **The subject property is served by West Metro Fire Protection District and the Jefferson County Sheriff's Office. Water service will be provided by Consolidated Mutual Water Company. Wastewater services will be provided by measures agreed upon within the Sanitary Service Plan Agreement with the City of Golden. Services are available and adequate to service the proposed land uses.**

5. **The proposed land uses will not result in impacts to the health, safety, and welfare of the residents and landowners in the surrounding area.**

PLANNING COMMISSION ACTION:

Planning Commission Recommendation (Resolution Dated October 2, 2024 Attached):

Approval	X (5-1)
Approval with Conditions	
Denial	

The case was scheduled and recommended for denial on the Regular Agenda of the Planning Commission hearing. Seven citizens testified in support of the application, and two testified in opposition. Citizens that testified in support contested that it is a community need and supportable, some testified that they were professionals in the RV industry, in services adjacent to the RV industry, or RV users and that there is a demand for the proposed use. The first citizen who testified in opposition expressed concerns about prairie dogs in the area. The other citizen was from the Rooney Valley Law Enforcement Training Facility who testified in support of the proposed office and light industrial uses, but opposed to the RV resort uses. This opposition was due to concerns with safety complications and potential future closure of the facility due to noise complaints and the incompatibility of the uses. He emphasized the importance of this facility as an essential public safety service. During the hearing, the applicant indicated that a noise study was conducted on September 18, 2024, showing that the noise from the training facility was within the levels acceptable under the County's noise ordinance. Staff was provided a letter from Engineering Dynamics after the Planning Commission Hearing, which was not in a form acceptable to the County for assessment. Concerns related to proposed uses and noise mitigation were discussed by the Planning Commission, and after discussion and public testimony, the Planning Commission voted (5-1) to recommend approval of the case.

BOARD OF COUNTY COMMISSIONERS ACTION:

The Board of County Commissioners is charged with reviewing the request, staff report, and Planning Commission recommendation, receiving testimony and evidence on the application and approving or denying the request.

COMMENTS PREPARED BY:

Allie McGahee

Allie McGahee
Planner III
October 9, 2024

CURRENT ZONING

Section 33 - Agricultural District

(orig. 3-26-13)

A. Intent and Purpose

1. The Agricultural Zone Districts are intended to provide for limited farming, ranching and agriculturally related uses while protecting the surrounding land from any harmful effects. (orig.3-26-13)

2. Contained in this section are the allowed land uses, building and lot standards (including minimum setbacks) and other general requirements for each specific agricultural zone district. (orig.3-26-13)

3. The Agricultural Zone Districts are divided as follows: (orig.3-26-13)

   a. Agricultural-One (A-1)

   b. Agricultural-Two (A-2)

   c. Agricultural-Thirty-Five (A-35)

4. A revision in March, 1972, increased the minimum land area for the Agricultural-One district to 5 acres. (orig.3-26-13)

5. A revision in March, 1972, increased the minimum land area for the Agricultural-Two district to 10 acres. (orig.3-26-13)

B. Permitted Uses (orig. 3-26-13; am. 7-17-18)

Uses	A-1	A-2	A-35
Single Family Dwelling, Barn, Stable, Silo, Corral, Pens, and Runs.	X	X	X
General Farming, including grains, fruit, vegetables, grasses, hay, livestock raising, and the keeping and boarding of horses. See general requirements below.	X	X	X
Poultry hatcheries and farms, fish hatcheries and dairy farms.	X	X	X
Greenhouse and nursery, including both wholesale and retail, provided products sold are raised on the premises.	X	X	X
Forestry farming, including the raising of trees for any purpose.	X	X	X
Fur farm and raising of rabbits, chinchillas and other similar animals.	X	X	X
Public Park, Class I public recreation facilities, Class II public recreation facilities are permitted only if the site is in compliance with the current minimum lot size requirement.	X	X	X
Veterinary hospital	X	X	X
Cemetery, mausoleum, mortuary and related uses.	X	X	X
Beekeeping operations	X	X	X
Oil and gas drilling and production subject to the Drilling and Production of Oil and Gas Section of this Zoning Resolution, except where located within a subdivision platted and recorded in the records of the Clerk and Recorder.	X	X	X
Telecommunications Land Uses shall comply with the provisions of the Telecommunications Uses Section of this Zoning Resolution.	X	X	X
Energy Conversion Systems (ECS) land uses shall comply with the provisions of the Alternative Energy Resources Section of the Zoning Resolution.	X	X	X
Water supply reservoir and irrigation canal	X	X	X

C. Accessory Uses (orig. 3-26-13; am. 7-17-18)

Uses	A-1	A-2	A-35
Accessory structures including private garage, and storage sheds	X	X	X
Roadside stand for operation during not more than 6 months in each year for the sale of farm products raised or produced on the premises, provided such stands are located no less than 30 feet distance from any street, highway, or right-of-way line.	X	X	X
Private building and kennels for housing dogs, cats or similar domestic pets. On legal non-conforming lots or parcels smaller than the minimum lot size, the maximum total number of dogs, cats and similar domesticated pets which may be kept shall be 3. Litters of puppies or kittens may be kept until weaned.	X	X	X
Temporary storage of defensible space equipment and debris associated fuel break and forest management thinning in accordance with defensible space, fuel break and forest management programs as specified in this Zoning Resolution and Land Development Regulation.	X	X	X
Home Occupations provided the requirements and conditions of the Board of Adjustment or the Home Occupations Section of this Zoning Resolution are met.	X	X	X
Accessory uses per the Accessory Use Section of the Zoning Resolution.	X	X	X

D. Special Uses (orig. 3-26-13; am. 7-17-18)

Uses	A-1	A-2	A-35
Sewage treatment plant	X	X	X
Religious Assemblies and related uses, rectory, parish house and schools.	X	X	X
Radio, television and microwave transmission and relay towers and equipment; meteorological data collection towers and equipment; low power, micro-cell and repeater telecommunications facilities, including antenna and towers.	X	X	X
Cable television reception station	X	X	X
A group living facility, other than homes for social rehabilitation, or a home where up to 6 unrelated individuals are living together, that is occupied by more than one registered sex offender.	X	X	X
Group, foster or communal home, residential treatment center, community residential home, home for social rehabilitation, assisted living residence, personal case boarding home, specialized group facility, receiving home for more than 4 foster home residents, residential child care facility or shelter from domestic violence, licensed or certified by state if applicable, in which 7 or more residents who are not legally related live and cook together as a single housekeeper unit not located within 750 ft of another similar type home or shelter.	X	X	X
State licensed daycare center or preschool or nursery.	X	X	X
Arborist or tree service	X	X	X
Natural resource transportation and conveyance systems	X	X	X
Public Kennel or cattery	X	X	X
Public riding academy or stable	X	X	X
Camps, campgrounds, picnic grounds, and lodges or other similar facilities. Specific conditions and limitations for use, including maximum periods of visitor occupancy and types or maximum numbers of occupied vehicles or sites, will be established as terms of the Special Use approval.	X	X	X
Oil and gas drilling and production, where located within a subdivision platted and recorded in the records of the Clerk and Recorder. Such operations shall conform to the standards contained in the Drilling and Production of Oil and Gas Section of the Zoning Resolution, except as modified in the resolution approving the Special Use.	X	X	X
Class I, II, III Commercial Recreational Facilities. Class II public recreational facilities on sites which do not meet the current minimum lot size requirement. Class III public recreational facilities.	X	X	X

Uses	A-1	A-2	A-35
Limited sawmill operation use in support of defensible space, associated, fuel break, forest insect and disease control, and forest management programs as required under the Zoning Resolution and Land Development Regulations.	X	X	X
Trap, skeet or rifle range		X	X
Recycling transfer station, Type I or Type II: the facility shall only accept trees and slash generated from local efforts associated with regulatory/ voluntary defensible space, fuel break and forest management plans, and Pine Beetle control programs.		X	X
Dangerous and wild animal ranching, training, sales and exhibition provided that the property is 10 acres or greater and such use is in compliance with the General Provisions and Regulations Section of this Zoning Resolution.		X	X

E. Lot and Building Standards (orig. 3-26-13; am. 7-17-18)

Districts	Front Setback		
	Primary Structure/All Garages		All Other Accessory Structures
A-1, A-2, A-35	50 ft.		Livestock – 75 ft. Pens/Runs/Structures[1] – 100 ft. All Other Accessory Building – 50 ft.
	Side Setback		
	Primary Structure/All Garages		All Other Accessory Structures
	Side	Side to Street	
A-1, A-2, A-35	30 ft.	50 ft.	Livestock – 75 ft. Pens/Runs/Structures[1] – 100 ft. All Other Accessory Building – 50 ft.
	Rear Setback		
	Primary Structure/All Garages		All Other Accessory Structures
A-1, A-2, A-35	50 ft.		50 ft.

[1] Applied to all pens, runs, and structures utilized for fur farms, poultry farms, kennels and catteries.

Districts	Building Height	Lot Size (see a & b below)
A-1	35 ft.	5 Acre (217,800 s.f.)
A-2	35 ft.	10 Acre (435,600 s.f.)
A-35	35 ft.	35 Acre (1,524,600 s.f.)

1. Lot Standards

   a. The minimum lot area for any use permitted in this district shall be the lot size stated above unless the lot falls within the provisions set forth in the Non-Conforming Lot Size provision below. (orig.3-26-13; am. 7-17-18)

   b. The minimum lot area for a lot developed through the rural cluster process shall be as set forth in the Land Development Regulation. (orig.3-26-13)

F. Fences

1. Maximum Fence Height: 7 feet. (orig.3-26-13)

2. Fences over 42 inches in height are allowed within the front setback. (orig. 7-17-18)

3. Electric fences are permitted provided the electrical fence device is in compliance with Colorado State Department of Agriculture specifications. No electric fence is allowed as boundary or perimeter fence on lot lines abutting residential zone districts. (orig.3-26-13)

4. On adjacent lots where allowed fence heights differ, the lower height restriction shall govern. (orig.3-26-13)

G. General Requirements

1. Corner lots must comply with the vision clearance triangle requirements as specified in the Definitions Section of this Zoning Resolution. (orig.3-26-13)

2. No structure may be erected placed upon or extend over any easement unless approved in writing by the agency or agencies having jurisdiction over such easement. (orig.3-26-13)

H. Animals

1. Manure shall not be allowed to accumulate so as to cause a hazard to the health, safety or welfare of humans and/or animals. The outside storage of manure in piles shall not be permitted within 100 feet of the front lot line and 50 feet of the side and rear lot lines. (orig.3-26-13)

2. Stallions shall be kept in a pen, corral or run area enclosed by a 6 foot chain link fence, or material equal or greater in strength, except when it is necessary to remove them for training, breeding or other similar purposes. (orig.3-26-13)

3. On legal non-conforming lots or parcels smaller than the minimum lot size, the following is the density per acre limitation for horses, mules, donkeys, sheep, cattle, goats, swine, buffalo, and other large domesticated animals: (orig.3-26-13; am. 7-17-18)

    a. The minimum square footage of open lot area, available to animals, shall be 9,000 square feet for the first animal and 6,000 square feet for each additional animal. The total number of such animals that may be kept shall not exceed 4 per 1 acre. (orig.3-26-13; am. 7-17-18)

    b. Offspring of animals on the property may be kept until weaned. (orig.3-26-13)

I. Non-conforming Lot Size

1. Planning and Zoning shall only permit the use of any unplatted Agricultural-One, Agricultural-Two, or Agricultural-Thirty-Five zoned tract or parcel that is less than 5 acres, 10 acres, or 35 acres respectively, provided that all of the following provisions are met. (orig. 9-6-77; am. 11-6-79; am. 6-16-80; am. 7-2-97; am. 12-17-02; am. 3-3-15; reloc. & am. 7-17-18)

    a. The parcel, tract or lot existed in its current configuration prior to March 6, 1972. (orig. 9-6-77; am. 6-16-80; reloc. & am. 7-17-18)

    b. The property is 1 acre in size or greater. (orig. 6-16-80; reloc. 7-17-18)

    c. Use of the property shall conform with current use regulations in effect for the respective Agricultural-One, Agricultural-Two, and Agricultural-Thirty-Five Zone Districts. (orig. 9-6-77; am. 7-2-97; reloc. & am. 7-17-18)

    d. Any new construction or structural alteration shall conform with current setback and height regulations in effect for the respective Agricultural-One, Agricultural-Two, and Agricultural-Thirty-Five Zone Districts. (orig. 9-6-77; am. 7-2-97; reloc. 7-17-18)

    e. Requirements of Public Health for water and sanitation shall be complied with prior to the Building Permit being issued. (orig. 9-6-77; am. 12-17-02; am. 4-20-10; reloc. 7-17-18)

2. Planning and Zoning shall only permit the use of any Agricultural-One, Agricultural-Two, or Agricultural-Thirty-Five zoned lot which was platted without County approval provided that the provisions of paragraphs I.1.a through I.1.e above, are complied with. (orig. 6-16-80; am. 7-2-97; am. 12-17-02; am. 3-26-13; am. 3-3-15; reloc. & am. 7-17-18)

3. Planning and Zoning shall only permit the use of any Agricultural-One, Agricultural-Two, or Agricultural-Thirty-Five zoned lot which was platted with County approval prior to time said lot was zoned, provided that the provisions of paragraphs I.1.b. through I.1.e. above, are complied with. (orig. 6-16-80; am. 7-2-97; am. 12-17-02; am 3-26-13; am. 3-3-15; reloc. & am. 7-17-18)

4. Planning and Zoning shall only permit the use of any zoned lot which was platted with County approval subsequent to the date it was zoned provided that the provisions of paragraphs I.1.c. through I.1.e. above, are complied with. (orig. 6-16-80; am. 7-2-97; am. 12-17-02; am 3-26-13; am. 3-3-15; reloc. & am. 7-17-18)

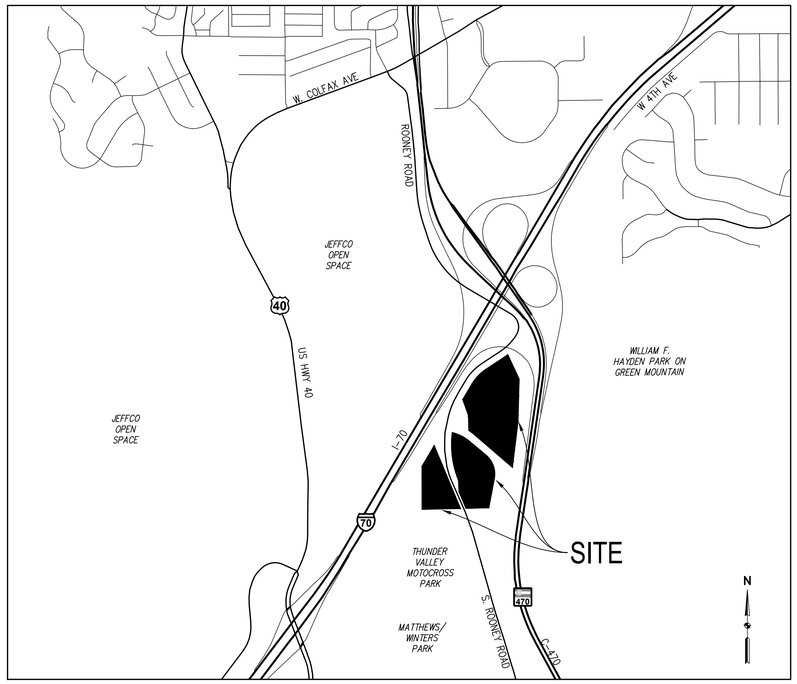
PROPOSED ZONING

DRAFT
FOR BCC HEARING
10/9/2024

CASE NUMBER: 23-113678RZ

WESTSIDE RESORT
OFFICIAL DEVELOPMENT PLAN

LOCATED IN THE NORTH HALF OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 70
WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO
SHEET 1 OF 4



VICINITY MAP
SCALE: 1" = 1,000'

PROJECT TEAM

OWNER
DINOSAUR RIDGE RESORTS, LLC
17999 W COLFAX AVE.
GOLDEN, CO 80401

PLANNER
BASELINE ENGINEERING CORPORATION
112 N RUBEY DRIVE SUITE 210
GOLDEN, CO 80403

CIVIL ENGINEER
BASELINE ENGINEERING CORPORATION
112 N RUBEY DRIVE SUITE 210
GOLDEN, CO 80403

TRAFFIC ENGINEER
LANTZ ASSOCIATES, LLC
13335 W 72ND CIRCLE
ARVADA, CO 80005

SHEET INDEX

LEGAL DESCRIPTION

PARCEL A:
(670 South Rooney)
A PART OF THE NW 1/4 OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF JEFFERSON, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SE CORNER OF THE E 1/2 OF THE W 1/2 OF THE NW 1/4 OF SAID SECTION 14 FROM WHICH THE NW 1/4 CORNER OF SAID SECTION 14 BEARS S89°05'59"W, A DISTANCE OF 1328.23 FEET;
THENCE N00°14'22"E ALONG THE WEST LINE OF THE E 1/2 OF THE W 1/2 OF SAID NW 1/4 A DISTANCE OF 599.13 FEET TO AN INTERSECTION WITH THE RIGHT OF WAY LINE OF A PARCEL CONVEYED TO THE DEPARTMENT OF HIGHWAY, STATE OF COLORADO, AND RECORDED IN BOOK 1810 AT PAGE 265 IN THE RECORDS OF JEFFERSON COUNTY;
THENCE N30°48'00"E ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 350.58 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF ROONEY ROAD (MARCH 1968);
THENCE S22°12'42"E ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 963.15 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF THE NW1/4 OF SAID SECTION 14;
THENCE S89°05'59"W ALONG SAID SOUTH LINE A DISTANCE OF 546.19 FEET TO THE POINT OF BEGINNING.

PARCEL B:
(670 South Rooney)
A PART OF THE NW 1/4 OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF JEFFERSON, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE SOUTH LINE OF THE NW1/4 OF SAID SECTION 14, FROM WHICH THE SE CORNER OF SAID NW 1/4 BEARS N89°05'59" EAST A DISTANCE OF 388.50 FEET, SAID POINT ALSO BEING ON THE WESTERLY RIGHT OF WAY OF PARCEL NO. 266-D-REV. AS DESCRIBED AT RECEPTION NO. 86045631 IN THE RECORDS OF JEFFERSON COUNTY;
THENCE S89°05'59"W ALONG THE SOUTH LINE OF SAID NW1/4 A DISTANCE OF 326.08 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THE EASTERLY LINE OF ROONEY ROAD (MARCH 1968) WITH THE SOUTH LINE OF SAID NW1/4, FROM WHICH POINT THE WEST 1/4 CORNER OF SAID SECTION 14, BEARS S89°05'59"W A DISTANCE OF 1942.14 FEET;
THENCE N22°12'42"W ALONG SAID EASTERLY LINE OF ROONEY ROAD A DISTANCE OF 254.90 FEET TO A POINT ON THE EASTERLY LINE OF PARCEL 6 AS DESCRIBED AT RECEPTION NO. 79033257 IN THE RECORDS OF JEFFERSON COUNTY;
THENCE N01°53'15"W ALONG SAID EASTERLY LINE A DISTANCE OF 157.42 FEET TO A POINT ON A NON-TANGENT CURVE, THE RADIUS POINT OF WHICH BEARS N68°18'02"E;
THENCE ALONG SAID EASTERLY LINE AND ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1,332.50 FEET AND A CENTRAL ANGLE OF 29°35'09" A DISTANCE OF 688.06 FEET TO AN INTERSECTION WITH A NON-TANGENT CURVE, THE RADIUS POINT OF WHICH BEARS S13°31'00"W, BEING THE SOUTHWESTERLY LINE OF PARCEL NO. 266D2 AS DESCRIBED AT RECEPTION NO. 86045631 IN THE RECORDS OF JEFFERSON COUNTY;
THENCE ALONG SAID SOUTHWESTERLY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 600.00 FEET AND AN ANGLE OF 11°08'31", A DISTANCE OF 116.68 FEET TO A POINT;
THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 600.00 FEET AND A CENTRAL ANGLE OF 15°30'16" A DISTANCE OF 162.36 FEET TO A POINT;
THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 600.00 FEET AN A CENTRAL ANGLE OF 00°11'38" A DISTACE OF 2.03 FEET TO A POINT OF TANGENT, SAID POINT BEING ON THE WESTERLY LINE OF PARCEL 266D-REV AS DESCRIBED AT RECEPTION NO. 86045631 IN THE RECORDS OF JEFFERSON COUNTY;
THENCE S49°38'35"E ALONG SAID TANGENT A DISTANCE OF 293.69 TO A POINT OF CURVE;
THENCE CONTINUING ALONG THE WESTERLY LINE OF SAID PARCEL 266D-REV ALONG THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 355.00 FEET AND A CENTRAL ANGLE OF 60°53'07" A DISTANCE OF 377.24 FEET TO A POINT OF TANGENT;
THENCE CONTINUING ALONG SAID WESTERLY BOUNDARY, S11°14'32"W ALONG SAID TANGENT, A DISTANCE OF 415.74 FEET TO THE POINT OF BEGINNING.

PARCEL C:
(670 South Rooney)
A PART OF THE N1/2 OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF JEFFERSON, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE CENTER OF SAID SECTION 14;
THENCE S8905'59"W ALONG THE SOUTH LINE OF THE NW1/4 OF SAID SECTION 14 A DISTANCE OF 121.67 FEET TO THE SE CORNER OF PARCEL 266D-REV RECORDED AT RECEPTION NO. 86045631 IN THE RECORDS OF JEFFERSON COUNTY;
THENCE N06°12'30"E ALONG THE EASTERLY LINE OF SAID PARCEL A DISTANCE OF 209.39 FEET;
THENCE CONTINUING ALONG SAID EASTERLY LINE, N07°34'49"E A DISTANCE OF 350.76 FEET TO THE TRUE POINT OF BEGINNING;
THENCE N48°51'39"W ALONG THE NORTHEASTERLY LINE OF SAID PARCEL A DISTANCE OF 697.31 FEET;
THENCE N52°18'17"W ALONG SAID NORTHEASTERLY LINE A DISTANCE OF 111.95 FEET TO THE RIGHT OF WAY LINE OF THE DEPARTMENT OF HIGHWAYS, STATE OF COLORADO, RECORDED IN BOOK 1810 AT PAGE 265 OF THE RECORDS OF SAID JEFFERSON COUNTY;
THENCE N01°03'19"W ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 211.22 FEET;
THENCE N19°19'05"W ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 234.87 FEET TO A POINT ON THE RIGHT OF WAY LINE OF THE PRESENT ROONEY ROAD, AS RECORDED AT RECEPTION NO. 79033257 IN THE RECORDS OF SAID JEFFERSON COUNTY SAID POINT LYING ON A NON-TANGENT CURVE, THE RADIUS POINT OF WHICH BEARS S61°19'09"E;
THENCE ALONG SAID RIGHT OF WAY LINE OF ROONEY ROAD THE FOLLOWING 5 COURSES:
1) NORTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 1332.50 FEET AND A CENTRAL ANGLE OF 02°16'50", A DISTANCE OF 53.04 FEET FEET TO A POINT OF TANGENT;
2) N30°57'41"E ALONG SAID TANGENT A DISTANCE OF 204 FEET TO A POINT ON A NON-TANGENT CURVE, THE RADIUS OF WHICH BEARS S59° 02'08"E;
3) ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 616.30 FEET AND A CENTRAL ANGLE OF 25°59'37" A DISTANCE OF 279.60 FEET TO A POINT OF TANGENT;
4) N56°57'41"E ALONG SAID TANGENT A DISTANCE OF 320.10 TO A POINT OF CURVE;
5) ALONG THE ARC OF SAID CURVE TO THE LEFT HAVING A RADIUS OF 816.30 FEET AND A CENTRAL ANGLE OF 04°14'53" A DISTANCE OF 60.52 FEET TO A POINT ON THE WESTERLY LINE OF PARCEL 266C-REV AS RECORDED AT RECEPTION NO. 86045631;
THENCE DEPARTING SAID RIGHT OF WAY LINE, ALONG THE WESTERLY LINE OF SAID PARCEL 266C-REV THE FOLLOWING 3 COURSES:
1) S24°04'09"E A DISTANCE OF 377.43 FEET;
2) S01°59'46"W A DISTANCE OF 600.38 FEET;
3) S07°00'09"W A DISTANCE OF 650.11 FEET TO THE TRUE POINT OF BEGINNING.

STANDARD FLEXIBILITY STATEMENT

THE GRAPHIC DRAWINGS CONTAINED WITHIN THIS OFFICIAL DEVELOPMENT PLAN ARE INTENDED TO DEPICT GENERAL LOCATIONS AND ILLUSTRATE CONCEPTS OF THE TEXTUAL PROVISIONS OF THIS OFFICIAL DEVELOPMENT PLAN. DURING THE SITE DEVELOPMENT PLAN PROCESS THE PLANNING AND ZONING DIRECTOR MAY ALLOW MINOR VARIATIONS FOR THE PURPOSE OF ESTABLISHING:

A. FINAL ROAD ALIGNMENTS
B. FINAL CONSTRUCTION OF IMPROVEMENTS
C. FINAL BUILDING ENVELOPES
D. FINAL ACCESS AND BUILDING LOCATIONS
E. LANDSCAPE ADJUSTMENTS

APPROVED FOR RECORDING

THIS OFFICIAL DEVELOPMENT PLAN, TITLED **WESTSIDE RESORT OFFICIAL DEVELOPMENT PLAN**, WAS APPROVED THE _____ DAY OF _____, 20___ , BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF JEFFERSON, STATE OF COLORADO AND IS APPROVED FOR RECORDING.

THE OWNER OF THE PROPERTY AT THE TIME OF APPROVAL WAS DINOSAUR RIDGE RESORTS, LLC, A COLORADO LIMITED LIABILITY COMPANY .

BY: JEFFERSON COUNTY PLANNING AND ZONING DIRECTOR

SIGNATURE: _____

DATE: _____

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF JEFFERSON COUNTY AT GOLDEN, COLORADO

ON THIS _____ DAY OF _____ , 20___ ,

BY: _____ _____
JEFFERSON COUNTY CLERK AND RECORDER — DEPUTY CLERK

ODP FOR REVIEW - BASELINE JOB NO. 471

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DRAFT
FOR BCC HEARING
10/9/2024

CASE NUMBER: 23-113678RZ

WESTSIDE RESORT
OFFICIAL DEVELOPMENT PLAN

LOCATED IN THE NORTH HALF OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 70
WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO
SHEET 2 OF 4

STATEMENT OF INTENT
THE WESTSIDE RESORT OFFICIAL DEVELOPMENT PLAN (ODP) IS MEANT TO ESTABLISH ZONING AND DEVELOPMENT STANDARDS FOR THREE INCLUDED PLANNING AREAS ON THE PROPERTY AT 670 SOUTH ROONEY ROAD. THE PD ZONING IS INTENDED TO FACILITATE THE DEVELOPMENT OF THE PROPERTY AS CONVENTION CENTER AND LODGING, OUTDOOR RECREATION AND RESORT COMMUNITY, OFFICE, LIGHT INDUSTRIAL, OR A MIX THEREOF.

WRITTEN RESTRICTIONS
ALL OF THE USES AND STANDARDS OF THE CORRIDOR DISTRICT - OFFICE AND LIGHT INDUSTRIAL (CD-O/LI) ZONE DISTRICT AND APPLICABLE SECTIONS OF THE ZONING RESOLUTION SHALL APPLY TO THE PROPERTY WITHIN THE ODP BOUNDARY AS SHOWN ON THE GRAPHIC WITH THE FOLLOWING MODIFICATIONS:

A. PLANNING AREA 1
1. PERMITTED USES, SUBJECT TO LIMITATIONS IN SECTION D.
   a. ALL CORRIDOR DISTRICT - OFFICE AND LIGHT INDUSTRIAL (CD-O/LI) PERMITTED USES, WITH THE EXCLUSION OF:
      i. BANKS AND OTHER FINANCIAL INSTITUTIONS
   b. CONVENTION AND EVENT CENTER
   c. PERSONAL WAREHOUSE (SEE DEFINITIONS)
   d. INDOOR MINI-WAREHOUSING, SELF-STORAGE
   e. INDOOR STORAGE OF OPERABLE MOTOR VEHICLES REGARDLESS OF SIZE
   f. INDOOR STORAGE OF BOATS, TRAILERS, RECREATIONAL VEHICLES, AND OTHER SIMILAR RECREATION EQUIPMENT
   g. MOTORCOACH AND LODGING RESORT PERMITTED USES (SEE DEFINITIONS)
      i. MOTORCOACH PAD, DETACHED MOTORCOACH SUITE
      ii. COTTAGE

2. ACCESSORY USES
   a. ALL CORRIDOR DISTRICT - OFFICE AND LIGHT INDUSTRIAL (CD-O/LI) ACCESSORY USES
   b. DOG PARK
   c. CARETAKER UNIT, ACCESSORY TO RESORT AND STORAGE USES ONLY
   d. HOTEL, ACCESSORY TO CONVENTION AND EVENT CENTER ONLY
   e. MOTORCOACH AND LODGING RESORT ACCESSORY USES, TO BE ACCESSORY ONLY TO MOTORCOACH AND LODGING RESORT PERMITTED USES:
      i. ARCADE, BICYCLE SALES/REPAIR, LIQUOR STORE, PET GROOMING, PERSONAL SERVICES, CONVENIENCE STORE, AND OTHER SIMILAR RETAIL USES.
      ii. CLUBHOUSE FACILITY, INCLUDING INDOOR AND OUTDOOR RECREATION USES THAT MAY INCLUDE BUT ARE NOT LIMITED TO: POOL, WATER PARK, PLAYGROUND/PLAY SPACE AMENITIES FOR PATRONS OF THE RESORT, SPORTS COURTS, AND FACILITY WORKSHOP.
      iii. FITNESS CENTER
      iv. MOTORCOACH OR RECREATIONAL VEHICLE WASH FACILITY
      v. RESTAURANT

B. PLANNING AREA 2
1. PERMITTED USES, SUBJECT TO LIMITATIONS IN SECTION D.
   a. ALL USES IN PLANNING AREA 1

2. ACCESSORY USES
   a. SAME AS IN PLANNING AREA 1

C. PLANNING AREA 3
1. PERMITTED USES, SUBJECT TO LIMITATIONS IN SECTION D.
   a. ALL USES IN PLANNING AREA 1, EXCEPT:
      i. MOTORCOACH AND LODGING RESORT

2. ACCESSORY USES
   a. ALL CORRIDOR DISTRICT - OFFICE AND LIGHT INDUSTRIAL (CD-O/LI) ACCESSORY USES
   b. DOG PARK
   c. CARETAKER UNIT, ACCESSORY TO RESORT AND STORAGE USES ONLY

D. LIMITATIONS ON USES
WHERE PERMITTED WITHIN THIS ODP, THE FOLLOWING USES SHALL BE LIMITED AS FOLLOWS:
1. HOTEL:
   a. A MAXIMUM OF TWO (2) HOTELS SHALL BE LOCATED WITHIN THE ODP BOUNDARY
   b. SHALL BE LIMITED TO A MAXIMUM 200 ROOMS WITHIN THE ODP BOUNDARY
   c. SHALL BE ACCESSORY TO A CONVENTION AND EVENT CENTER
   d. SHALL BE LOCATED ON THE SAME LOT AS THE CONVENTION AND EVENT CENTER TO WHICH IT IS ACCESSORY
   e. SHALL BE LOCATED IN THE SAME PLANNING AREA AS THE CONVENTION AND EVENT CENTER TO WHICH IT IS ACCESSORY
   f. SHALL CONTAIN GROSS FLOOR AREA NOT MORE THAN 150% OF THE GROSS FLOOR AREA OF THE CONVENTION AND EVENT CENTER TO WHICH IT IS ACCESSORY
2. FITNESS CENTER: MAXIMUM 1,500 SQUARE FEET
3. RESTAURANT: MAXIMUM 15,000 SQUARE FEET WITHIN THE ODP BOUNDARY. DOES NOT APPLY TO RESTAURANT WITHIN A HOTEL OR CONFERENCE CENTER.
4. ALL STORAGE USES:
   a. MAXIMUM 8 ACRES WITHIN THE ODP BOUNDARY
   b. NO LIVE ANIMALS, COMMERCIAL EXPLOSIVES OR ABOVE GROUND BULK STORAGE OF FLAMMABLE LIQUIDS OR GASES MAY BE INCLUDED
   c. NO OUTDOOR STORAGE IS PERMITTED.
5. CARETAKER UNIT, MAXIMUM OF ONE (1) PER PLANNING AREA, FOR A TOTAL OF THREE (3) WITHIN THE ODP BOUNDARY. MAXIMUM 1,200 SQUARE FEET EACH.
6. MOTORCOACH PADS AND COTTAGES:
   a. A MAXIMUM OF 250 UNITS TOTAL SHALL BE ALLOWED IN THE ODP BOUNDARY IN A COMBINATION OF MOTORCOACH PADS AND COTTAGES
   b. A MAXIMUM OF 100 UNITS OF THE 250 TOTAL MAY BE COTTAGES
   c. MAXIMUM 10 UNITS/ACRE
   d. EACH MOTORCOACH SUITE IS LIMITED TO A MAXIMUM OF 500 SQUARE FEET
   e. EACH COTTAGE IS LIMITED TO A MAXIMUM OF 1,000 SQUARE FEET. EACH COTTAGE IS LIMITED TO ONE (1) KITCHEN AND TWO (2) BEDROOMS.
   f. OVERNIGHT STAYS AT MOTORCOACH PADS AND COTTAGES SHALL BE LIMITED TO FEWER THAN 29 DAYS.

E. LOT AND BUILDING STANDARDS
1. MINIMUM SETBACKS (FOR ALL STRUCTURES):
   a. FROM I-70 AND C-470 RIGHT-OF-WAY: 30 FEET
   b. FROM SOUTH ROONEY ROAD RIGHT-OF-WAY: 20 FEET
   c. FROM SIDE PROPERTY LINE: 30 FEET
   d. FROM PROPERTY LINE ADJACENT TO ANY OTHER RIGHT-OF-WAY OR CDOT PROPERTY: 10 FEET OR 50% OF BUILDING HEIGHT, WHICHEVER IS GREATER
   e. FROM REAR PROPERTY LINE: 30 FEET
2. HEIGHT:
   a. NO BUILDING OR STRUCTURE SHALL EXCEED 40 FEET IN HEIGHT
   b. MOTORCOACH SUITES AND COTTAGES SHALL NOT EXCEED 20 FEET IN HEIGHT
   c. WITHIN 75 FEET OF HIGHWAY C-470 AND INTERSTATE 70, NO BUILDING OR STRUCTURE SHALL EXCEED 30 FEET IN HEIGHT

F. LANDSCAPING.
THE LANDSCAPING STANDARDS OF THE ZONING RESOLUTION SHALL APPLY, WITH THE FOLLOWING MODIFICATIONS.
1. LANDSCAPE PERIMETER AREAS ADJACENT TO THE CDOT PARCELS BETWEEN PLANNING AREA 1 AND PLANNING AREA 2 SHALL BE FIVE (5) FEET WIDE.
2. ADDITIONAL LANDSCAPE PERIMETER AREAS
   a. ON THE SOUTH SIDE OF PLANNING AREA 2 A MINIMUM 10-FOOT WIDE DISSIMILAR USE PERIMETER AREA IS REQUIRED.
   b. ON THE SOUTH SIDE OF PLANNING AREA 3 A MINIMUM 15-FOOT WIDE DISSIMILAR USE PERIMETER AREA IS REQUIRED.

G. FENCING
1. THE FENCING STANDARDS OF THE CD-O/LI ZONE DISTRICT SHALL APPLY, EXCEPT AS MODIFIED HEREIN.
2. ALONG C-470, A 6-FOOT HIGH (MINIMUM) CLOSED MASONRY OR WOOD WALL OR FENCE SHALL BE INSTALLED IF REQUIRED FOR NOISE MITIGATION FOR LODGING USES. A SOLID WALL OR FENCE SHALL HAVE BREAKS FOR WILDLIFE MOVEMENT PURPOSES. A SOLID FENCE OR WALL SHALL BE ARTICULATED BY A CHANGE IN MATERIAL OR PLANE AT LEAST EVERY 100 FEET.
3. ALL FENCES AND WALLS SHALL BE WILDLIFE-FRIENDLY.
4. ON THE SOUTH SIDE OF PLANNING AREA 3, A 6-FOOT HIGH (MINIMUM) CLOSED MASONRY OR WOOD WALL OR FENCE SHALL BE INSTALLED.

H. LIGHTING
ALL LIGHTING ON THE PROPERTY SHALL CONFORM WITH THE STANDARDS SET FORTH IN THE LIGHTING SECTION OF THE ZONING RESOLUTION AND THE ADDITIONAL STANDARDS SET FORTH IN THIS OFFICIAL DEVELOPMENT PLAN. IF ANY CONFLICTS OCCUR, THE STANDARDS OF THIS OFFICIAL DEVELOPMENT PLAN SHALL GOVERN.
1. THE MAXIMUM FOOT-CANDLE MEASUREMENT AT THE EXTERIOR PROPERTY BOUNDARY SHALL BE 0.2.
2. THE LIGHTING STANDARDS OF THE “MOUNTAINS” SHALL APPLY TO THE PROPERTY.

I. PARKING
1. PARKING REQUIREMENTS FOR ALL LAND USES SHALL CONFORM TO THE REQUIREMENTS OF THE JEFFERSON COUNTY ZONING RESOLUTION IN EFFECT AT THE TIME OF SITE DEVELOPMENT PLAN APPROVAL.
2. MOTORCOACH PADS: PROVIDE A MINIMUM OF ONE (1) AUTOMOBILE PARKING SPACE IN ADDITION TO SUFFICIENT PARKING FOR ONE MOTORCOACH/RECREATIONAL VEHICLE.
3. COTTAGES: PROVIDE A MINIMUM OF ONE (1) SPACE PER COTTAGE.

J. ARCHITECTURE
1. UNLESS OTHERWISE MODIFIED BELOW, ALL ARCHITECTURE STANDARDS SHALL FOLLOW THE ZONING RESOLUTION.
2. CARETAKER UNITS SHALL BE INTEGRATED INTO AND COMPATIBLE WITH THE OVERALL ARCHITECTURAL THEME OF THE BUILDINGS TO WHICH THEY ARE ACCESSORY.
3. ALL BUILDINGS INCLUDING COTTAGES AND MOTORCOACH SUITES, SHALL FOLLOW THE EXTERIOR BUILDING MATERIALS AND COLORS STANDARDS OF THE ARCHITECTURE SECTION OF THE ZONING RESOLUTION.

K. WETLANDS
1. ANY WETLAND ON SITE SHALL BE PROTECTED.

L. DEFINITIONS
1. NO-BUILD AREA: THE STEEP SLOPE ON THE SOUTHERN PORTION OF PLANNING AREA 1 DENOTED ON THE ODP GRAPHIC SHALL BE CONSIDERED A NATURAL AREA AND KEPT UNDISTURBED. EXCEPTIONS INCLUDE TRAILS AND UTILITIES AND OTHER SIMILAR USES AS DETERMINED BY PLANNING AND ZONING.
2. PERSONAL WAREHOUSE: PRIVATE ENCLOSED WAREHOUSE UNITS FOR PERSONAL OR BUSINESS STORAGE, PRIVATE USE, AND WHICH HAVE NO OUTSIDE STORAGE.
3. MOTORCOACH & LODGING RESORT: THE MOTORCOACH & LODGING RESORT IS ANY ONE OF THE MOTORCOACH PAD AND COTTAGE USES OR A COMBINATION THEREOF, INCLUDING THE ALLOWED ACCESSORY USES.
   a. MOTORCOACH PAD, EACH OF WHICH INCLUDES ITS OWN OUTDOOR GATHERING SPACE, PARKING FOR MOTORCOACH/RV, PARKING FOR A PERSONAL VEHICLE, AND MAY INCLUDE A DETACHED MOTORCOACH SUITE. A MOTORCOACH PAD IS USED FOR, OR ADVERTISED AND AVAILABLE TO BE USED FOR, GUESTS WHO BRING THEIR OWN MOTORCOACH TO THE RESORT TO BE PARKED AT THE MOTORCOACH PAD. A MOTORCOACH SUITE IS A PERMANENT DETACHED BUILDING WHICH INCLUDES AN INDOOR GATHERING AREA BUT NO PERMANENT LIVING QUARTERS AND NO BEDROOMS.
   b. COTTAGE, A PERMANENT DETACHED BUILDING WHICH IS USED FOR AND AVAILABLE TO BE USED FOR, ACCOMMODATIONS OR LODGING OF GUESTS.

M. REQUIREMENTS AT THE TIME OF SITE DEVELOPMENT IN ADDITION TO ANY OTHER DOCUMENTS REQUIRED BY STAFF PURSUANT TO COUNTY REGULATIONS. THE FOLLOWING REPORTS OR PLANS SHALL BE SUBMITTED ALONG WITH ANY APPLICATION FOR SITE DEVELOPMENT PLAN:
1. A HISTORICAL, ARCHEOLOGICAL, AND PALEONTOLOGICAL REPORT AND/OR PLAN SHALL BE SUBMITTED PRIOR TO OR ALONG WITH APPROVAL OF A SITE DEVELOPMENT PLAN.
2. A SENSORY IMPACT REPORT AND/OR PLAN SHALL BE SUBMITTED PRIOR TO OR ALONG WITH APPROVAL OF A SITE DEVELOPMENT PLAN.
3. A FINAL PLAT SHALL BE SUBMITTED PRIOR TO OR ALONG WITH APPROVAL OF A SITE DEVELOPMENT PLAN.

N. NOTICE OF ADJACENT USES:
1. A LAW ENFORCEMENT TRAINING CENTER WITH SHOOTING RANGE AND A MOTORCYCLE RACE COURSE CURRENTLY EXIST SOUTH OF PLANNING AREA 3. THESE USES MAY GENERATE NOISE IMPACTS ONTO THE SUBJECT SITE.
2. UPON SALE OR LEASE OF THE PROPERTY, OR A PORTION OF THE PROPERTY, IT SHALL BE REQUIRED TO GIVE NOTICE OF THE PRESENCE OF THESE ADJACENT USES.
3. UPON DEVELOPMENT OF THE PROPERTY, PROPER NOTICE SHALL BE GIVEN TO USERS, TENANTS, AND VISITORS TO THE PROPERTY IN THE FORM OF SIGNS ON-SITE AND WRITTEN NOTICE PRIOR TO ANY USE AGREEMENT THAT REQUIRES LEASE, RENTAL, OR RESERVATION.
4. A PLAT NOTE SHALL BE PLACED ON THE PRELIMINARY AND FINAL PLAT GIVING NOTICE OF THESE ADJACENT USES.

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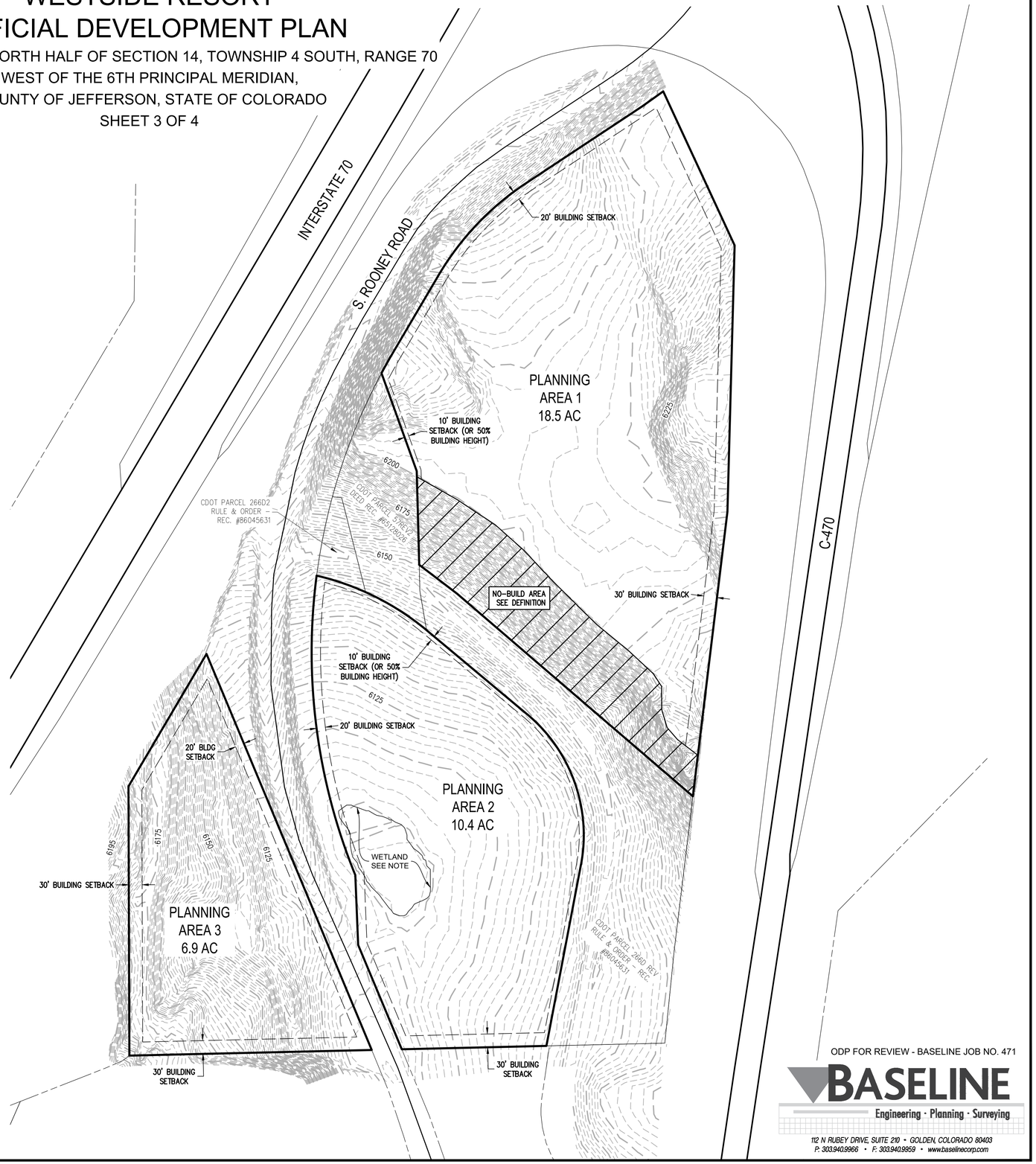
DRAFT
FOR BCC HEARING
10/9/2024

CASE NUMBER: 23-113678RZ

WESTSIDE RESORT
OFFICIAL DEVELOPMENT PLAN

LOCATED IN THE NORTH HALF OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 70
WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO
SHEET 3 OF 4



NOTES

1. WETLANDS: THE WETLAND DEPICTED IN THIS ODP IS A FRESHWATER EMERGENT WETLAND. IT IS SHOWN AS DEPICTED IN THE U.S. FISH AND WILDLIFE SERVICE. PUBLICATION DATE 2009. NATIONAL WETLANDS INVENTORY WEBSITE. U.S. DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE, WASHINGTON, D.C.

LEGEND

- ODP BOUNDARY/PLANNING AREA BOUNDARY
- HIGHWAY
- HIGHWAY RAMPS
- MAJOR ROADS
- ADJACENT LOT LINES
- MAJOR CONTOURS (5 FOOT)
- MINOR CONTOURS (1 FOOT)
- WETLANDS
- BUILDING SETBACK

N

GRAPHIC SCALE
100 0 100 200
(IN FEET)
1 INCH = 120 FT

1 ODP GRAPHIC

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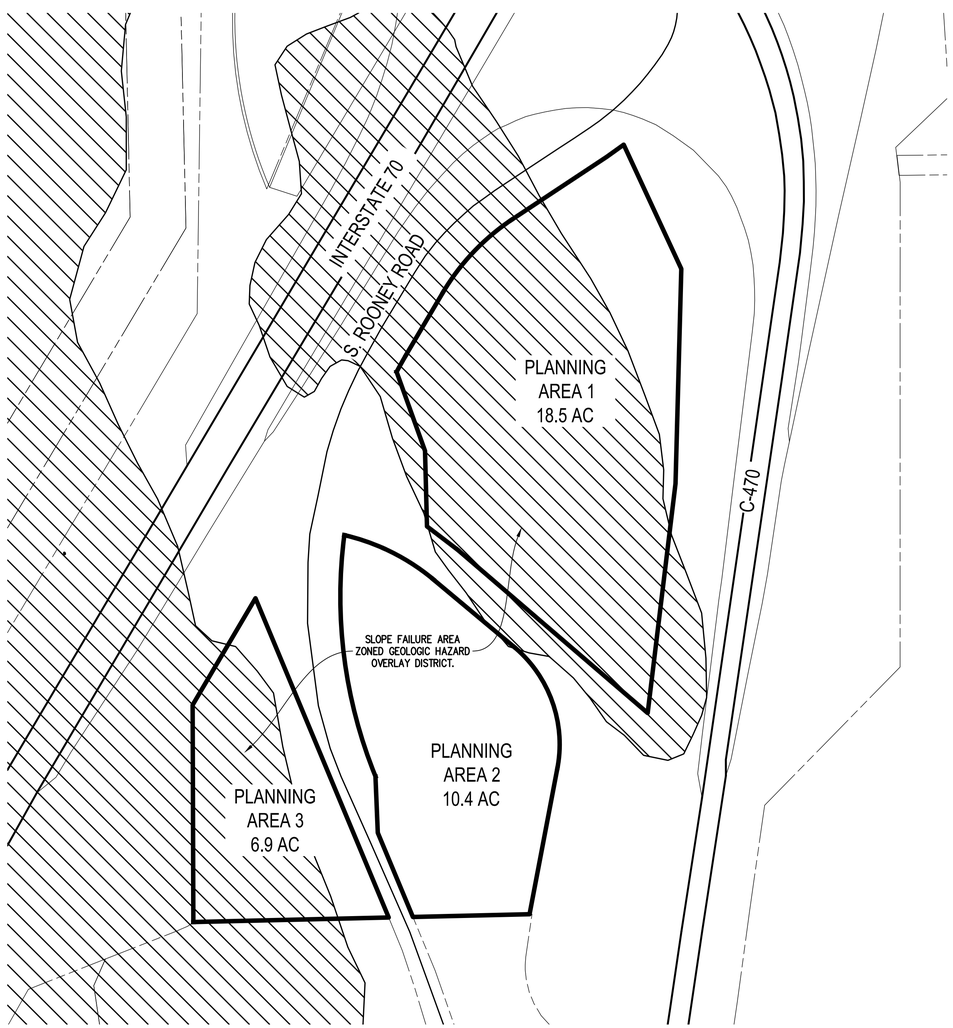
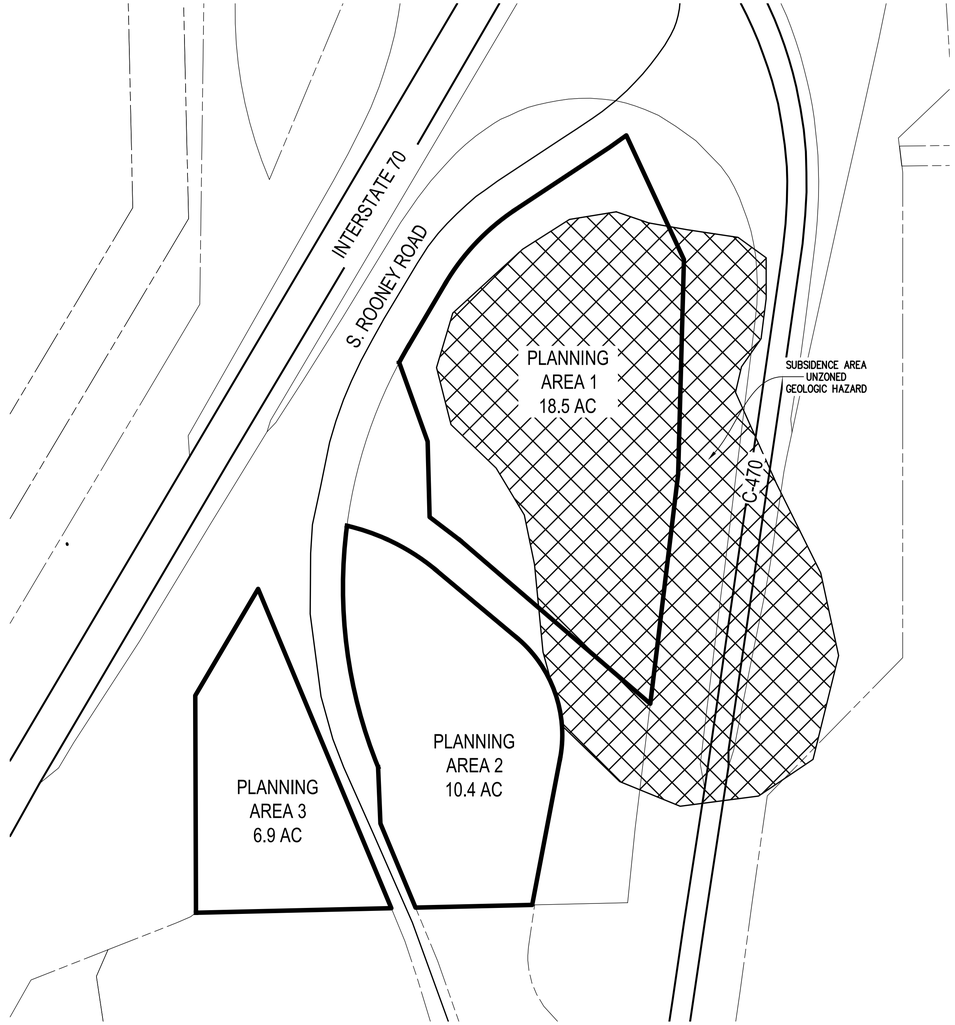
WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO
SHEET 4 OF 4





N

GRAPHIC SCALE
200 0 200 400
(IN FEET)
1 INCH = 200 FT

LEGEND

- ODP BOUNDARY
- HIGHWAY
- HIGHWAY RAMPS
- MAJOR ROADS
- ADJACENT LOT LINES
- POTENTIAL SUBSIDENCE AREA (SEE NOTE)
- POTENTIAL SLOPE FAILURE (SEE NOTE)

2 SLOPE FAILURE

NOTE: THE SLOPE FAILURE AREA IS DEPICTED AS PER JEFFERSON COUNTY MAPPING. THIS IS ZONED GEOLOGIC HAZARD OVERLAY ZONE DISTRICT.

3 SUBSIDENCE

NOTE: THE SUBSIDENCE AREA IS DEPICTED AS PER JEFFERSON COUNTY MAPPING. THIS IS NOT ZONED GEOLOGIC HAZARD OVERLAY ZONE DISTRICT.

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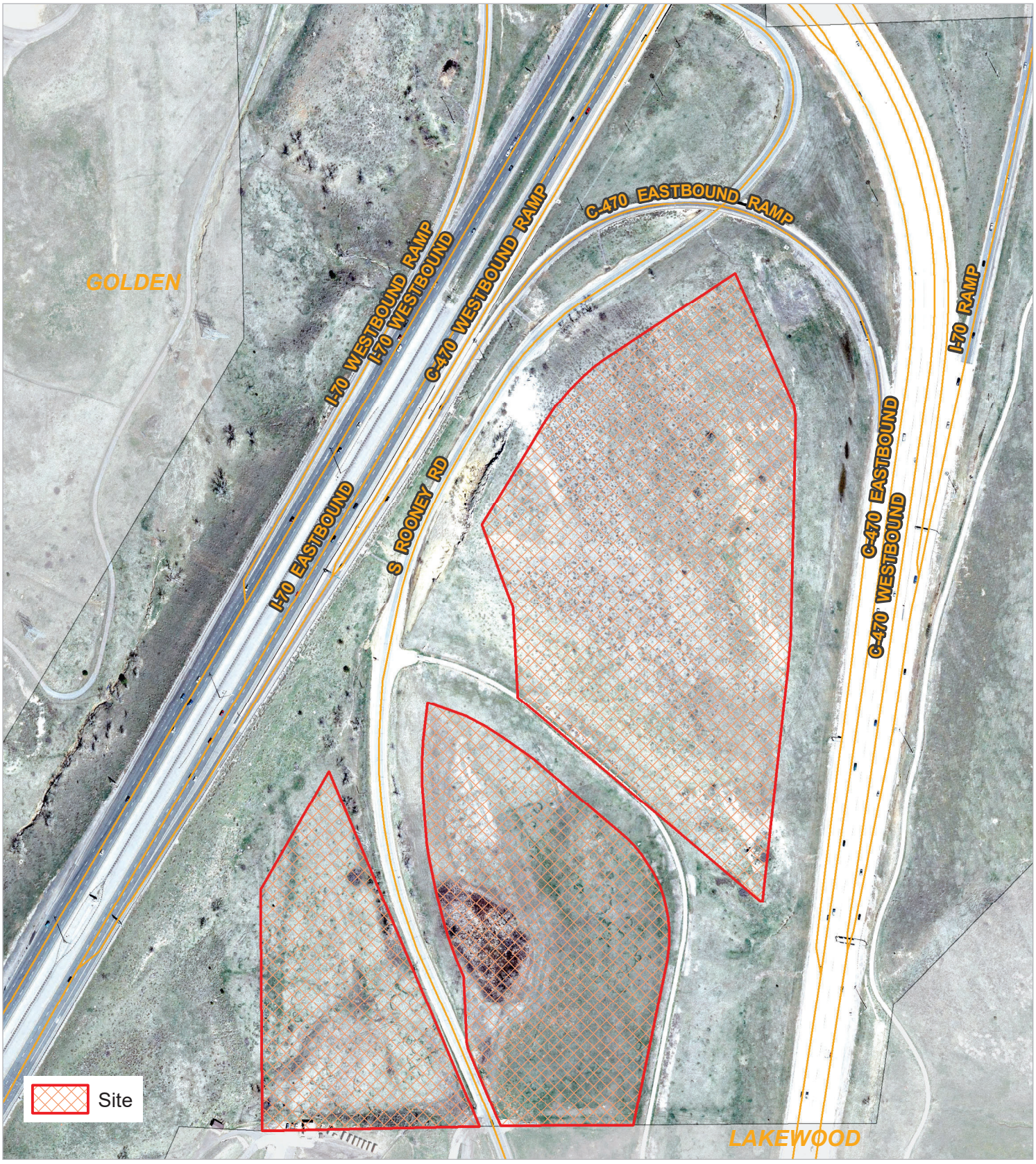
MAPS

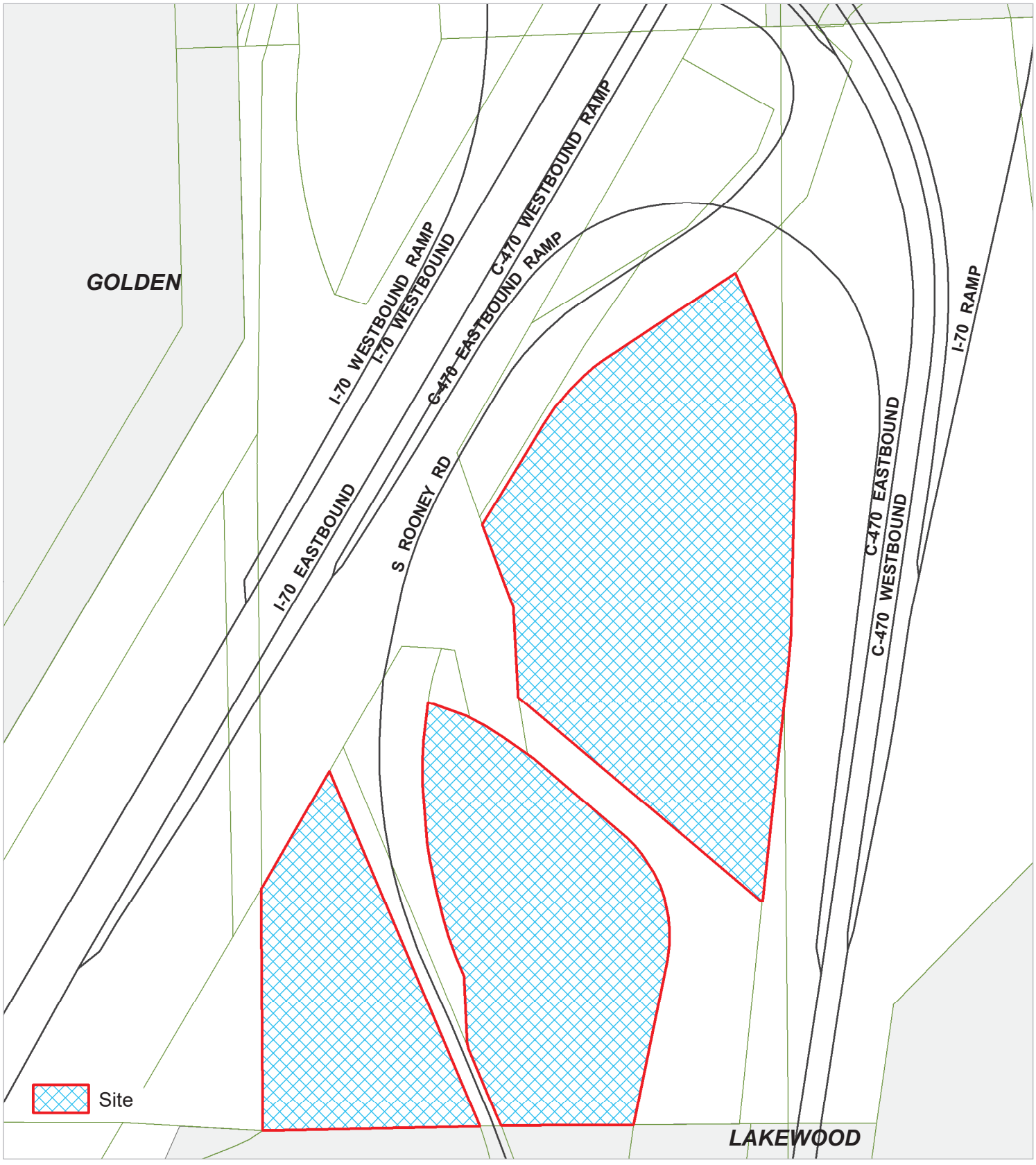


Case Number: 23-113678RZ

Location: Section 14, T4S, R70W

JEFFERSON COUNTY COLORADO

0 170 340 680 Feet



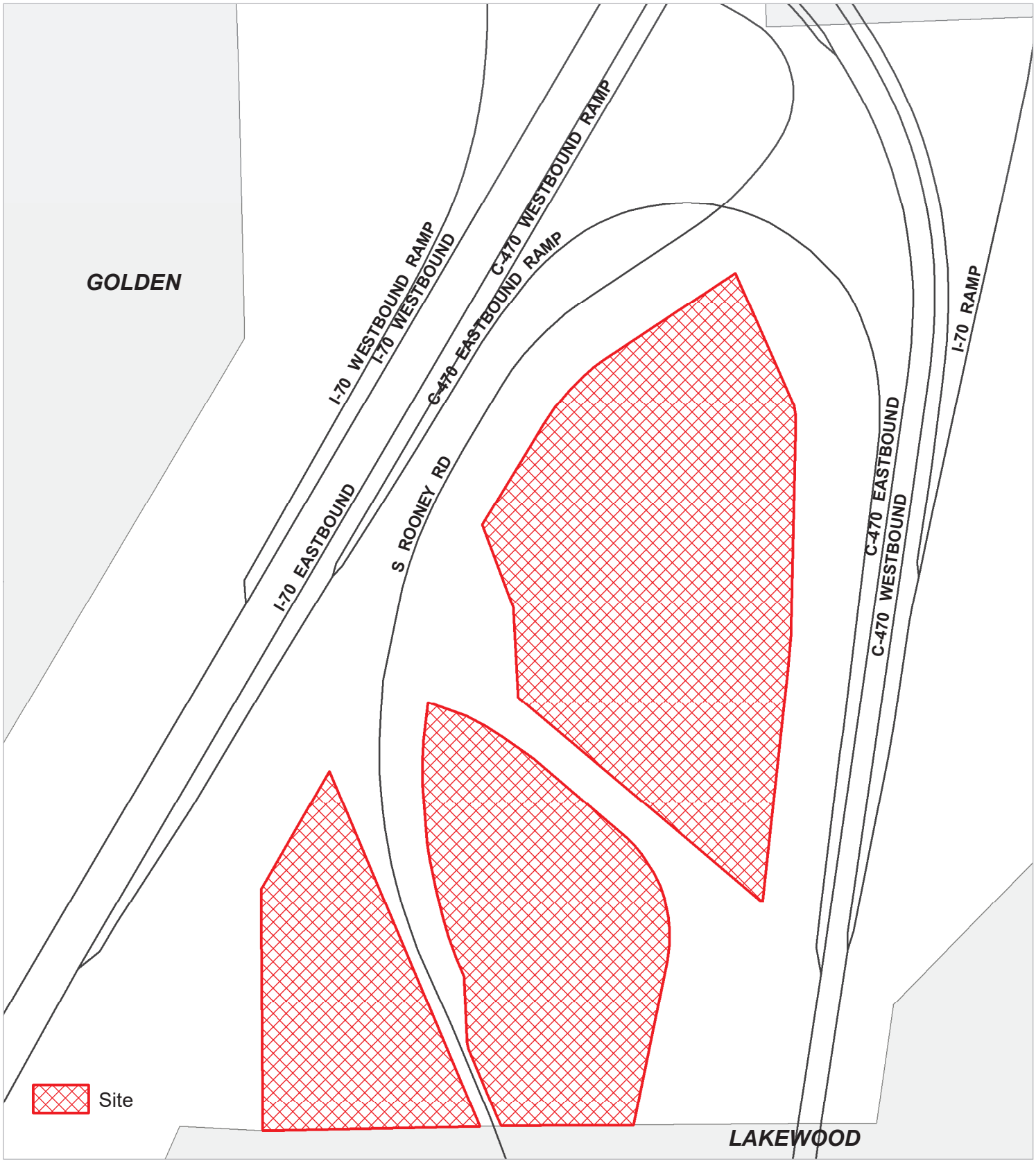
Case Number: 23-113678RZ

Location: Section 14, T4S, R70W

JEFFERSON COUNTY COLORADO

0 170 340 680 Feet

N

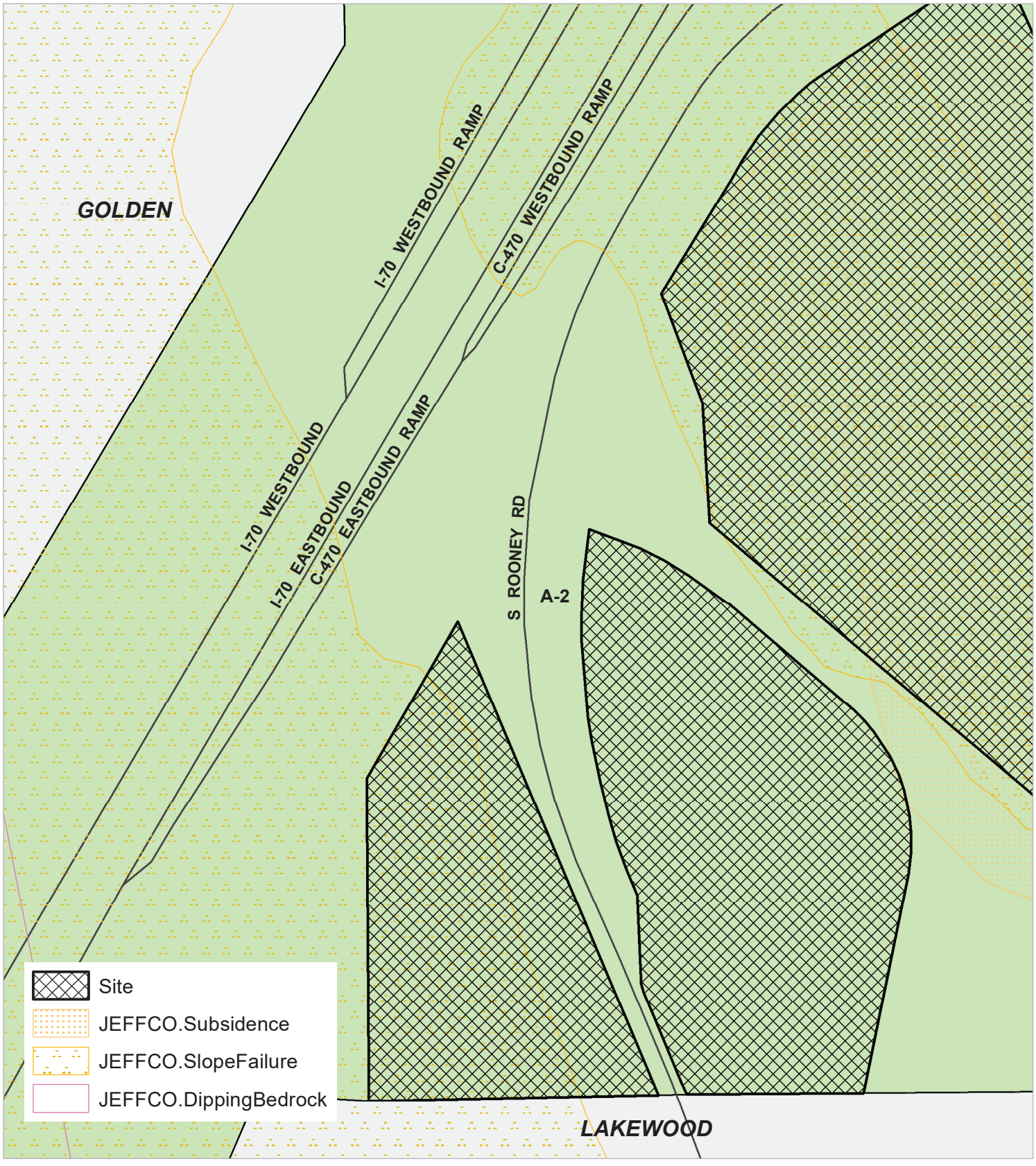


Case Number: 23-113678RZ

Location: Section 14, T4S, R70W

JEFFERSON COUNTY COLORADO

0 170 340 680 Feet



Case Number: 23-113678RZ

Location: Section 14, T4S, R70W

JEFFERSON COUNTY COLORADO

0 125 250 500 Feet

N

COMMUNITY MEETING SUMMARY

JEFFERSON COUNTY COLORADO | Planning & Zoning Division
100 Jefferson County Parkway, Suite 3550, Golden, Colorado 80419-3550
☎ 303.271.8700 • Fax 303.271.8744 • https://jeffco.us/planning-zoning

COMMUNITY MEETING SUMMARY

Case Number	Meeting Date	Approx. # of Citizens	# Signed in
23-105737 CMT	4.25.2023	5	15

Meeting Location

Zoom (virtual)

Subject Property

670 S Rooney Road

Property Owner	Applicant/Representative
Dinosaur Ridge Resorts	Alyssa Rivas - Baseline Engineering / Marcus Pachner - The Pa

Summary of the Applicant's Presentation

Applicant introduced the property and project to meeting attendees. Details regarding the changes in the Planned Development (PD) zoning were provided and what those changes would look like.

Information Presented/Format of the Meeting

1. Presentation from owner representative Marcus Pachner - The Pachner Company
2. Procedure explanation from Allie M.
3. Q & A for attendees and Staff/Applicant team

Overall Impression/Tone of Meeting

Meeting was well organized and run, but had few attendees.

Main Points/Issues Raised by Citizens/Applicant's Response

Questions about location of bike park and size of proposal area

PUBLIC / HOA COMMENTS

Allie McGahee

From: Christine Oberman <obermanchristine@gmail.com>
Sent: Wednesday, August 14, 2024 12:34 PM
To: Allie McGahee
Subject: --{EXTERNAL}-- 23-113678RZ Rezoning 670 S Rooney Road, Golden Section 14, Township 4 South, Range 70 West, 35.67 Acres

Ms. McGahee,

Please include the following citizen comments (noted in blue) in tonight's meeting in response to the proposed 23-113678RZ Rezoning.

I concur with the **Staff DENIAL recommendation** with regard to the Rezoning of the property at 670 S Rooney Road, Golden Section 14, Township 4 South, Range 70 West, 35.67 Acres.

I request that the Dinosaur Ridge Resorts LLC, a Colorado limited liability company be required to respond to the gaps cited by staff under the following sections.

"6. CRITERIA FOR DECISIONS FOR PLANNED DEVELOPMENT REZONING APPLICATIONS
Part b. The degree of conformance with applicable land use plans.
Section C.
Multiple proposed uses are not consistent with Land Use Recommendations of the CMP. For new development proposals that are not consistent with the Land Use Recommendations of the CMP, the following factors must be considered:
Physical Constraints: The CMP describes physical constraints as those physical features that due to safety concerns may potentially restrict where and how development occurs. Physical Constraints include geologic hazards and constraints, floodplains, wetlands, wildfire, radiation, landfills, abandoned mines, and wildlife habitat. The site is identified as a High Wildlife Quality Area. All development in Maximum and High-Quality wildlife areas should work with the Colorado Parks and Wildlife (CPW) to ensure that the native wildlife continues to flourish. **The applicant did not address comments provided by CPW. It is noted in the cover letter response regarding the Wildlife, Vegetation & Landscaping Report that "habitat areas shall be thoughtfully considered during the development phase and all species will be humanely relocated according to all required standards where necessary".** There is a wetland on the property and the CMP recommends protection of wetlands and that if impacts to wetlands are unavoidable, then mitigation should be provided. The language provided in the written restrictions regarding wetlands notes that the wetland shall be protected in accordance with US Army Corps of Engineer (USACE) regulations. ..."

Thank you for your time and follow up to these comments.

Christine Oberman

Jefferson County Planning Commissioners and Board of County Commissioners
100 Jefferson County Parkway
Golden, CO 80419

Dear Commissioners,

I am writing to express my strong support for the proposed Westside RV Resort development. This project represents not only a compatible use with the surrounding area but also a thoughtful development that aligns well with adjacent land uses. The resort will serve as a recreation hub due to its proximity to trails and other outdoor amenities, enhancing the experience for visitors and residents alike.

Moreover, this proposal will have less of an impact on the site compared to what is recommended in the comprehensive plan. By focusing on recreational use, the Westside RV Resort will maintain the natural beauty of the area and introduce fewer disruptions than more intensive development alternatives.

I also appreciate the recent changes to the proposal, which include a well-considered buffer between the resort and the adjacent training facility. These adjustments further ensure compatibility with nearby uses, fostering a harmonious relationship between the development and its surroundings.

For these reasons, I urge you to support this project and vote in favor of the Westside RV Resort. It will provide substantial benefits to the community and contribute positively to the local economy with minimal impact on the landscape.

Thank you for your consideration.

Sincerely,

Daniel Ulrich

Daniel Ulrich, Quaker Lane, Conifer CO.

Allie McGahee

From: Nancy J Markow <nancymarkow@gmail.com>
Sent: Sunday, August 11, 2024 2:25 PM
To: Allie McGahee
Subject: --{EXTERNAL}-- Dino Ridge #23-113678RZ

I urge the denial of this request for rezoning.

Please act to ensure the quality of life for people in this area and all of Jefferson County. Consider air, water, and the impact of more development. I

Nancy Markow
13341 W Bellwood Ave, Morrison, CO 80465

Allie McGahee

From: David Clabaugh <denjump@gmail.com>
Sent: Wednesday, October 2, 2024 4:50 PM
To: Maddoginfo@aol.com; Allie McGahee
Subject: --{EXTERNAL}--

This Message Is From a New Sender
You have not previously corresponded with this sender.

Report Suspicious

To whom it concerns. I have rented the lot across the street from Thunder Valley Motocross from Mark and Rob at Dirty dogs for the past 3 years for RV and spectator parking for my national motocross event. I have not had any noise complaints from the people camping for the event.

If you have any questions or concerns please let me know.

--

Thank you,

David Clabaugh
303-909-7003
www.tvmx.net [tvmx.net]
Thunder Valley Motocross Park
Home of The Toyota Pro Motocross National
June 7th 2025 ***tvmx.net [tvmx.net]***

September 26, 2024

Attention: Planning Commissioners & Board of Cunty Commissioners

RE: 670 S Rooney Road, Westside Resort ODP

This letter comes with strong support the for the proposed/upcoming Westside Resort. This is a great opportunity for our community, both economically and for long term value.

The location is perfect for access for recreation and will attract visitors from around the states. This means economic growth for our county and our surrounding local economy.

The property values will see a positive impact with this upscale development and encourage homebuyers and investors to contribute to a strong property market.

I can't stress enough that this proposed development will bring significant economic benefits to our county and surrounding communities. This should positively impact any and all long term growth goals!

Thank you in advance for your time and consideration.

John Beaudin

September 26, 2024

Attention: Planning Commissioners & Board of Cunty Commissioners

RE: 670 S Rooney Road, Westside Resort ODP

Please find this letter as strong support of the rezoning of the 670 S Rooney Road from Agriculture 2 to Official Development Plan to facilitate the outdoor recreation/resort. This will only positively impact Jefferson County and the community.

The benefits of are endless for people of all regions, but here at home this will positively impact us with local amenities, tourism and recreation all in turn meaning economic growth and tax revenue. It's a win-win!

With all that being said, the most important is the minimal environmental impact which is committed by the developers to maintain the natural environment while providing modern amenities.

Thank you and I appreciate your consideration based on the support of Jefferson County Residents,

Kellie Beaudin

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80401

Subject: Support for Westside Resort Development

Dear Members of the Planning Commission and BOCC,

I am writing to express my strong support for the proposed Westside Resort located at 670 S Rooney Rd. This development represents a strategic opportunity for our community, promising substantial economic benefits and long-term value.

1. **Economic Stimulus and Job Creation:**
   The construction and operation of the RV park will create numerous job opportunities, both directly and indirectly. This includes positions within the park itself and in related sectors such as local hospitality, retail, and services. The influx of employment opportunities will contribute to reducing unemployment and fostering economic stability in the region.
2. **Increased Tourism Revenue:**
   The park will attract RV travelers from various regions, increasing tourism spending in our county. Visitors will spend on local dining, shopping, and entertainment, thereby generating additional revenue for local businesses. This increased economic activity will help stimulate the local economy and support a wide range of service providers.
3. **Enhanced Property Values:**
   High-quality developments such as the Westside Resort can have a positive impact on surrounding property values. The presence of an upscale resort with well-maintained amenities can make the area more attractive to potential homebuyers and investors, leading to increased demand for local real estate and contributing to a stronger property market.
4. **Diversification of Economic Activities:**
   By adding a luxury RV park to the community's portfolio of amenities, the county diversifies its economic activities and reduces reliance on any single industry. This diversification can help buffer the local economy against fluctuations in specific sectors and ensure more stable economic growth.
5. **Community and Economic Development Synergies:**
   The parks development aligns with broader community goals by enhancing recreational options and attracting a diverse range of visitors. This synergy between economic development and community well-being fosters a more vibrant, resilient, and attractive county.

In summary, the Westside Resort offers significant economic benefits that align with the county's long-term growth objectives. It promises to stimulate job creation, boost local tourism revenue, enhance property values, and contribute to economic diversification. I strongly support this development and urge you all to endorse the Westside Resort as a valuable asset to our community.

Thank you for your consideration.

Dave E. Kaylor

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

I am writing to express my strong support for the upcoming Westside Resort, especially regarding its environmental benefits in terms of wildlife preservation.

Compared to a high-density building development, the resorts' low-density design represents a significant advantage for local wildlife. The park's layout ensures that large areas of natural habitat remain intact, minimizing disruption to local ecosystems. This approach allows for the preservation of critical wildlife corridors and reduces the impact on native species, contributing to a healthier and more balanced environment.

In contrast, the designated high-density comprehensive land uses often lead to greater habitat fragmentation and increased environmental stress, which can have detrimental effects on wildlife. The Westside Resort thoughtful planning reflects a commitment to the comprehensive plan values while maintaining ecological integrity and still providing valuable recreational amenities.

Thank you for considering this important aspect of the park's development.

Sincerely, Todd Schuman 9/30/2024

Todd Schuman

Dear Planning Commissioners & Board of County Commissioners

Subject: Westside Resort ODP

I am writing to express my strong support for the upcoming Westside Resort from the perspective of an avid RV owner. The development of this park is an exciting prospect for both the RV community and the county as a whole, and I believe it will bring substantial benefits to our area.

As an RV traveler, I understand the importance of high-quality, well-managed RV parks. Westside Resort promises to deliver an exceptional experience for RV enthusiasts, featuring modern amenities, spacious sites, and well-maintained facilities. These features are crucial for ensuring comfort and satisfaction during our travels.

The economic impact of this park cannot be overstated. By attracting RV travelers from various regions, the park will bring a significant influx of visitors to the county. This increase in tourism will support local businesses, including restaurants, shops, and service providers, thereby stimulating economic growth. Additionally, the park's success will likely enhance the county's reputation as a desirable travel destination, leading to continued tourism and economic benefits.

Furthermore, the Westside Resort will contribute positively to the community by providing a high-quality lodging option that aligns with the county's commitment to enhancing its amenities and welcoming visitors. The park's planned features, such as landscaped grounds, reflect a thoughtful approach to integrating this development into the community in a way that benefits both residents and visitors.

I am confident that the Westside Resort will be a valuable asset to our county, offering exceptional amenities for RV travelers and generating significant economic benefits. I urge you to support the development of this park and recognize the positive impact it will have on our community.

Thank you for considering my perspective on this important matter.

Sincerely,

Emily Johnson

9/28/2024

Jefferson County Planning and Zoning
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning Commissioners and BOCC,

I am writing to express my strong support for the proposed Westside Resort at 670 S Rooney Road. As a Jefferson county resident, I believe this project aligns well with both community needs and Jefferson County's comprehensive plan. The resort offers a low-impact use of the land, incorporating recreational elements that minimize environmental disruption while complementing Colorado's outdoor identity. Positioned ideally between the mountains and the city, the resort will attract a diverse group of visitors, boosting the local economy without straining infrastructure. It also presents a much lower impact on local wildlife compared to higher-density developments. This project will enhance the value of adjacent properties and create a harmonious blend of recreational, residential, and commercial spaces, making it a sustainable and beneficial addition to the area. I strongly encourage its approval.

Sincerely,

Sage Archer Faist
Sage Faist
09/28/24

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

I am writing to express my enthusiastic support for the upcoming Westside Resort and to highlight how it will create positive synergies with adjacent land uses. As a member of the community, I am excited about the opportunities this development presents for enhancing the area's overall vitality and cohesion.

The Westside Resort is strategically planned to complement and enhance the surrounding uses, fostering a harmonious integration with the existing landscape and infrastructure. Here are a few key ways in which the resort will synergize with neighboring areas:

1. **Enhanced Recreational Opportunities:** The resorts' recreational facilities, such as trails, green spaces, and outdoor amenities, will seamlessly connect with adjacent parks and natural areas. This integration will create a cohesive recreational network, allowing residents and visitors to enjoy an expanded range of outdoor activities and experiences.
2. **Boost to Local Businesses:** The influx of visitors to the resort will naturally extend to nearby businesses, including restaurants, shops, and service providers. This increase in foot traffic and spending will benefit local entrepreneurs and stimulate economic growth in the surrounding commercial areas.
3. **Improved Community Connectivity:** The park's design includes features that promote connectivity, such as pedestrian pathways and bike trails that link with existing routes. This connectivity will enhance accessibility between the resort and nearby residential and commercial areas, encouraging greater interaction and engagement within the community.
4. **Complementary Land Use:** The resorts' low-density, upscale design is aligned with the character of adjacent developments, ensuring that it complements rather than detracts from the area's overall aesthetic and functional goals. The thoughtful layout and landscaping will enhance the visual appeal and continuity of the surrounding land uses.
5. **Community Events and Engagement:** The park's facilities will provide a venue for community events and gatherings, further enriching the local cultural and social fabric. By hosting events and activities, the resort will contribute to a vibrant community atmosphere and offer additional opportunities for local residents to engage with one another.

In summary, the Westside Resort will serve as a valuable asset that harmonizes with and enhances the adjacent land uses. Its integration with the surrounding area will foster recreational, economic, and social benefits that contribute to the overall well-being of our community. I strongly support this development and urge everyone to recognize its potential for creating positive synergies within the area.

Sincerely,

9-30-24

William Forniston

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning staff

I am writing to express my strong support for the upcoming Westside Resort, particularly highlighting its low-density use and the thoughtful measures taken to minimize its impact on local wildlife. As a concerned member of the community, I believe that this development is not only beneficial for our area but also aligns with our commitment to environmental stewardship.

One of the key advantages of the Westside Resort is its low-density design. The resort is planned to accommodate comprehensive plan uses and add additional uses that are less impactful compared to other types of developments, which ensures that the land impacts remain minimal. These uses allow for reductions to the strain on local infrastructure and preserve the natural landscape, contributing to a more sustainable development model.

Furthermore, the design of the Westside Resort Park includes extensive measures to mitigate its impact on wildlife and natural habitats. The developers have committed to preserving significant areas of natural vegetation and incorporating green spaces within the park. This approach not only maintains the ecological balance but also provides a buffer zone that helps protect local wildlife from the effects of human activity.

The park's layout also includes careful planning to ensure that it integrates harmoniously with the surrounding environment. By using environmentally friendly practices and materials, the development will minimize pollution and reduce disturbances to local ecosystems. Additionally, the park's operational protocols will include measures to manage waste and control light pollution, further protecting the natural surroundings.

Incorporating these sustainable practices aligns with our community's values and environmental goals. It demonstrates a commitment to responsible development that balances the needs of residents and visitors with the imperative to preserve our natural heritage. The Westside Resort RV Park is designed to offer a high-quality recreational experience while respecting and enhancing the local environment.

In conclusion, the Westside Resort Park represents a thoughtful and environmentally responsible development that will benefit our community while preserving natural resources. I strongly support this project and encourage the Board of County Commissioners to approve it, recognizing the benefits.

Sincerely,

MARK KOLLER 9-28-24

Dear Planning Commissioners & Board of County Commissioners

Subject: Westside Resort ODP

I am writing to express my strong support for the upcoming Westside Resort from the perspective of an avid RV owner. The development of this park is an exciting prospect for both the RV community and the county as a whole, and I believe it will bring substantial benefits to our area.

As an RV traveler, I understand the importance of high-quality, well-managed RV parks. Westside Resort promises to deliver an exceptional experience for RV enthusiasts, featuring modern amenities, spacious sites, and well-maintained facilities. These features are crucial for ensuring comfort and satisfaction during our travels.

The economic impact of this park cannot be overstated. By attracting RV travelers from various regions, the park will bring a significant influx of visitors to the county. This increase in tourism will support local businesses, including restaurants, shops, and service providers, thereby stimulating economic growth. Additionally, the park's success will likely enhance the county's reputation as a desirable travel destination, leading to continued tourism and economic benefits.

Furthermore, the Westside Resort will contribute positively to the community by providing a high-quality lodging option that aligns with the county's commitment to enhancing its amenities and welcoming visitors. The park's planned features, such as landscaped grounds, reflect a thoughtful approach to integrating this development into the community in a way that benefits both residents and visitors.

I am confident that the Westside Resort will be a valuable asset to our county, offering exceptional amenities for RV travelers and generating significant economic benefits. I urge you to support the development of this park and recognize the positive impact it will have on our community.

Thank you for considering my perspective on this important matter.

Sincerely,

Larry James

4/27/24

Dear Planning Commissioners & Board of County Commissioners

Subject: 670 S Rooney Road - Westside Resort ODP

I am writing to offer my strong support for the upcoming Westside Resort. This development represents a strategic opportunity for our community, promising substantial economic benefits and long-term value.

From an economic perspective, the Westside Resort is poised to deliver several key advantages:

1. **Economic Stimulus and Job Creation:** The construction and operation of the RV park will create numerous job opportunities, both directly and indirectly. This includes positions within the park itself and in related sectors such as local hospitality, retail, and services. The influx of employment opportunities will contribute to reducing unemployment and fostering economic stability in the region.
2. **Increased Tourism Revenue:** The park will attract RV travelers from various regions, increasing tourism spending in our county. Visitors will spend on local dining, shopping, and entertainment, thereby generating additional revenue for local businesses. This increased economic activity will help stimulate the local economy and support a wide range of service providers.
3. **Enhanced Property Values:** High-quality developments such as the Westside Resort can have a positive impact on surrounding property values. The presence of an upscale resort with well-maintained amenities can make the area more attractive to potential homebuyers and investors, leading to increased demand for local real estate and contributing to a stronger property market.
4. **Diversification of Economic Activities:** By adding a luxury RV park to the community's portfolio of amenities, the county diversifies its economic activities and reduces reliance on any single industry. This diversification can help buffer the local economy against fluctuations in specific sectors and ensure more stable economic growth.
5. **Community and Economic Development Synergies:** The park's development aligns with broader community goals by enhancing recreational options and attracting a diverse range of visitors. This synergy between economic development and community well-being fosters a more vibrant, resilient, and attractive county.

In summary, the Westside Resort offers significant economic benefits that align with the county's long-term growth objectives. It promises to stimulate job creation, boost local tourism revenue, enhance property values, and contribute to economic diversification. I strongly support this development and urge you all to endorse the Westside Resort as a valuable asset to our community.

Thank you for your consideration.

Sincerely,

John Norman - 9-28-2024

Jefferson County Planning and Zoning
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning Commissioners and BOCC,

I am writing to express my strong support for the proposed Westside Resort at 670 S Rooney Road. As a Jefferson county resident, I believe this project aligns well with both community needs and Jefferson County's comprehensive plan. The resort offers a low-impact use of the land, incorporating recreational elements that minimize environmental disruption while complementing Colorado's outdoor identity. Positioned ideally between the mountains and the city, the resort will attract a diverse group of visitors, boosting the local economy without straining infrastructure. It also presents a much lower impact on local wildlife compared to higher-density developments. This project will enhance the value of adjacent properties and create a harmonious blend of recreational, residential, and commercial spaces, making it a sustainable and beneficial addition to the area. I strongly encourage its approval.

Sincerely,

9/28/24

Kellie Offenheiser

Dear Planning Commissioners & Board of County Commissioners

Subject: 670 S Rooney Road - Westside Resort ODP

I am writing to offer my strong support for the upcoming Westside Resort. This development represents a strategic opportunity for our community, promising substantial economic benefits and long-term value.

From an economic perspective, the Westside Resort is poised to deliver several key advantages:

1. **Economic Stimulus and Job Creation:** The construction and operation of the RV park will create numerous job opportunities, both directly and indirectly. This includes positions within the park itself and in related sectors such as local hospitality, retail, and services. The influx of employment opportunities will contribute to reducing unemployment and fostering economic stability in the region.
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5. **Community and Economic Development Synergies:** The park's development aligns with broader community goals by enhancing recreational options and attracting a diverse range of visitors. This synergy between economic development and community well-being fosters a more vibrant, resilient, and attractive county.

In summary, the Westside Resort offers significant economic benefits that align with the county's long-term growth objectives. It promises to stimulate job creation, boost local tourism revenue, enhance property values, and contribute to economic diversification. I strongly support this development and urge you all to endorse the Westside Resort as a valuable asset to our community.

Thank you for your consideration.

Sincerely,

M Kell 9-27-24

Dear Planning and Board of County Commissioners,

Subject: Support for Rezoning from Agriculture 2 to ODP

I am writing to express my strong support for the proposed rezoning of the property located at 670 S Rooney Road from Agriculture 2 (A2) to Official Development Plan (ODP) to facilitate the development of a of the property as convention center and lodging, outdoor recreation and resort community, office, limited neighborhood commercial uses, or a mix. As a resident of Jefferson County, I believe this development will bring significant benefits to our community.

The proposed site aligns with our community's goals for economic development, tourism, and enhanced quality of life. Here are several key reasons why I support this rezoning:

1. **Economic Growth**: The luxury RV site will attract high-income visitors who will spend money at local businesses, boosting our local economy. This influx of tourism revenue will create job opportunities and support existing businesses.

2. **Increased Tax Revenue**: The development will increase property values and generate additional tax revenue for the county. These funds can be reinvested into community services and infrastructure improvements, benefiting all residents.

3. **Tourism and Recreation**: This RV site will offer state-of-the-art amenities and high-end facilities, appealing to tourists seeking unique and luxurious experiences. This will place our community on the map as a desirable travel destination.

4. **Environmental Stewardship**: The planned development includes sustainable practices and green space preservation, ensuring minimal environmental impact. The developers have committed to maintaining the natural beauty of the area while providing modern conveniences.

5. **Community Amenities**: The luxury RV site will offer amenities such as recreational areas, walking trails, and community centers that will be accessible to both visitors and local residents, fostering a sense of community and enhancing the quality of life.

In conclusion, rezoning the property to ODP is a forward-thinking decision that will bring numerous advantages to our community. I urge the County and BOCC] to approve this rezoning request, allowing us to take full advantage of the opportunities this development presents.

Thank you for considering my views on this important matter. Please feel free to contact me if you have any questions or require further information.

Sincerely,

9/28/24

Dear Planning and Board of County Commissioners,

Subject: Support for Rezoning from Agriculture 2 to ODP

I am writing to express my strong support for the proposed rezoning of the property located at 670 S Rooney Road from Agriculture 2 (A2) to Official Development Plan (ODP) to facilitate the development of a of the property as convention center and lodging, outdoor recreation and resort community, office, limited neighborhood commercial uses, or a mix. As a resident of Jefferson County, I believe this development will bring significant benefits to our community.

The proposed site aligns with our community's goals for economic development, tourism, and enhanced quality of life. Here are several key reasons why I support this rezoning:

1. **Economic Growth**: The luxury RV site will attract high-income visitors who will spend money at local businesses, boosting our local economy. This influx of tourism revenue will create job opportunities and support existing businesses.

2. **Increased Tax Revenue**: The development will increase property values and generate additional tax revenue for the county. These funds can be reinvested into community services and infrastructure improvements, benefiting all residents.

3. **Tourism and Recreation**: This RV site will offer state-of-the-art amenities and high-end facilities, appealing to tourists seeking unique and luxurious experiences. This will place our community on the map as a desirable travel destination.

4. **Environmental Stewardship**: The planned development includes sustainable practices and green space preservation, ensuring minimal environmental impact. The developers have committed to maintaining the natural beauty of the area while providing modern conveniences.

5. **Community Amenities**: The luxury RV site will offer amenities such as recreational areas, walking trails, and community centers that will be accessible to both visitors and local residents, fostering a sense of community and enhancing the quality of life.

In conclusion, rezoning the property to ODP is a forward-thinking decision that will bring numerous advantages to our community. I urge the County and BOCC] to approve this rezoning request, allowing us to take full advantage of the opportunities this development presents.

Thank you for considering my views on this important matter. Please feel free to contact me if you have any questions or require further information.

Sincerely,

Samantha Franklin 9-28-2024

Jefferson County Planning and Zoning
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning Commissioners and BOCC,

I am writing to express my strong support for the proposed Westside Resort at 670 S Rooney Road. As a Jefferson county resident, I believe this project aligns well with both community needs and Jefferson County's comprehensive plan. The resort offers a low-impact use of the land, incorporating recreational elements that minimize environmental disruption while complementing Colorado's outdoor identity. Positioned ideally between the mountains and the city, the resort will attract a diverse group of visitors, boosting the local economy without straining infrastructure. It also presents a much lower impact on local wildlife compared to higher-density developments. This project will enhance the value of adjacent properties and create a harmonious blend of recreational, residential, and commercial spaces, making it a sustainable and beneficial addition to the area. I strongly encourage its approval.

Sincerely,

9/28/24

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

I am writing to express my enthusiastic support for the upcoming Westside Resort and to highlight how it will create positive synergies with adjacent land uses. As a member of the community, I am excited about the opportunities this development presents for enhancing the area's overall vitality and cohesion.

The Westside Resort is strategically planned to complement and enhance the surrounding uses, fostering a harmonious integration with the existing landscape and infrastructure. Here are a few key ways in which the resort will synergize with neighboring areas:

1. **Enhanced Recreational Opportunities:** The resorts' recreational facilities, such as trails, green spaces, and outdoor amenities, will seamlessly connect with adjacent parks and natural areas. This integration will create a cohesive recreational network, allowing residents and visitors to enjoy an expanded range of outdoor activities and experiences.
2. **Boost to Local Businesses:** The influx of visitors to the resort will naturally extend to nearby businesses, including restaurants, shops, and service providers. This increase in foot traffic and spending will benefit local entrepreneurs and stimulate economic growth in the surrounding commercial areas.
3. **Improved Community Connectivity:** The park's design includes features that promote connectivity, such as pedestrian pathways and bike trails that link with existing routes. This connectivity will enhance accessibility between the resort and nearby residential and commercial areas, encouraging greater interaction and engagement within the community.
4. **Complementary Land Use:** The resorts' low-density, upscale design is aligned with the character of adjacent developments, ensuring that it complements rather than detracts from the area's overall aesthetic and functional goals. The thoughtful layout and landscaping will enhance the visual appeal and continuity of the surrounding land uses.
5. **Community Events and Engagement:** The park's facilities will provide a venue for community events and gatherings, further enriching the local cultural and social fabric. By hosting events and activities, the resort will contribute to a vibrant community atmosphere and offer additional opportunities for local residents to engage with one another.

In summary, the Westside Resort will serve as a valuable asset that harmonizes with and enhances the adjacent land uses. Its integration with the surrounding area will foster recreational, economic, and social benefits that contribute to the overall well-being of our community. I strongly support this development and urge everyone to recognize its potential for creating positive synergies within the area.

Sincerely,

9/28/24 Scott Davenhave

Dear Planning Commissioners & Board of County Commissioners

Subject: Luxury RV Site

I am writing to express my enthusiastic support for the upcoming Westside Resort , particularly highlighting the health and wellness benefits it will bring to our community. As an RV owner deeply invested in maintaining a healthy lifestyle while traveling, I am excited about the positive impact this development will have.

The design and amenities planned for the Westside Resort prioritize well-being in several key ways. The inclusion of features such as walking trails, fitness centers, and wellness programs will provide visitors with ample opportunities to stay active and engaged. These facilities will promote physical health, encourage outdoor exercise, and support a balanced lifestyle, all of which are integral to overall well-being.

Additionally, the park's emphasis on creating a tranquil, nature-integrated environment will contribute to mental and emotional health. The serene surroundings and well-designed green spaces will offer a peaceful retreat from the stresses of daily life, providing a much-needed escape for travelers. This focus on relaxation and connection with nature can have significant benefits for reducing stress and enhancing mental clarity.

The incorporation of wellness-centered amenities is not only a draw for visitors but also a valuable asset for the community. By providing high-quality recreational options and promoting healthy living, the park will support residents in maintaining their own health and wellness goals, creating a positive ripple effect throughout the area.

In conclusion, the Westside Resort commitment to health and wellness will bring considerable benefits to our community. It will offer travelers a revitalizing experience while also enhancing local residents' quality of life through its thoughtfully designed amenities. I strongly support this development and encourage you to recognize and endorse its contributions to health and wellness.

Thank you for your attention to this important aspect of the park's development.

Sincerely,

Sincerely,

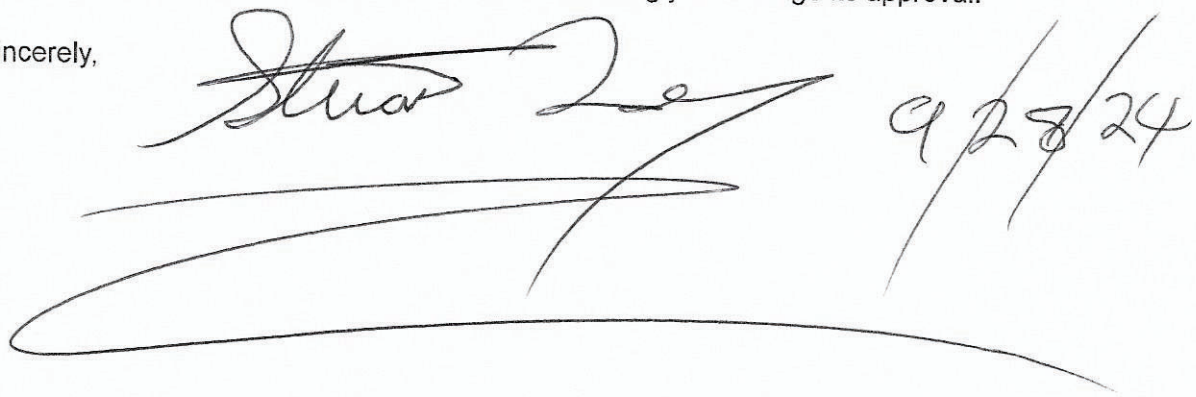
8/27/2024

Jefferson County Planning and Zoning
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning Commissioners and BOCC,

I am writing to express my strong support for the proposed Westside Resort at 670 S Rooney Road. As a Jefferson county resident, I believe this project aligns well with both community needs and Jefferson County's comprehensive plan. The resort offers a low-impact use of the land, incorporating recreational elements that minimize environmental disruption while complementing Colorado's outdoor identity. Positioned ideally between the mountains and the city, the resort will attract a diverse group of visitors, boosting the local economy without straining infrastructure. It also presents a much lower impact on local wildlife compared to higher-density developments. This project will enhance the value of adjacent properties and create a harmonious blend of recreational, residential, and commercial spaces, making it a sustainable and beneficial addition to the area. I strongly encourage its approval.

Sincerely,



Dear Planning Commissioners & Board of County Commissioners

Subject: Luxury RV Site

I am writing to express my enthusiastic support for the upcoming Westside Resort , particularly highlighting the health and wellness benefits it will bring to our community. As an RV owner deeply invested in maintaining a healthy lifestyle while traveling, I am excited about the positive impact this development will have.

The design and amenities planned for the Westside Resort prioritize well-being in several key ways. The inclusion of features such as walking trails, fitness centers, and wellness programs will provide visitors with ample opportunities to stay active and engaged. These facilities will promote physical health, encourage outdoor exercise, and support a balanced lifestyle, all of which are integral to overall well-being.

Additionally, the park's emphasis on creating a tranquil, nature-integrated environment will contribute to mental and emotional health. The serene surroundings and well-designed green spaces will offer a peaceful retreat from the stresses of daily life, providing a much-needed escape for travelers. This focus on relaxation and connection with nature can have significant benefits for reducing stress and enhancing mental clarity.

The incorporation of wellness-centered amenities is not only a draw for visitors but also a valuable asset for the community. By providing high-quality recreational options and promoting healthy living, the park will support residents in maintaining their own health and wellness goals, creating a positive ripple effect throughout the area.

In conclusion, the Westside Resort commitment to health and wellness will bring considerable benefits to our community. It will offer travelers a revitalizing experience while also enhancing local residents' quality of life through its thoughtfully designed amenities. I strongly support this development and encourage you to recognize and endorse its contributions to health and wellness.

Thank you for your attention to this important aspect of the park's development.

Sincerely, James Otte

Sincerely,

Dear Planning and Board of County Commissioners,

Subject: Support for Rezoning from Agriculture 2 to ODP

I am writing to express my strong support for the proposed rezoning of the property located at 670 S Rooney Road from Agriculture 2 (A2) to Official Development Plan (ODP) to facilitate the development of a of the property as convention center and lodging, outdoor recreation and resort community, office, limited neighborhood commercial uses, or a mix. As a resident of Jefferson County, I believe this development will bring significant benefits to our community.

The proposed site aligns with our community's goals for economic development, tourism, and enhanced quality of life. Here are several key reasons why I support this rezoning:

1. **Economic Growth**: The luxury RV site will attract high-income visitors who will spend money at local businesses, boosting our local economy. This influx of tourism revenue will create job opportunities and support existing businesses.

2. **Increased Tax Revenue**: The development will increase property values and generate additional tax revenue for the county. These funds can be reinvested into community services and infrastructure improvements, benefiting all residents.

3. **Tourism and Recreation**: This RV site will offer state-of-the-art amenities and high-end facilities, appealing to tourists seeking unique and luxurious experiences. This will place our community on the map as a desirable travel destination.

4. **Environmental Stewardship**: The planned development includes sustainable practices and green space preservation, ensuring minimal environmental impact. The developers have committed to maintaining the natural beauty of the area while providing modern conveniences.

5. **Community Amenities**: The luxury RV site will offer amenities such as recreational areas, walking trails, and community centers that will be accessible to both visitors and local residents, fostering a sense of community and enhancing the quality of life.

In conclusion, rezoning the property to ODP is a forward-thinking decision that will bring numerous advantages to our community. I urge the County and BOCC] to approve this rezoning request, allowing us to take full advantage of the opportunities this development presents.

Thank you for considering my views on this important matter. Please feel free to contact me if you have any questions or require further information.

Sincerely, 9/27/24

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning staff

I am writing to express my strong support for the upcoming Westside Resort, particularly highlighting its low-density use and the thoughtful measures taken to minimize its impact on local wildlife. As a concerned member of the community, I believe that this development is not only beneficial for our area but also aligns with our commitment to environmental stewardship.

One of the key advantages of the Westside Resort is its low-density design. The resort is planned to accommodate comprehensive plan uses and add additional uses that are less impactful compared to other types of developments, which ensures that the land impacts remain minimal. These uses allow for reductions to the strain on local infrastructure and preserve the natural landscape, contributing to a more sustainable development model.

Furthermore, the design of the Westside Resort Park includes extensive measures to mitigate its impact on wildlife and natural habitats. The developers have committed to preserving significant areas of natural vegetation and incorporating green spaces within the park. This approach not only maintains the ecological balance but also provides a buffer zone that helps protect local wildlife from the effects of human activity.

The park's layout also includes careful planning to ensure that it integrates harmoniously with the surrounding environment. By using environmentally friendly practices and materials, the development will minimize pollution and reduce disturbances to local ecosystems. Additionally, the park's operational protocols will include measures to manage waste and control light pollution, further protecting the natural surroundings.

Incorporating these sustainable practices aligns with our community's values and environmental goals. It demonstrates a commitment to responsible development that balances the needs of residents and visitors with the imperative to preserve our natural heritage. The Westside Resort RV Park is designed to offer a high-quality recreational experience while respecting and enhancing the local environment.

In conclusion, the Westside Resort Park represents a thoughtful and environmentally responsible development that will benefit our community while preserving natural resources. I strongly support this project and encourage the Board of County Commissioners to approve it, recognizing the benefits.

Sincerely, Tommy Cook

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

I am writing to express my strong support for the upcoming Westside Resort, especially regarding its environmental benefits in terms of wildlife preservation.

Compared to a high-density building development, the resorts' low-density design represents a significant advantage for local wildlife. The park's layout ensures that large areas of natural habitat remain intact, minimizing disruption to local ecosystems. This approach allows for the preservation of critical wildlife corridors and reduces the impact on native species, contributing to a healthier and more balanced environment.

In contrast, the designated high-density comprehensive land uses often lead to greater habitat fragmentation and increased environmental stress, which can have detrimental effects on wildlife. The Westside Resort thoughtful planning reflects a commitment to the comprehensive plan values while maintaining ecological integrity and still providing valuable recreational amenities.

Thank you for considering this important aspect of the park's development.

Sincerely,

Ashly Solis 9-28-24

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

I am writing to express my enthusiastic support for the upcoming Westside Resort and to highlight how it will create positive synergies with adjacent land uses. As a member of the community, I am excited about the opportunities this development presents for enhancing the area's overall vitality and cohesion.

The Westside Resort is strategically planned to complement and enhance the surrounding uses, fostering a harmonious integration with the existing landscape and infrastructure. Here are a few key ways in which the resort will synergize with neighboring areas:

1. **Enhanced Recreational Opportunities:** The resorts' recreational facilities, such as trails, green spaces, and outdoor amenities, will seamlessly connect with adjacent parks and natural areas. This integration will create a cohesive recreational network, allowing residents and visitors to enjoy an expanded range of outdoor activities and experiences.
2. **Boost to Local Businesses:** The influx of visitors to the resort will naturally extend to nearby businesses, including restaurants, shops, and service providers. This increase in foot traffic and spending will benefit local entrepreneurs and stimulate economic growth in the surrounding commercial areas.
3. **Improved Community Connectivity:** The park's design includes features that promote connectivity, such as pedestrian pathways and bike trails that link with existing routes. This connectivity will enhance accessibility between the resort and nearby residential and commercial areas, encouraging greater interaction and engagement within the community.
4. **Complementary Land Use:** The resorts' low-density, upscale design is aligned with the character of adjacent developments, ensuring that it complements rather than detracts from the area's overall aesthetic and functional goals. The thoughtful layout and landscaping will enhance the visual appeal and continuity of the surrounding land uses.
5. **Community Events and Engagement:** The park's facilities will provide a venue for community events and gatherings, further enriching the local cultural and social fabric. By hosting events and activities, the resort will contribute to a vibrant community atmosphere and offer additional opportunities for local residents to engage with one another.

In summary, the Westside Resort will serve as a valuable asset that harmonizes with and enhances the adjacent land uses. Its integration with the surrounding area will foster recreational, economic, and social benefits that contribute to the overall well-being of our community. I strongly support this development and urge everyone to recognize its potential for creating positive synergies within the area.

Sincerely, Liza Martinez

9-27-24

Dear Planning Commissioners & Board of County Commissioners

Subject: 670 S Rooney Road - Westside Resort ODP

I am writing to offer my strong support for the upcoming Westside Resort. This development represents a strategic opportunity for our community, promising substantial economic benefits and long-term value.

From an economic perspective, the Westside Resort is poised to deliver several key advantages:

1. **Economic Stimulus and Job Creation:** The construction and operation of the RV park will create numerous job opportunities, both directly and indirectly. This includes positions within the park itself and in related sectors such as local hospitality, retail, and services. The influx of employment opportunities will contribute to reducing unemployment and fostering economic stability in the region.
2. **Increased Tourism Revenue:** The park will attract RV travelers from various regions, increasing tourism spending in our county. Visitors will spend on local dining, shopping, and entertainment, thereby generating additional revenue for local businesses. This increased economic activity will help stimulate the local economy and support a wide range of service providers.
3. **Enhanced Property Values:** High-quality developments such as the Westside Resort can have a positive impact on surrounding property values. The presence of an upscale resort with well-maintained amenities can make the area more attractive to potential homebuyers and investors, leading to increased demand for local real estate and contributing to a stronger property market.
4. **Diversification of Economic Activities:** By adding a luxury RV park to the community's portfolio of amenities, the county diversifies its economic activities and reduces reliance on any single industry. This diversification can help buffer the local economy against fluctuations in specific sectors and ensure more stable economic growth.
5. **Community and Economic Development Synergies:** The park's development aligns with broader community goals by enhancing recreational options and attracting a diverse range of visitors. This synergy between economic development and community well-being fosters a more vibrant, resilient, and attractive county.

In summary, the Westside Resort offers significant economic benefits that align with the county's long-term growth objectives. It promises to stimulate job creation, boost local tourism revenue, enhance property values, and contribute to economic diversification. I strongly support this development and urge you all to endorse the Westside Resort as a valuable asset to our community.

Thank you for your consideration.

Sincerely,

9-30-24

Jacqueline Jarvis

Jefferson County Planning and Zoning
100 Jefferson County Parkway
Golden, CO 80419

Dear Planning Commissioners and BOCC,

I am writing to express my strong support for the proposed Westside Resort at 670 S Rooney Road. As a Jefferson county resident, I believe this project aligns well with both community needs and Jefferson County's comprehensive plan. The resort offers a low-impact use of the land, incorporating recreational elements that minimize environmental disruption while complementing Colorado's outdoor identity. Positioned ideally between the mountains and the city, the resort will attract a diverse group of visitors, boosting the local economy without straining infrastructure. It also presents a much lower impact on local wildlife compared to higher-density developments. This project will enhance the value of adjacent properties and create a harmonious blend of recreational, residential, and commercial spaces, making it a sustainable and beneficial addition to the area. I strongly encourage its approval.

Sincerely,

William Wernig

William Wernig

9-30-24

Dear Planning Commissioners & Board of County Commissioners

Subject: Luxury RV Site

I am writing to express my enthusiastic support for the upcoming Westside Resort , particularly highlighting the health and wellness benefits it will bring to our community. As an RV owner deeply invested in maintaining a healthy lifestyle while traveling, I am excited about the positive impact this development will have.

The design and amenities planned for the Westside Resort prioritize well-being in several key ways. The inclusion of features such as walking trails, fitness centers, and wellness programs will provide visitors with ample opportunities to stay active and engaged. These facilities will promote physical health, encourage outdoor exercise, and support a balanced lifestyle, all of which are integral to overall well-being.

Additionally, the park's emphasis on creating a tranquil, nature-integrated environment will contribute to mental and emotional health. The serene surroundings and well-designed green spaces will offer a peaceful retreat from the stresses of daily life, providing a much-needed escape for travelers. This focus on relaxation and connection with nature can have significant benefits for reducing stress and enhancing mental clarity.

The incorporation of wellness-centered amenities is not only a draw for visitors but also a valuable asset for the community. By providing high-quality recreational options and promoting healthy living, the park will support residents in maintaining their own health and wellness goals, creating a positive ripple effect throughout the area.

In conclusion, the Westside Resort commitment to health and wellness will bring considerable benefits to our community. It will offer travelers a revitalizing experience while also enhancing local residents' quality of life through its thoughtfully designed amenities. I strongly support this development and encourage you to recognize and endorse its contributions to health and wellness.

Thank you for your attention to this important aspect of the park's development.

Sincerely,

Wil Wern

Sincerely,

William Wernig

9-30-24

Jefferson County Planning Commissioners and Board of County Commissioners
100 Jefferson County Parkway
Golden, CO 80419

Dear Commissioners,

I am writing to express my strong support for the proposed Westside RV Resort development. I am an RV enthusiast and have many friends and family that visit for other states in their RV's to enjoy all of the outdoor activities our state offers. I believe it represents a compatible and valuable use for this area. With its proximity to numerous trails and recreational connections, the resort is poised to become a true recreation hub for both visitors and residents alike. The nearby trails will further enhance the experience for RV users, offering additional outdoor amenities and activities. This property truly is the "Gateway to the Rockies".

I also want to acknowledge the recent changes to the proposal, which I find appropriate. These adjustments provide a thoughtful buffer between the resort and the adjacent training facility, ensuring a harmonious relationship between the different uses in the area. I would have zero reservation to stay there, nor would those I've spoken to regarding the purposed Westside RV resort.

For these reasons, I urge you to support this project and vote in favor of the Westside RV Resort. This development will provide significant benefits to the community and contribute positively to the local economy.

Thank you for your consideration.

Sincerely,

Tina Beck

Jefferson County Planning Commissioners and Board of County Commissioners
100 Jefferson County Parkway
Golden, CO 80419

Dear Commissioners,

I am writing to express my strong support for the proposed Westside RV Resort development. I am an RV enthusiast and have many friends and family that visit for other states in their RV's to enjoy all of the outdoor activities our state offers. I believe it represents a compatible and valuable use for this area. With its proximity to numerous trails and recreational connections, the resort is poised to become a true recreation hub for both visitors and residents alike. The nearby trails will further enhance the experience for RV users, offering additional outdoor amenities and activities. This property truly is the "Gateway to the Rockies".

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For these reasons, I urge you to support this project and vote in favor of the Westside RV Resort. This development will provide significant benefits to the community and contribute positively to the local economy.

Thank you for your consideration.

Sincerely,

Tina Beck

Dear Planning and Board of County Commissioners,

Subject: Support for Rezoning from Agriculture 2 to ODP

I am writing to express my strong support for the proposed rezoning of the property located at 670 S Rooney Road from Agriculture 2 (A2) to Official Development Plan (ODP) to facilitate the development of a of the property as convention center and lodging, outdoor recreation and resort community, office, limited neighborhood commercial uses, or a mix. As a resident of Jefferson County, I believe this development will bring significant benefits to our community.

The proposed site aligns with our community's goals for economic development, tourism, and enhanced quality of life. Here are several key reasons why I support this rezoning:

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2. **Increased Tax Revenue**: The development will increase property values and generate additional tax revenue for the county. These funds can be reinvested into community services and infrastructure improvements, benefiting all residents.

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In conclusion, rezoning the property to ODP is a forward-thinking decision that will bring numerous advantages to our community. I urge the County and BOCC] to approve this rezoning request, allowing us to take full advantage of the opportunities this development presents.

Thank you for considering my views on this important matter. Please feel free to contact me if you have any questions or require further information.

Sincerely,

Katelyn Mertz

Katelyn S Mertz 10/2/24

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

Dear Members of the Planning Commission and BOCC,

I am writing to express my strong support for the proposed RV park at 670 S Rooney Rd. As a local resident of Jefferson county and familiar knowledge with the local market and development trends, I believe this project aligns well with our community's needs and the goals outlined in the Comprehensive Plan.

Firstly, the development of an RV park at this location includes the uses of the comprehensive plan but also adds additional uses that represents a low-impact use compared to other potential uses. The motorcoach uses are known for their minimal impact on the environment and infrastructure, making them a suitable choice for areas where extensive development could strain existing resources.

Additionally, the proposal addresses some of the recommendations from the Comprehensive Plan while acknowledging the current infrastructure limitations. Specifically, the site at 670 S Rooney Rd does not possess the extensive infrastructure for traffic as recommended in the Comprehensive Plan. The proposed RV park's lower traffic volume will mitigate congestion issues and reduce the need for significant infrastructure upgrades that would otherwise be necessary for more intensive developments such as commercial centers or light industrial complexes.

In conclusion, the proposed RV park is a practical and beneficial development for our community. It aligns with the Comprehensive Plan's goals of sustainable growth and efficient use of resources, while also respecting the current infrastructure capabilities of the site. I encourage the Planning Department to approve this proposal, as it will enhance our community's recreational offerings without imposing undue strain on our existing infrastructure.

Thank you for considering my perspective on this matter.

Sincerely,

TERRY LEBLANC

TERRY4570@COMCAST.NET

Dear Planning Commissioners & Board of County Commissioners

Subject: 670 S Rooney Road - Westside Resort ODP

I am writing to offer my strong support for the upcoming Westside Resort. This development represents a strategic opportunity for our community, promising substantial economic benefits and long-term value.

From an economic perspective, the Westside Resort is poised to deliver several key advantages:

1. **Economic Stimulus and Job Creation:** The construction and operation of the RV park will create numerous job opportunities, both directly and indirectly. This includes positions within the park itself and in related sectors such as local hospitality, retail, and services. The influx of employment opportunities will contribute to reducing unemployment and fostering economic stability in the region.
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In summary, the Westside Resort offers significant economic benefits that align with the county's long-term growth objectives. It promises to stimulate job creation, boost local tourism revenue, enhance property values, and contribute to economic diversification. I strongly support this development and urge you all to endorse the Westside Resort as a valuable asset to our community.

Thank you for your consideration.

Sincerely, Mark Vandeberg

Mark Vand 10/2/2024

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

I am writing to express my enthusiastic support for the upcoming Westside Resort and to highlight how it will create positive synergies with adjacent land uses. As a member of the community, I am excited about the opportunities this development presents for enhancing the area's overall vitality and cohesion.

The Westside Resort is strategically planned to complement and enhance the surrounding uses, fostering a harmonious integration with the existing landscape and infrastructure. Here are a few key ways in which the resort will synergize with neighboring areas:

1. **Enhanced Recreational Opportunities:** The resorts' recreational facilities, such as trails, green spaces, and outdoor amenities, will seamlessly connect with adjacent parks and natural areas. This integration will create a cohesive recreational network, allowing residents and visitors to enjoy an expanded range of outdoor activities and experiences.
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4. **Complementary Land Use:** The resorts' low-density, upscale design is aligned with the character of adjacent developments, ensuring that it complements rather than detracts from the area's overall aesthetic and functional goals. The thoughtful layout and landscaping will enhance the visual appeal and continuity of the surrounding land uses.
5. **Community Events and Engagement:** The park's facilities will provide a venue for community events and gatherings, further enriching the local cultural and social fabric. By hosting events and activities, the resort will contribute to a vibrant community atmosphere and offer additional opportunities for local residents to engage with one another.

In summary, the Westside Resort will serve as a valuable asset that harmonizes with and enhances the adjacent land uses. Its integration with the surrounding area will foster recreational, economic, and social benefits that contribute to the overall well-being of our community. I strongly support this development and urge everyone to recognize its potential for creating positive synergies within the area.

Sincerely,

Susan Tompkins

10/2/24

Jefferson County Planning Department
100 Jefferson County Parkway
Golden, CO 80419

Subject: Support for Westside Resort Proposal at 670 S Rooney Rd

Dear Members of the Planning Commission and BOCC,

I am writing to express my strong support for the proposed RV park at 670 S Rooney Rd. As a local resident of Jefferson county and familiar knowledge with the local market and development trends, I believe this project aligns well with our community's needs and the goals outlined in the Comprehensive Plan.

Firstly, the development of an RV park at this location includes the uses of the comprehensive plan but also adds additional uses that represents a low-impact use compared to other potential uses. The motorcoach uses are known for their minimal impact on the environment and infrastructure, making them a suitable choice for areas where extensive development could strain existing resources.

Additionally, the proposal addresses some of the recommendations from the Comprehensive Plan while acknowledging the current infrastructure limitations. Specifically, the site at 670 S Rooney Rd does not possess the extensive infrastructure for traffic as recommended in the Comprehensive Plan. The proposed RV park's lower traffic volume will mitigate congestion issues and reduce the need for significant infrastructure upgrades that would otherwise be necessary for more intensive developments such as commercial centers or light industrial complexes.

In conclusion, the proposed RV park is a practical and beneficial development for our community. It aligns with the Comprehensive Plan's goals of sustainable growth and efficient use of resources, while also respecting the current infrastructure capabilities of the site. I encourage the Planning Department to approve this proposal, as it will enhance our community's recreational offerings without imposing undue strain on our existing infrastructure.

Thank you for considering my perspective on this matter.

Sincerely,

JAMES W KING

10/2/24.

REFERRAL COMMENTS

Allie McGahee

From: Bradley Ingermann
Sent: Friday, September 6, 2024 2:16 PM
To: Allie McGahee; Brian Lovejoy; Greg Gompert; MATT.MARTINEZ@STATE.CO.US
Cc: Nick Nelson
Subject: RE: Hearing Referral: 23-113678RZ // 670 S Rooney Rd

Allie,

We have no additional comments. The changes made to the ODP still do not change the position of the RVLETF board nor does it change the positions of the regional law enforcement CEO's. I will be attending the hearing on September 25th and intend to make comment on the record. Thank you.

Brad Ingermann, Commander
Support Services Division
Jefferson County Sheriff's Office
200 Jefferson County Parkway
Golden, Colorado 80401
303-271-5690 - Desk
720-630-0367 - Cell

From: Allie McGahee <almcgahe@co.jefferson.co.us>
Sent: Friday, September 6, 2024 9:15 AM
To: Brian Lovejoy <brilov@lakewoodco.org>; Greg Gompert <ggompert@co.jefferson.co.us>; Bradley Ingermann <bdingermann@co.jefferson.co.us>; MATT.MARTINEZ@STATE.CO.US
Cc: Nick Nelson <nnelson@co.jefferson.co.us>
Subject: RE: Hearing Referral: 23-113678RZ // 670 S Rooney Rd

Good Morning!

We have not heard back from your group on this referral, and I wanted to check in to see if we should anticipate any comments?
Attached I have called out specific areas of the proposed written restrictions that we think might be impactful to your property and wanted to find out if you are okay with or would like this language to be modified or removed at all?

Looking forward to hearing back from you.

Cheers,
Allie McGahee
Jefferson County Planning & Zoning
Planner III | Development Review
o 303.271.8736 **w** **www.planning.jeffco.us**

Help us shape the future of Jefferson County by visiting the Together Jeffco website!
Click the image below to visit our website: https://togetherjeffco.com

Rooney Valley Law Enforcement Training Facility
695 S Rooney Road
Golden, CO 80241

Allie McGahee, Case Manager
Jefferson County Planning and Zoning
100 Jefferson Parkway, Suite 3550
Golden, CO 80419-3550
almcgahe@co.jefferson.co.us

CASE NUMBER: 23-113678RZ – Rezoning Request 670 S. Rooney Road

Dear Ms. McGahee:

Thank you for the opportunity to comment on the proposed rezoning at 670 S. Rooney Road. We are writing on behalf of the Governing Board for the Rooney Valley Law Enforcement Training Facility (RVLETF), located at 695 S. Rooney Road. This firearms and SWAT training range serves as a crucial training facility for multiple law enforcement agencies within Jefferson County, including the police departments of Lakewood, Golden, Arvada, and Wheat Ridge, the Jefferson County Sheriff's Office, Red Rocks Community College and the Colorado Department of Wildlife.

Initially constructed in the early 1990s, the RVLETF is in Lakewood, Colorado, just south of the junction of Interstate 70 and Highway 470, and north of Dinosaur Ridge. Adjacent to the south of RVLETF is the Thunder Road motor-cross bike track, while unincorporated Jefferson County land and I-70 border the site to the north. The unincorporated Jefferson County land is currently being reviewed for rezoning. While the rezoning has been in process since 2023 the RVLETF Governing Board was unaware of the rezoning effort until just recently.

The RVLETF features a variety of training amenities, including a 50-yard, 25-lane, pistol range with an earth berm backstop. The RVLETF also includes a range house, a tactical range, and a rifle range with a berm backstop, as well as a small classroom building and multiple Conex boxes for storage. Access to the facility is controlled via an asphalt vehicle drive and an automatic locking gate at the base of the access road. All of this directly adjoins the 6.9-acre Planning Area 3 referenced in the rezoning plans, on the west side of Rooney Road.

The proposed development at 670 S. Rooney Road poses multiple issues for the RVLETF. The RVLETF is concerned both for our range's functionality and the quality-of-life experience for anyone paying to stay at the property next to an active firearms range. This development must not impede our ability to provide essential law enforcement training for up to 2,000 law enforcement personnel in Jefferson County. Beyond standard training for the agencies previously mentioned, the RVLETF provides training for four police academies a year, SWAT training from multiple agencies, and several contracted uses for other law enforcement agencies.

For the stakeholders interested in developing the property adjacent to our training facility, they should be aware that the RVLETF serves law enforcement professionals year-round, from 7:00 a.m. to as late as 10:00 p.m. and has done so for decades. The RVLETF operating hours cannot be changed, otherwise critical training, recertifications, and academy operations essential to public safety within the Denver Metro area would

be affected. Make no mistake, active firearm discharges occur at the RVLETF nearly every day. Daily target training and explosive operations adjacent to the range can reach audible decibel levels of 150 or more. Noise levels reached at the RVLETF could have a negative impact on a neighboring residential or business community. If this rezoning would occur, we would encourage the City of Lakewood and Jefferson County to provide noise disclosures on any deeds and contracts signed in the area. A noise disclosure would act to provide notice to any future long or short-term residents.

The proposed occupancy development is situated 160 feet from our rifle range, 488 feet from our tactical range, 500 feet from our main range and only 88 feet from where SWAT conducts explosive breaching training. The latter is the loudest of all the activities. These short distances would necessitate having a noise disclosure, as our activities are separated by a significant barrier like an interstate or a sound wall, and we are updating the range in development stages, with a plan to add 25 more lanes for use which would total 50 lanes.

The Westside Resort proposal is a rezoning to allow for development and construction of a mixed-use resort destination development including some form of residency, restaurant and small retail uses, motor coach suites/pads, and other indoor and outdoor amenities. The proximity of the proposed development to our existing breach testing and training areas raises serious concerns regarding noise, dust, potential debris and site security.

When forecasting what can be done to mitigate potential issues, the construction of noise-rated sound barriers, earth berms, or vegetation between the properties is the first step in noise mitigation. Further efforts to construct full or partial enclosures within the range where possible would be most effective at mitigating potential noise and nuisance issues for future RVLETF neighbors. However, any costs associated with noise mitigation infrastructure cannot be covered by the range board or any of the local governments affiliated with the RVLETF.

Thank you for hearing our concerns about this proposed rezoning. The RVLETF reserves the right to provide additional comments/requirements if there are any changes to the application or at the time plans are submitted and reviewed per applicable codes and amendments.

If you have any questions related to our range, please contact Police Commander Greg Gompert with the Jefferson County Sheriff's Office at ggompert@co.jefferson.co.us and Brian Lovejoy with the Lakewood Police Department at brilov@Lakewoodco.org.

City of Wheat Ridge
POLICE DEPARTMENT

CALEA

July 30, 2024

Dear Jefferson County Planning Commission,

I hope this letter finds you well. My name is Keith Weimer, I am the Interim Commander in charge of the Firearms Team at the Wheat Ridge Police Department. I am writing to you regarding Case Number OR24-0019 which pertains to the possible rezoning of 670 S Rooney Rd., from Agricultural-Two to Planned Development. This property borders the Rooney Valley Law Enforcement Training Facility (RVLETF) to the north and east, which is the training facility our officers utilize to receive training on firearms.

Firearms training for Wheat Ridge Police Officers is crucial for several reasons. Proper training ensures officers handle firearms safely, minimizing the risk of accidents or misuse. Training improves marksmanship, helping officers effectively neutralize threats while reducing collateral damage. Simulated scenarios and training drills enhance officers' ability to make quick, informed decisions under stress. Understanding laws governing the use of force and firearms ensures officers act within legal boundaries, reducing liability. Well-trained officers inspire confidence in the community by demonstrating competence and professionalism. Training prepares officers for real-life situations, enhancing their ability to handle various threats effectively and keeps them current with best practices, technology, and tactics.

In essence, firearms training is essential not only for the safety of our officers and the public but also for maintaining the integrity and effectiveness of law enforcement operations Top of within our community and beyond. Wheat Ridge Police Officers serve in a variety of capacities to include on multi-jurisdictional teams like the West Metro Drug Task Force, CATPA Metropolitan Auto Theft Taskforce, 1st Judicial Critical Incident Response Team and the West Metro SWAT Team just to name a few. The officers who serve on these teams regularly operate under the color of law in jurisdictions throughout the Denver Metro Area to include unincorporated areas of Jefferson County.

Our department is concerned that the noise coming from the Rooney Valley Law Enforcement Training Facility (RVLETF), is highly likely to generate a significant number of complaints that could result in punitive restrictions being placed on the activity at the range or ultimately, the complete and total closure of the range. The Rooney Valley Law Enforcement Training Facility (RVLETF) has a high usage rate with only a few holidays during the calendar year when it is not in use by a participating agency. The hours of the training facility are from 7:00 AM to 10:00 PM, making the potential for complaints or possible disputes between future residents/visitors and law enforcement personnel highly likely.

In conclusion, the continued operation of Rooney Valley Law Enforcement Training Facility (RVLETF) is essential to ensure our officers receive the firearms training mandated by State of Colorado Peace Officers Standards Training Board while promoting and fostering safe communities. As a department, we would urge the board to consider the impacts on all the stakeholders.

Thank you for considering our department's perspective on this matter. Please feel free to contact me if you have any questions or require further information.

Sincerely,

Keith Weimer
Interim Commander
kweimer@ci.wheatridge.co.us
303-235-2940

COLORADO
Parks and Wildlife
Department of Natural Resources

Northeast Region Office
6060 Broadway
Denver, CO 80216
P 303.291.7227

August 5, 2024

Commander Brian Lovejoy
Profession Standards Section:
Recruiting & Training
445 S. Allison Pkwy
Lakewood CO, 80226
brilov@lakewoodco.org

RE: Westside Resort Proposed Development Plan

Dear Commander Lovejoy,

Colorado Parks and Wildlife has been involved with the management and utilization of property owned by the City of Lakewood known as the Rooney Law Enforcement Training Firearms Range (aka Rooney Range), for over 25 years. The proposed rezoning and development in question would be on parcels adjacent to this active firearms based law enforcement training facility. Rooney Range is not depicted on the general vicinity map of the Westside Resort Official Development Plan. Based upon knowledge of the area and the information presented by the applicant, Colorado Parks and Wildlife has the following comments.

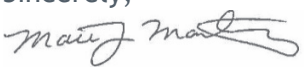
- Rooney Range is more than just a live fire law enforcement facility. The property is used for other law enforcement training such as live action scenarios, traffic patrol / traffic stop training, Special Weapons and Tactics team training, ect… Mitigation efforts of Westside Development should address all aspects of this training facility's function. This may require investment of infrastructure (additional visual or auditory screening, increased backstops, etc…) on Rooney Range itself to mitigate impacts of the adjacent development to training facility operations.
- Planning Area 3 of the proposed development plan is of greatest concern regarding the active law enforcement training facility. The proposed activities within this area will create both public safety concerns as well as nuisance issues such as noise and light pollutions associated with an active law enforcement training facility. Planning Area 3 should not allow motor coach lodging or accessory uses, dog parks, or day care facility. For the benefit of public safety, these amenities are best suited in either Planning Area 1 or 2. To promote public safety and reduce conflicts with the existing law enforcement training facility Planning Area 3 should be used to primarily

accommodate the storage, warehouse and other non-residential (even short term) elements of this development. Further to mitigate public use of the adjacent parts of Planning Area 3 a set back greater than 20 feet from the shared property boundaries as well as a solid masonry wall of at least 6 feet in height along that boundary with no breaks should be implemented.

- Planning Area 2 will be impacted by nuisance issues associated with noise and light pollution from an active training facility. Similar mitigation that will be implemented regarding the existing Interstate, State Highway, and other light and noise producing elements should be expected and required by the County in regard to mitigation of impacts from Rooney Range. Since there are no limits on hours of operation of the adjacent highways there should be no expectation to limit hours of operation at the training facility. Any such limits should be voluntary on the part of the training facility and its management.

This training facility is important to the ability of Colorado Parks and Wildlife to meet our legislatively mandated mission of protecting the natural resources of the State. This facility provides training opportunities required by CPW as a professional agency engaged in law enforcement. The existing training and access to this facility would be difficult if not impossible for our agency to replace. The demands on all law enforcement agencies to provide the best available training have and will continue to increase, this facility plays an essential role in CPW meeting those needs. Thank you for your consideration of our comments and if you have any further questions please contact Casey Westbrook at (303)810-3141c.

Sincerely,



Matt Martinez
Area Wildlife Manager
Colorado Parks and Wildlife

Cc: M. Lamb, C. Westbrook, J. McKee

Lakewood
Police Department

From the Office of the Chief of Police
Philip A. Smith, Jr.

445 South Allison Parkway
Lakewood, Colorado 80226-3133
www.Lakewood.org
303.987.7100 Voice
303.980.7335 TTY

Lakewood Police Department
445 S. Allison Pkwy
Lakewood, CO 80226
August 8, 2024

Jefferson County Planning and Zoning
100 Jefferson Parkway, Suite 3550
Golden, CO 80419-3550
almcgahe@co.jefferson.co.us

CASE NUMBER: 23-113678RZ – Rezoning 670 S. Rooney Road

Dear Members of the Planning and Zoning Commission,

Thank you for accepting additional comments on the proposed rezoning at 670 S. Rooney Road. On behalf of the Lakewood Police Department, I believe it is crucial to address several significant concerns associated with this development, particularly given its proximity to the Rooney Valley Law Enforcement Training Facility (RVLETF), located at 695 S. Rooney Road.

The RVLETF is a vital asset not only to the Lakewood Police Department but also to multiple law enforcement agencies throughout Jefferson County, including the Golden, Arvada, and Wheat Ridge Police Departments, as well as the Jefferson County Sheriff's Office, Red Rocks Community College, and the Colorado Department of Wildlife. This facility is our central hub for providing necessary firearms, tactics, and explosives training to maintain public safety and law enforcement standards. Additionally, this is the only location in the county available for this type of use.

Our department relies heavily on the RVLETF to provide essential training for our personnel, including firearms proficiency, SWAT operations, and other tactical training exercises. The facility operates year-round, from 7:00 a.m. until 10:00 p.m., accommodating approximately 2,000 law enforcement professionals annually. The training conducted at this facility includes firearm discharges and explosive breaching exercises, activities that generate significant noise levels, sometimes reaching 150 decibels or more. This training is fundamental to our operations, and any disruption or restriction would directly impact our ability to effectively serve and protect the community.

The proposed development at 670 S. Rooney Road raises substantial concerns for the Lakewood Police Department regarding its potential impact on our training operations. The proximity of the development to our facility is troubling, as the introduction of a mixed-use resort—including

residential areas, commercial spaces, and motor coach suites—so close to an active law enforcement training facility could lead to conflicts, particularly concerning security, noise, safety, and operational integrity.

We believe it is essential for any future residents or businesses in this development to be fully aware of the nature of our training activities. As we have seen in subdivisions in west Lakewood near Bandimere Speedway, I recommend that the City of Lakewood and Jefferson County require noise disclosures for all development associated with this property. These disclosures would serve to inform potential occupants of the noise and activities generated by the RVLETF, helping to mitigate future conflicts and ensuring that our training operations can continue without interruption. For example, we are aware that our range activities can be heard at residences more than a mile away from our location, which is why we must cease range training by 10:00 p.m.

It is unknown what noise mitigation strategies could effectively address both the development and the quality of life for those using the residential facilities in the adjoining property. However, it is important to note that any mitigation efforts would need to be financed independently of the law enforcement agencies utilizing the RVLETF.

In conclusion, the RVLETF is an indispensable resource for law enforcement in Jefferson County, and any development adjacent to it must be approached with careful consideration of its impact on our training capabilities. We respectfully request that the concerns outlined in this letter from the Lakewood Police Department and our law enforcement partners be given serious consideration in your review of the proposed rezoning.

Sincerely,

Philip A. Smith, Jr.
Chief of Police
Lakewood Police Department
445 S. Allison Pkwy
Lakewood, CO 80226

Allie McGahee

From: AUTOMAILER@JEFFCO.US
Sent: Monday, August 5, 2024 4:51 PM
To: Allie McGahee
Cc: Pat OConnell
Subject: 23 113678 RZ - Agency Response

Case Number: 23 113678 RZ
Case Type: Rezoning
Case Name: 670 S Rooney Road
Review: County Geologist
Results: Comments Sent (no further review)
Review Comments:
Scheduled End Date: 12-AUG-24
Reviewer: Pat O Connell
Description: To Rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for various rv resort, commercial, and industrial uses.

JEFFERSON COUNTY COLORADO

Memorandum

To: Allie McGahee
Planner

From: Patrick O'Connell
Engineering Geologist

Date: August 5, 2024

Re: 670 S Rooney Rd, Case No. 23-113678RZ

I reviewed the site plan and submitted documents for the subject property. I have the following comment.

1. The site is located within the Jefferson County Designated Dipping Bedrock Area, therefore, the applicant geologic and geotechnical reports prepared in accordance with Section 25 of the Land Development Regulation and a detailed grading plan may be required with the rezoning application. Given the proposed uses, the reports can be deferred to the subsequent plat/SDP application. The grading plan must establish conformance with the requirements of the Zoning Resolution and the geotechnical report which should provide minimum separation (min 10 feet) of overburden soil or fill beneath the anticipated level of the bottom of foundation and the top of bedrock surface and 5 feet of separation between bedrock and drainage features.

2. The majority of the northern parcel is within a known subsidence potential area. This subsidence potential area is not a zoned geologic hazard and does not have the same restrictions as an area within the Geologic Hazard Overlay District. This area should be investigated during the geologic and geotechnical investigation with the plat/SDP.

3. Portions of the northern and western parcels are within the Geologic Hazard Overlay District (Slope failure Area 03-10). This area should be identified on the ODP. The restrictions associated with the Geologic Hazard Area, including permanent or temporary structures, are provided in Zoning Resolution Section 38 (Geologic Hazard Overlay District) unless it was approved by the BCC at the time of rezoning or platting. The June 5, 2024 Preliminary Geotechnical Engineering Study and Geologic Hazards Evaluation addressed the slope hazard in existing conditions and included analysis on various grading scenarios that indicated a factor of safety (FOS) less than 1.3, which is the minimum per Jefferson County Zoning Resolution Section 16. Given the array of uses listed on the ODP and potential grading plans, the applicant could plat the property to address the geologic hazard concurrently with the SDP once the grading plans are known and slope stability analysis can be completed with the proposed plans.

Allie McGahee

From: AUTOMAILER@JEFFCO.US
Sent: Monday, August 5, 2024 10:48 AM
To: Allie McGahee
Cc: Tugce Maurer
Subject: 23 113678 RZ - Agency Response

Case Number: 23 113678 RZ
Case Type: Rezoning
Case Name: 670 S Rooney Road
Review: Historical Commission
Results: Comments Sent (request re-review)
Review Comments:
Scheduled End Date: 12-AUG-24
Reviewer: Tugce Maurer
Description: To Rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for various rv resort, commercial, and industrial uses.

JEFFERSON COUNTY COLORADO | Boards and Commissions
Historical Commission

Tugce Ucar Maurer
Planner II, Long Range Planning
Jefferson County Planning and Zoning

August 2, 2024

Dear Tugce,

The Historical Preservation and Landmarks Committee of the Jefferson County Historical Commission (JCHC) has reviewed *Rezoning 670 S. Rooney Road, 80401 (Case# 23-113678RZ) Third Referral.* The attached memo contains more details about the review. JCHC has the following recommendation:

Recommendation 1: A Historical, Archeological, and Paleontological Report and/or Plan shall be approved prior to or along with approval of a site development plan.

Please forward our review and recommendations to the case manager.

Sincerely Yours,

//s// Dan Haas, Richard Scudder

Co-Chairs, Historical Preservation and Landmarks Committee
Jefferson County Historical Commission

Attachment: JCHC Memo

JEFFERSON COUNTY COLORADO

Boards and Commissions

Historical Commission

Memorandum

August 2, 2024

Rezoning 670 S. Rooney Road, 80401 (Case# 23-113678RZ) Third Referral

Project: Dinosaur Ridge Resorts LLC requests for a rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for multiple uses associated with the Westside RV resort. The Westside Resort proposal is to develop and construct a mixed - use resort destination development with motor coach suites/pads, permanent cottages, restaurant and small retail uses, and other indoor and outdoor amenities for visitors. The property is 35.67 acres and currently vacant.

The third referral includes an Official Development Plan (ODP) for review.

Resources near the Project Area: (Sec. 14, T4S, R70W)

The area immediately to the west has numerous cultural resources including a paleontological locality, three prehistoric sites and an isolated find, three clay mines and a quarry, a ditch, and three railroad segments.

Resources in the Project Area:

5JF.784 (prehistoric open lithic): Officially Need Data; recommended for test excavation to determine the nature and extent of buried cultural deposits.

Project Determination of Effect: The application does not discuss impacts to site 5JF.784 and how they will be mitigated.

Mitigation Measures: The application has no mitigation measures for site 5JF.784

Other Information:

(R. Gardner email, 11/9/2023)

“There are a couple of picturesque natural formations on site that it looks like the plan keeps in place. The property was not historically part of the Rooney Ranch nearby, but was owned by the Orahood family, doubtless because of coal mining potential, so if anything looks quarried on the site it's most likely from them.”

Planning and Zoning staff notified the applicant that “while it does not appear that the Zoning Resolution could require these items (Note: JCHC Recommendations) with a rezoning, it would be required with a subsequent process. We also strongly recommend that the applicant address this issue prior to any hearings, since it is rare that we receive comments to this extent from the Historical Commission.”

The applicant did not directly respond to the JCHC recommendations from the second referral repeated below:

Recommendation 1: A Historical, Archaeological and Paleontological Report/Plan shall be prepared in accordance with Land Development Regulation, Section 31 and shall address the alternatives for protection of any historical, archaeological and/or paleontological sites identified in the report.

Recommendation 2: The applicant is strongly urged to conduct an archaeological, historical, and paleontological survey in the project area to identify historic properties and describe how the project will reduce potential impacts to them, if identified.

Recommendation 3: The applicant is strongly urged to conduct additional fieldwork and documentation of site 5JF.784 to assess its eligibility for listing on the National Register of Historic Places.

The ODP does address Recommendation 1:

ODP: M. Requirements at the time of site development in addition to any other documents required by staff pursuant to county regulations. The following reports or plans shall be submitted along with any application for site development plan.

1. A Historical, Archeological, Paleontological Report and/or Plan.

Jefferson County Historical Commission Conclusion and Recommendation:

JCHC agrees with the applicant's response to submit a Historical, Archaeological and Paleontological Report/Plan at the time of the site development plan. However, additional language is needed to show that JCHC must review and approve the Report/Plan. The following new language is proposed:

Recommendation 1: A Historical, Archeological, and Paleontological Report and/or Plan shall be approved prior to or along with approval of a site development plan.

Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

July 31, 2024

Jefferson County Planning and Zoning
100 Jefferson County Parkway, Suite 3550
Golden, CO 80419

Attn: Allie McGahee

Re: 670 South Rooney Road Rezone, Case # 23-113678RZ – 2nd Submittal

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the request for the **670 South Rooney Road Rezone**. Please be advised that Public Service Company has an existing high-pressure natural gas *transmission* line and overhead electric *distribution* facilities within the areas indicated in this proposed rezone. Public Service Company has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities, and that our current use/enjoyment of the area would continue to be an accepted use on the property and that it be "grandfathered" into these changes.

As the project progresses, an **engineering review** will be necessary regarding the high-pressure natural gas *transmission* pipeline and associated land rights as shown within this property. Any activity including grading, proposed landscaping, erosion control or similar activities involving our existing right-of-way will require Public Service Company approval. The property owner/developer/contractor must contact PSCo's Encroachment Team for development plan review at encroachment requests (xcelenergy.com) (scroll down to Encroachment Requests and click on APPLY NOW to upload all files in PDF format).

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

For additional easements that may need to be acquired by separate PSCo document (i.e. transformer/s), the Designer must contact a Right-of-Way Agent.

As a safety precaution, PSCo would like to remind the developer to contact Colorado 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

CONSOLIDATED mutual water

September 9, 2024
Jefferson County Planning and Zoning Department
Ms. Allie McGahee
100 Jefferson County Parkway, Suite 3550
Golden, Colorado 80419-3550

Re: REFERRAL 23-113678 RZ - 670 S Rooney Rd

Dear Ms. Allie McGahee,

This letter will acknowledge receipt of your correspondence dated 08/26/24 regarding the above referenced property. Please refer to The Consolidated Mutual Water Company's previous referral letter response dated 08/05/24.

Please be advised that the above referenced property is in an area served by The Consolidated Mutual Water Company (Company). Our records indicate the property is currently not receiving domestic water from the Company. Domestic water service may be provided to the property subject to compliance with the Company's Bylaws, rules, regulations, and requirements for such service.

The Company's rules, regulations and requirements require that each **separate structure be served by a separate tap and meter**. Townhomes can be served per unit if **each unit fronts a company main** or per building if the service is in the **name of an HOA or similar entity**. Please have the applicant contact Missy Thompson at 303-274-7425 for more information on the domestic services.

Fire protection requirements should be verified with the West Metro Fire Department and those requirements forwarded to this office**. At this time, it appears that a main extension, fire line, or fire hydrant(s) are required. A separate meeting will need to be held with the owner/developer to discuss water infrastructure.** Please have the applicant contact our Engineering Department at (303)
238-0451.

If you should have any questions or comments regarding this correspondence, please contact this office.
Sincerely,

CA Burtis

Casey Burtis, PE
Manager - Engineering

cc: Kendra Boudrie, CMWCo Business Services Manager
Missy Thompson, CMWCo Tap Sales
Heather Young, CMWCo Project Engineer
Captain John Brennan, West Metro FD, Deputy Fire Marshal

Allie McGahee

From: AUTOMAILER@JEFFCO.US
Sent: Tuesday, August 6, 2024 3:23 PM
To: Allie McGahee
Cc: Lindsay Townsend
Subject: 23 113678 RZ - Agency Response

Case Number: 23 113678 RZ
Case Type: Rezoning
Case Name: 670 S Rooney Road
Review: Transportation and Engineering
Results: No Comment (no further review)
Review Comments:
Scheduled End Date: 05-AUG-24
Reviewer: Lindsay Townsend
Description: To Rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for various rv resort, commercial, and industrial uses.

Allie McGahee

From: AUTOMAILER@JEFFCO.US
Sent: Tuesday, June 18, 2024 5:41 AM
To: Allie McGahee
Cc: Public Health EH Land Use; Tracy R. Volkman
Subject: 23 113678 RZ - Agency Response

Case Number: 23 113678 RZ
Case Type: Rezoning
Case Name: 670 S Rooney Road
Review: Public Health
Results: Comments Sent (no further review)
Review Comments:
Scheduled End Date: 01-JUL-24
Reviewer: Tracy Volkman
Description: A request for rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for a multiple uses associated with an RV resort destination.

JEFFERSON COUNTY COLORADO
Public Health

Public Health
303.232.6301 | jeffco.us

MEMO

TO: Allie McGahee
Jefferson County Planning and Zoning Division

FROM: Tracy Volkman
Jefferson County Environmental Health Services Division

DATE: June 18, 2024

SUBJECT: Case #23-113678 RZ
Alyssa Rivas
670 S Rooney Rd

The applicant has met the public health requirements for the proposed rezoning of this property.

PROPOSAL SUMMARY
Rezone from Agricultural-Two (A-2) to Planned Development (PD) to allow for multiple uses associated with an RV resort destination.

COMMENTS
Jefferson County Public Health (JCPH) provided comments on February 4th, 2004, June 11, 2018, and on February 5, 2019, for this property regarding previous proposals, on March 14, 2023, regarding the pre-application for this planning case and on November 6, 2023 regarding the rezoning for this property. We reviewed the documents submitted by the applicant for the second referral rezoning process and have the following updated comments:

The applicant must submit the following documents or take the following actions prior to a ruling on the proposed rezoning of this property. NOTE: Items marked with a "✓" indicate that the document has been submitted or action has been taken. **Please read entire document for requirements and information. Please note additional documentation may be required.**

REZONING REQUIREMENTS (For Public Sewer System)

✓	Date Reviewed	Required Documentation/Actions	Refer to Sections
✓	03/14/2023	Submit a will serve letter from the Water District to provide proof of public water services in accordance with the Jefferson County Zoning Resolution and Land Development Regulation (LDR) Section 22.	Water
✓	06/18/2024	Submit a will serve letter from the Wastewater District to provide proof of public sewer services in accordance with the Jefferson County Zoning Resolution and Land Development Regulation (LDR) Section 22.	Wastewater

✓	Date Reviewed	Required Documentation/Actions	Refer to Sections
✓	11/06/2023	Submit a notarized Environmental Questionnaire and Disclosure Statement in accordance with the Jefferson County Zoning Resolution and Land Development Regulation (LDR) Section 30.	Environmental Site Assessment

WATER (LDR 21)
The Consolidated Mutual Water District has provided a letter dated December 1, 2021, stating that public water services can be provided for the proposed development.

WASTEWATER (LDR 22)
The applicant provided a signed AGREEMENT BY AND BETWEEN THE CITY OF GOLDEN AND DINOSAUR RIDGE RESORTS, LLC PROVIDING ACCESS TO CERTAIN SANITARY SEWER MAIN dated June 7, 2024.

The applicant provided a signed SANITARY SEWER SERVICE AGREEMENT between the Dinosaur Ridge Resorts, LLC and the Pleasant View Water and Sanitation District dated March 19, 2024.

SENSORY IMPACT ASSESSMENT (LDR 26)
Although not required as part of the rezoning phase, JCPH reviewed the Sensory Impact Reports dated June 21, 2023, and March 12, 2024, submitted by the applicant. These reports comply with requirements set forth in Section 26 of the Jefferson County Land Development Regulation.

June 21, 2023 Report
The applicant states that due to the small size of the proposal, there will be negligible impacts of acoustical, ocular, and olfactory levels and will not exceed those set forth in Section 26 of the Land Development Regulations.

March 12, 2024 Report

☑ Per Section 26 A.4b of the Land Development Regulation:
Noise projected from existing roadways and uses onto proposed park, school, or residential developments shall not exceed the dBA levels as shown in the dBATable. If noise levels exceed the dBA levels set forth in the dBA Table, mitigation that reduces levels to or below the required dBA shall be provided. (orig. 4-4-06)

Professional planner, certified industrial hygienist, landscape architect or engineer registered in the State of Colorado signature | **Date**

3/12/2024

Noise
The Colorado Revised Statutes (Sections 25-12-101 through 108) stipulate maximum residential noise levels must comply with the following 25 feet from the property line:

- 55dB(A) between 7:00 a.m. and 7:00 p.m.
- 50dB(A) at all other times.

Colorado Revised Statute 25-12-103 classifies noise that exceeds the maximum permissible noise level as a public nuisance, which is a civil matter between the property owner and the complainant. Please note: JCPH and the Colorado Department of Public Health and Environment do not enforce noise complaint nuisances.

ENVIRONMENTAL ASSESSMENT (LDR 30)
JCPH has reviewed the Environmental Questionnaire and Disclosure Statement. The applicant checked "No" on all categories of environmental concern on the cover sheet. From this information, it does not appear that any recognized environmental conditions exist which would negatively impact the property.

Should stained or discolored soil or contaminated groundwater be encountered during construction and excavation of this area, the contractor must cease operations and contact a professional engineer licensed in Colorado or equivalent expert to further evaluate the soil and/or groundwater conditions, the nature and extent of the contamination, and determine the proper remediation and disposal of the contaminated material. The contactor must contact the CDPHE, Hazardous Materials and Waste Management Division at 303.692.3320.

AIR
Regulation No. 1 of the Colorado Air Quality Control Commission requires the developer to obtain a fugitive dust permit from the Colorado Department of Public Health and Environment, Air Quality Division and use the best available control technology (BACT) to mitigate dust problems during demolition, land clearing and construction activities. This department will investigate any reports of fugitive dust emissions from the project site. If confirmed, a notice of violation will be issued with appropriate enforcement action taken by the State.

Please be advised that a vehicle tracking pad or equivalent should be placed at egress points to prevent off property transport of materials during construction.

Fuel dispensing stations emit substances that are regulated as air pollutants by the Colorado Department of Public Health and Environment, Air Pollution Control Division. In Colorado, businesses are required to report emissions of air pollutants if those emissions are over reporting thresholds. Operators of gasoline fuel dispensing stations with underground storage tanks must calculate their emissions and determine if an Air Pollutant Emissions Notice (APEN) is required, which is submitted to the Division for review and approval. In addition, proper fugitive emissions control measures must be followed and gasoline must not be intentionally spilled, discarded in sewers, stored in open containers or disposed of in any other manner that would result in evaporation. Please Contact the APCD at 303.692.3100 for more information on this process.

Any business in Colorado that emits air pollutants may be required to report its emissions and/or apply for a permit. Submitting an Air Pollutant Emissions Notice (APEN) may be required to report emissions or apply for a permit. The Colorado Department of Public Health and Environment, Air Pollution Control Division (APCD) will determine if the above permits are required. Contact the APCD at 303.692.3100 for more information.

ACTIVE LIVING
If the public trail that separates the properties is used for walking, hiking, or other recreational uses, we would encourage the applicant to maintain this trail.

HAZARDOUS MATERIALS
Hazardous materials (oil, transmission fluids, and other hazardous waste) or industrial waste that is generated from this operation **cannot be disposed of into the sanitary sewer system or into an onsite wastewater treatment system.** Onsite disposal is prohibited. Any waste of **this type must be recycled or disposed of at the proper waste disposal site, in accordance with local, state, and federal regulations.**

At the time of site development, the applicant must address how fluid leakage from the recreational vehicles will be handled in the designated lots.

If a gasoline or fueling station will be one of the proposed uses, this type of facility is regulated by the Colorado Department of Labor and Employment (CDLE), Division of Oil and Public Safety. All requirements of this agency must be complied with including incorporating a spill and overspill prevention system into the station design. Contact the CDLE, Oil and Public Safety Division at 303.318.8500 for more information.

DOG PARK
Animal feces shall be properly disposed of, and the site maintained so that this waste does not enter any watersheds or create an odor issue. In addition, the accumulation of animal feces shall not be allowed on the site to cause a hazard to the health, welfare, or safety of humans and/or animals per the Jefferson County Zoning Resolution. The applicant should have a plan in place to monitor and clean the area of waste on a routine basis and not rely solely on the users of the dog park to clean the area. **At the time of site development, the applicant must submit a plan on how the area will be monitored, maintained, and managed to prevent an accumulation of animal feces.**

REGULATED FACILITIES
Certain commercial uses may be subject to plan reviews, inspections, licensing and/or permitting by this Department, or referred to State agencies. Regulated uses include the following: Child Care Centers, Food Service Establishments/Grocery Stores, Swimming Pools/Hot tubs, Dry Cleaner, Gasoline or fueling Stations/Auto Repair/Auto Body, Car Wash, Body Art.
Retail Food
The proposed retail food service establishments will be subject to a plan review, yearly licensing and routine inspections by this Department. Please email health_eh_rf_plan_review@jeffco.us for specific requirements. "Retail food establishment" means a retail operation that stores, prepares, or packages food for human consumption or serves or otherwise provides food for human consumption to consumers directly or indirectly through a delivery service, whether such food is consumed on or off the premises or whether there is a charge for such food. Colorado Revised Statutes 25-4-1602(14).

Gasoline Station
The proposed gasoline station is regulated by the Division of Oil and Public Safety of the Colorado Department of Labor and Employment, 303.318.8525.

- All requirements of this agency must be complied with, including incorporating a spill and overspill prevention system into the station design.

- A gasoline station requires an Air Pollutant Emissions Notice to be submitted to the Colorado Department of Public Health and Environment, Air Pollution Control Division for review and approval.
- Any waste materials generated from repair operations must be properly contained and stored on the site prior to transporting to an approved recycling or disposal facility. On-site disposal of any such materials is prohibited. Sufficient control measures to prevent any spillage from negatively impacting the area must be in place. The applicant must contact the CDPHE, Hazardous Materials and Waste Management Division at 303.692.3320 regarding a spill management plan."

Swimming Pool/Recreational Water Attractions

If there will be a swimming pool, wading pool, hot tub, bath house or other recreational water attractions that will be considered "public pools" as defined in Section 1.3 of the State of Colorado Swimming Pool and Mineral Bath Regulations, they will be subject to a plan review, yearly inspection fee and routine inspections by this Department. Please contact health_eh_pool_planreview@jeffco.us for specific requirements.

NOTE: These case comments are based solely upon the submitted application package. They are intended to make the applicant aware of regulatory requirements. Failure by Jefferson County Public Health to note any specific item does not relieve the applicant from conforming to all County regulations. Jefferson County Public Health reserves the right to modify these comments, request additional documentation, and or add appropriate additional comments.

Allie McGahee

From: Brennan, John <jbrennan@westmetrofire.org>
Sent: Tuesday, August 6, 2024 10:52 AM
To: Allie McGahee
Subject: --{EXTERNAL}-- 23-113678RZ 3rd Referral

Allie McGahee,

West Metro Fire Rescue has no comments for the 3rd referral for rezoning of 670 S Rooney Rd (23-113678RZ).

West Metro Fire Rescue will have comments to provide once the site development referrals are sent.

Thank you,

WEST METRO Fire Rescue
INTERNATIONALLY ACCREDITED AGENCY SINCE 2012

John Brennan
Captain
Deputy Fire Marshal – Plan Review
Phone: 303-539-9558
jbrennan@westmetrofire.org
433 S. Allison Parkway
Lakewood, CO 80226
www.westmetrofire.org
[westmetrofire.org]

[facebook.com] [twitter.com]
[pulsepoint.org] [youtube.com]
[instagram.com]

Allie McGahee

From: Elizabeth Stoner
Sent: Monday, July 1, 2024 3:52 PM
To: Allie McGahee
Subject: RE: 23 113678 RZ - Agency Response

Hi Allie,

Thanks for asking – yes, this trail connection is shown in the Jeffco Trails Plan. A link to the implementation resources, which details the proposed trail connections included in the JTP, can be found below:

Jeffco-Trails-Plan-Implementation-Resources

The connection for this area is listed as the Rooney Road Trail with ID # 187.

Elizabeth Stoner
Senior Planner
Pronouns: She, her, hers
303.271.5994 office, 260.715.2047 cell | jeffco.us

JEFFERSON COUNTY COLORADO
Open Space

From: Allie McGahee <almcgahe@co.jefferson.co.us>
Sent: Monday, July 1, 2024 12:02 PM
To: Elizabeth Stoner <estoner@co.jefferson.co.us>
Subject: RE: 23 113678 RZ - Agency Response

Is the trail shown on any of the trails master plans? If not, the applicants will need to show that the trail will be constructed within the ODP written restrictions.
If a conversation has not occurred yet with the applicants and it is not shown on the master plans, then it would be best that your group works with the applicant to reach an agreement.

We can set up a quick meeting to discuss if needed.

Cheers,
Allie McGahee
Jefferson County Planning & Zoning
Planner III | Development Review
o 303.271.8736 w **www.planning.jeffco.us**

Project Reviews
City of Lakewood

Project Number: OR24-0019

Description: **Rezone from Agricultural-Two to Planned Development**

Applied: **6/21/2024**

Approved:

Site Address: **670 S ROONEY RD**

Closed:

Expired:

City, State Zip Code: **JEFFERSON COUNTY, CO 80401**

Status: **SUBMITTED**

Applicant: **<NONE>**

Parent Project:

Owner: **<NONE>**

Contractor: **<NONE>**

Details:

LIST OF REVIEWS

SENT DATE	RETURNED DATE	DUE DATE	TYPE	CONTACT	STATUS	REMARKS
Review Group: ALL						
6/24/2024	6/26/2024	8/6/2024	ENGINEERING DEVELOPMENT ASSISTANCE	SHAWN DEJONG	COMPLETE	
Notes: The City of Lakewood requests to review the updated traffic study and all civil plans that are submitted with any site plan reviews.						
Review Group: AUTO						
6/21/2024	6/24/2024	6/25/2024	INTAKE REVIEW ENGINEERING	SHAWN DEJONG	COMPLETE	
Notes:						
6/21/2024	6/21/2024	6/25/2024	INTAKE REVIEW PLANNING	JAIME MEDINA	COMPLETE	
Notes:						

Allie McGahee

From: Karl Onsager <konsager@cityofgolden.net>
Sent: Friday, July 12, 2024 9:31 AM
To: Allie McGahee
Cc: Joseph Lammers; Rick Muriby
Subject: --{EXTERNAL}-- RE: 23-113678RZ - ELECTRONIC REFERRAL - EXTERNAL - Rezoning

Thank you for the clarification. If the allowed uses still allow those in I-3 then the original comment stands that I-3 heavy industrial is incongruent with the applicant's narrative and proposal for an RV resort. As such, the City of Golden renews its objection to allowing heavy industrial uses at this site.

Regards,

Karl Onsager, AICP (he/him)
Current Planning Supervisor
Community Development
City of Golden
p: 303.277.8772

Stay involved at GuidingGolden.com [guidinggolden.com]

From: Allie McGahee <almcgahe@co.jefferson.co.us>
Sent: Thursday, July 11, 2024 4:56 PM
To: Karl Onsager <konsager@cityofgolden.net>
Cc: Joseph Lammers <jlammers@cityofgolden.net>
Subject: RE: 23-113678RZ - ELECTRONIC REFERRAL - EXTERNAL - Rezoning

Hi Karl,

Following up from my voicemail today –
I re-read this email thread and noticed that it was mentioned below that the industrial uses were removed from the proposed PD, however, the CD-RM zone district (see attached) does allow for all Industrial-Three (I-3) uses (Light Manufacturing, processing, and fabrication of commodities, except those permitted in the Industrial-One, Industrial-Two or Industrial-Four districts. All such manufacturing, processing or fabrication shall be completely enclosed within a legally constructed building) – which is included in the written restrictions being proposed.

Just wanted to point this out - if this changes your comments at all please let me know.

Cheers,
Allie McGahee
Jefferson County Planning & Zoning
Planner III | Development Review
o 303.271.8736 w **www.planning.jeffco.us**

COLORADO
Parks and Wildlife
Department of Natural Resources
Northeast Regional Office
6060 Broadway
Denver, CO 80216
P 303.291.7227

November 22, 2023

Allie McGahee, Case Manager
Jefferson County Planning and Zoning
100 Jefferson Parkway, Suite 3550
Golden, CO 80419-3550
almcgahe@co.jefferson.co.us

RE: Case No. 23-113678RZ – Rezoning from A-2 to Planned Development for Westside Resort.

Dear Ms. McGahee:

Thank you for the opportunity to comment on the proposed rezoning from Agricultural-Two to Planned Development (PD). The mission of Colorado Parks and Wildlife (CPW) is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. Our goal in responding to land use proposals such as this is to provide complete, consistent, and timely information to all entities who request comment on matters within our statutory authority as staffing allows.

The proposed intent of this Westside Resort proposal is a rezoning to allow for development and construction of a mixed-use resort destination development including permanent cottages, restaurant and small retail uses, motor coach suites/pads, and other indoor and outdoor amenities.

This site consists of approximately 36 acres of pasturelands located between I-70, C-470 and the Front Range Hogbacks, located at 670 S Rooney Rd. Golden, CO 80401.

A large variety of wildlife species utilize this area including a variety of small to mid-sized mammals, songbirds, reptiles and raptors. Large mammals such as deer, elk, bears and mountain lions are common to this area.

The land in and around the Dakota and Lyons Hogbacks, west of C-470 provides valuable habitat for numerous species of wildlife. CPW has mapped this area under several categories of important habitats including critical habitat for Golden and Bald eagles, Breeding and foraging range for numerous other raptors, Severe Winter Range for elk and mule deer, and Overall Range for black bears and mountain lions. The Dakota Hogback is considered one of the most important corridors for raptors in the western U.S. averaging more than 100 birds per hour during the migration season (Colorado Natural Areas Program 2000). The continued development along this corridor will have significant impacts to numerous wildlife species due to the direct loss of habitat, fragmentation, loss

of foraging areas, and development of big game movement corridors. As more land becomes developed, the remaining open space and agricultural parcels become even more significant to wildlife.

This rezoning, and future development, will have impacts to wildlife. Below are few suggestions to help minimize some of these impacts:

- Noise and light pollution have been demonstrated to have negative impacts on a variety of wildlife species. To limit these impacts on wildlife in the area, minimizing the duration and volume of audible disturbances where possible, as well as minimizing the duration and amount of artificial light after daylight hours should be considered.
- If the site has not been surveyed for wetland habitat, this should occur in order to provide required protection for wetlands and wetland species.
- Development should be clustered in close proximity to the existing highways in order to leave more open space for wildlife. Clustering development east of Rooney Rd, and leaving the western portion, adjacent to the hogback, undeveloped would have less impacts to wildlife.
- The spread and control of noxious weeds is a concern for wildlife. CPW recommends that machinery be inspected prior to arriving and leaving the site so visible plant material can be removed. This will help slow the spread of invasive seeds. Invasive plants endanger the ecosystem by disturbing the natural processes and jeopardizing the survival of native plants and the wildlife that depend on them.
- If any drainage or detention areas are planned, they would be most beneficial to wildlife if planted with native plantings and left undisturbed.
- If any trees are removed from the site, CPW recommends they be replaced utilizing native species with at least a 1:1 ratio.
- Raptors and other migratory birds are protected from take, harassment, and nest disruption at both the state and federal levels. Any active nests observed within the development areas will need to be protected.
- Prairie dogs are located on, or in close proximity to this property. If prairie dogs are present, they should be humanely euthanized or relocated before any earth moving occurs. CPW requires permits in order for prairie dogs to be relocated.
- With the presence of prairie dog burrows, there is potential for burrowing owls within the development site as these raptors live and nest underground. Burrowing owls are classified as a state threatened species and are protected by both state and federal laws. These laws prohibit the killing of burrowing owls and any disturbance to their nests. Therefore, if any earth moving will occur between March 15th and October 31st, a burrowing owl survey should be performed. Guidelines for performing a burrowing owl survey can be obtained from your local District Wildlife Manager.
- Developers, businesses and users should be notified about local wildlife in the area and encouraged to do their part in protecting wildlife and minimizing conflicts to include not feeding wildlife and eliminating any food attractants in the area.
- Bears are common to this area. Birdfeeders are not recommended. If birdfeeders (seed, suet and hummingbird) are allowed, they should not be utilized from April through November and all outside trash receptacles and dumpsters should be bear resistant.

- CPW has numerous "Living with Wildlife" pamphlets and materials available through CPW offices or online.
- Any fencing proposed should be designed in a way to minimize wildlife entanglements. CPW has a "Fencing with Wildlife in Mind" document available on line or through our CPW offices.

Thank you for allowing CPW to comment on this proposal. If you have any questions related to this project, please contact District Wildlife Manager (DWM) Jerrie McKee at (303) 880-4089.

Sincerely,

Matt Martinez
Area Wildlife Manager

cc: M. Leslie, S. Schaller, J. McKee

Traffic & Safety
Region 1
2829 W Howard Place, 2nd Floor
Denver, Colorado 80204

COLORADO
Department of Transportation
Region 1

Project Name: South Golden Valley Resort

Print Date: 7/11/2024 **Highway**: 470 **Mile Marker**: 0.44

A comment response letter is REQUIRED along with the next submittal.

Review POC: loefflers

Environmental Comments:

Will there be any easements, work, disposals on CDOT ROW? Interstate ROW?

In regards to any CDOT parcels/ROW:

The CDOT parcels include one known archaeological site recorded in 1991. To proceed with the disposal, the site will need to be evaluated for eligibility on the State Register of Historic Places (SRHP) and the National Register of Historic Places (NRHP). To make such a determination, test excavations will be required. Because of the age of previous archaeological surveys and the need to further evaluate the known site, the parcels to be disposed may need additional survey to confirm the potential (or lack thereof) for additional significant resources. If the known site or any new sites are determined SRHP/NRHP eligible, then the disposal of the parcel(s) is considered an adverse effect requiring further mitigation developed in coordination with the State Historic Preservation Office and/or the State Archaeologist.

o The most efficient way to determine eligibility of the known site would be to retain a certified cultural resources management (CRM) firm to conduct limited test excavations and write a report evaluating the site's eligibility. CDOT reviews the report, and after any revisions are completed by the consulting CRM

firm, then provides it to the State Historic Preservation Office (SHPO) for a 30-day review. If the site is determined eligible, it is likely that the SHPO would request an Archaeological Data Recovery Plan to mitigate the loss of significant archaeological data from proposed impacts. This plan typically involves additional archaeological excavation and analysis, preparation of a report documenting the results, and curation of any artifacts or samples. The timeframe and cost are dependent on the results of prior steps, thus are currently unknown. These efforts would need to be funded by the developer and completed by the CRM firm. Following implementation of a potential data recovery plan, all three parcels would require archaeological monitoring during construction.

IF the bike path needs to be relocated, into the wetland, it would require the developer to get a wetland jurisdictional determination. Then CDOT would need to get an estimate of the area of permanent wetland and temporary impacts. If more than 500 square feet of permanent impact or more than 1,000 square feet of a combined temporary and permanent impacts to the wetland would occur, CDOT would require a Wetland Finding Report. If it is jurisdictional, a Section 404 permit from the US Army Corps of Engineers would also need to be obtained.

There is potential for the CDOT parcels to have paleontological resources. The location contains highly sensitive bedrock. The development's main drive access would disturb the highly sensitive "Cretaceous Laramie Formation". Monitoring for paleontological resources should be completed during construction.

CDOT Staff biologists also recommended that the area be surveyed for prairie dogs. The biologist noted that this area is a known raptor migration corridor. During construction compliance with the Migratory Bird Treaty Act would be required and development and implementation of a noxious weed management plan.

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

Landscape: Any new or changes to existing landscaping within CDOT ROW must be reviewed and approved by CDOT. Landscaping plans should be submitted and should include details of all proposed plant species and seed mixes/ratios.

Hydraulics Comments:

7/2/2024 JK No comments on the first submittal.

Permits Comments:

7.3.24 No comment. --Aaron Eyl 7.3.24

Right Of Way Comments:

7/7/24 KM: This revision no longer impacts the existing bike path or a need for a property exchange, however the northernmost access point crosses an existing A-line, per planset I 70-3(125) Sheet 4A. To request an A-line break, please submit the following: a legal description and corresponding exhibit depicting the break, another exhibit with an aerial underlay, and a letter of request stating the need for the break, what if any impacts to ROW, the requestor's contact info, and any other pertinent information. This will need FHWA approval. Contact kathryn.madden@state.co.us for questions or concerns

Traffic Comments:

7-11-2024 No comments were received from CDOT Traffic on the TIS review. This does not mean they have approved the document. They reserve the opportunity to provide comments with the next submittal.

Other Comments:

7-8-2024 It would be best to have a meeting regarding the proposed access for this development to clarify some concerns. When this development was first reviewed I recall that only part of Rooney Road is in CDOT Right of Way. It would be in all of our interest to discuss those boundaries as well.

7-8-2024 - Steve Loeffler

Allie McGahee

From: Karl Onsager <konsager@cityofgolden.net>
Sent: Friday, August 23, 2024 12:38 PM
To: Ethan Watel
Cc: Allie McGahee; 'Marcus Pachner'
Subject: --{EXTERNAL}-- RE: 23-113678RZ Golden comment on Westside Resort

Ethan, thank you for bringing that to my attention. I re-reviewed the allowed uses for I-3 and it certainly doesn't follow the traditional zoning logic where they are heavier than I-2 but lighter than I-4. I withdraw the comment.

Regards,

Karl Onsager, AICP (he/him)
Current Planning Supervisor
Community Development
City of Golden
p: 303.277.8772

Stay involved at GuidingGolden.com [guidinggolden.com]

From: Ethan Watel <ethan@baselinecorp.com>
Sent: Thursday, August 22, 2024 2:54 PM
To: Karl Onsager <konsager@cityofgolden.net>
Cc: 'Allie McGahee' <almcgahe@co.jefferson.co.us>; 'Marcus Pachner' <marcus@thepachnercompany.com>
Subject: 23-113678RZ Golden comment on Westside Resort

Hi Karl,
I am writing to help clear up a referral comment from the City of Golden on a Jefferson County project. You provided comments in the Westside Resort ODP rezoning, Jeffco Case No. 23-113678RZ, on July 12, 2024.

Your comments showed concern that the proposed "I-3 heavy industrial is incongruent with the applicant's narrative and proposal for an RV resort." Please note that that Jefferson County's Industrial zone districts are numbered and described as such:

- Industrial-One (I-1): to provide areas for medium industrial development
- Industrial-Two (I-2): to provide areas for heavy industrial development.
- Industrial-Three (I-3): to provide areas for light Industrial development.
- Industrial-Four (I-4): to provide areas for heavy industrial development and industrial uses requiring specific designation

I-3 in Jeffco is light industrial, not heavy industrial. There are not any plans for heavy industrial uses at this site. Further, we have recently revised the proposed ODP so that the base zone district is CD-O/LI instead of I-3. The CD-O/LI (Corridor District -Office and Light Industrial) zone district is similar to I-3 but allows for a variety of office and warehouse uses as well. These would be allowed as an alternative use to the RV resort.

Thank you and please let me know if you have any questions.

ETHAN WATEL, AICP | PLANNING MANAGER
720.239.2835 | 303.202.5010x218
112 N. Rubey Drive, #210, Golden, CO 80403 [goo.gl]
www.baselinecorp.com [baselinecorp.com] | Social Media [linktr.ee]

Ethan's Office Hours **Monday-Thursday 8 AM-5 PM** and by appointment on Friday

ADDITIONAL CASE DOCUMENTS

BASELINE
Engineering · Planning · Surveying

July 24, 2024

Allie McGahee
Jefferson County Planning and Zoning Division
100 Jefferson County Parkway, Suite 3550
Golden, CO 80419

RE: Request to Proceed to August 14, 2024 Planning Commission Hearing - Rezoning request for Westside Resort; 670 S. Rooney Road, AIN/Parcel ID: 40-142-00-002 Jefferson County Case No. 23-113678RZ

Dear Allie,

This letter is a formal request to proceed with the Planning Commission hearing date of August 14, 2024. We believe we have addressed many outstanding items with your recent response to us and our modifications and resubmittal herein included/attached with the July 24, 2024 version of the WESTSIDE RESORT OFFICIAL DEVELOPMENT PLAN. Additionally, we acknowledge that there are outstanding agency comments that we are working to address. If you need anything else, please contact us and we will work to address your comments. Thanks in advance of the requested hearing date and we look forward to meeting with Planning Commission and staff on August 14, 2024.

Please do not hesitate to reach out if you have any questions.

Sincerely,

Vincent Harris, AICP, Principal/Owner
Baseline Engineering Corporation
112 N. Rubey Dr. Suite 210
Golden, CO 80403

cc. Mark Miklos / Rob Tompkins – Owners
Scott Albertson, Attorney
Marcus Pachner, The Pachner Company

BASELINE
Engineering · Planning · Surveying

August 16, 2023

Chris O'Keefe
Jefferson County Planning and Zoning Division
100 Jefferson County Parkway, Suite 3550
Golden, CO 80419

RE: Request to Rezone Non-Contiguous Parcels
670 S. Rooney Road, AIN/Parcel ID: 40-142-00-002

Mr. O'Keefe,

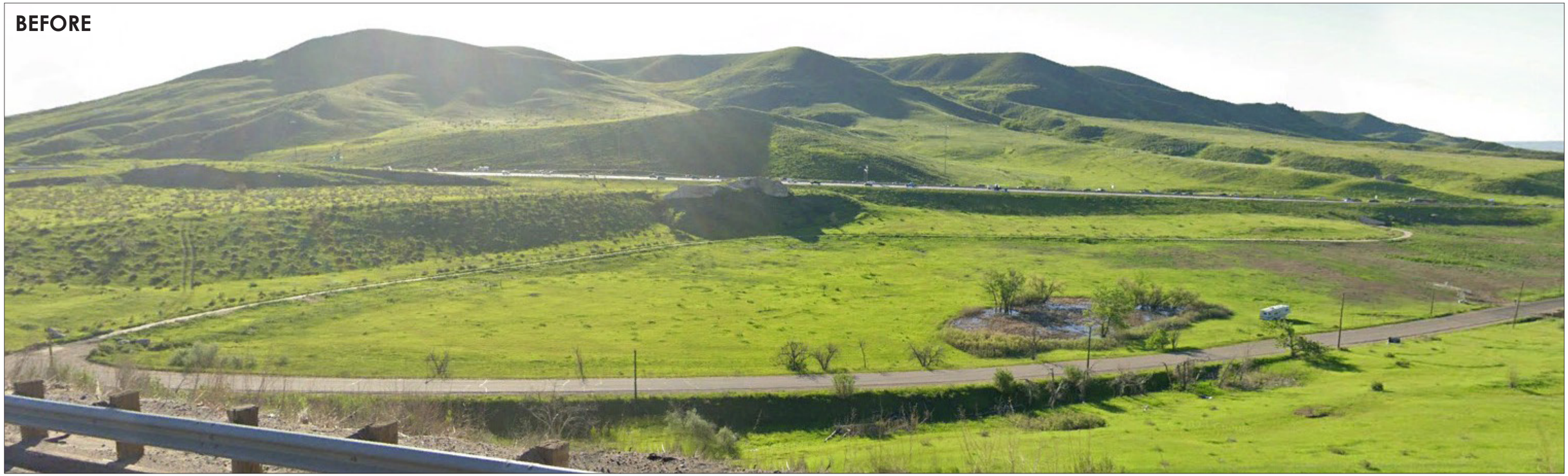
Please consider this request to allow a rezoning application to be processed for non-contiguous parcels at the property referenced above and seen in the exhibit below. All references to CDOT property have been removed from the rezoning application and supporting documents. Please let us know if you have any questions or require anything else.

Sincerely,

Vincent Harris, AICP, Principal/Owner
Baseline Engineering Corporation
112 N. Rubey Dr. Suite 210
Golden, CO 80403

Vicinity Map

BEFORE



AFTER

BEFORE

AFTER

BEFORE

AFTER

BEFORE

AFTER


Westside
Resort
N
BASELINE
DIRECT OVERHEAD VIEW

BASELINE

VIEWSHED LOCATIONS

BASELINE

BIRD'S EYE VIEW TO NE

BASELINE

BIRD'S EYE VIEW TO NW

BASELINE

BIRD'S EYE VIEW TO SE

BASELINE

BIRD'S EYE VIEW TO SW

BASELINE

A: I-70 VIEW TO NE

BASELINE

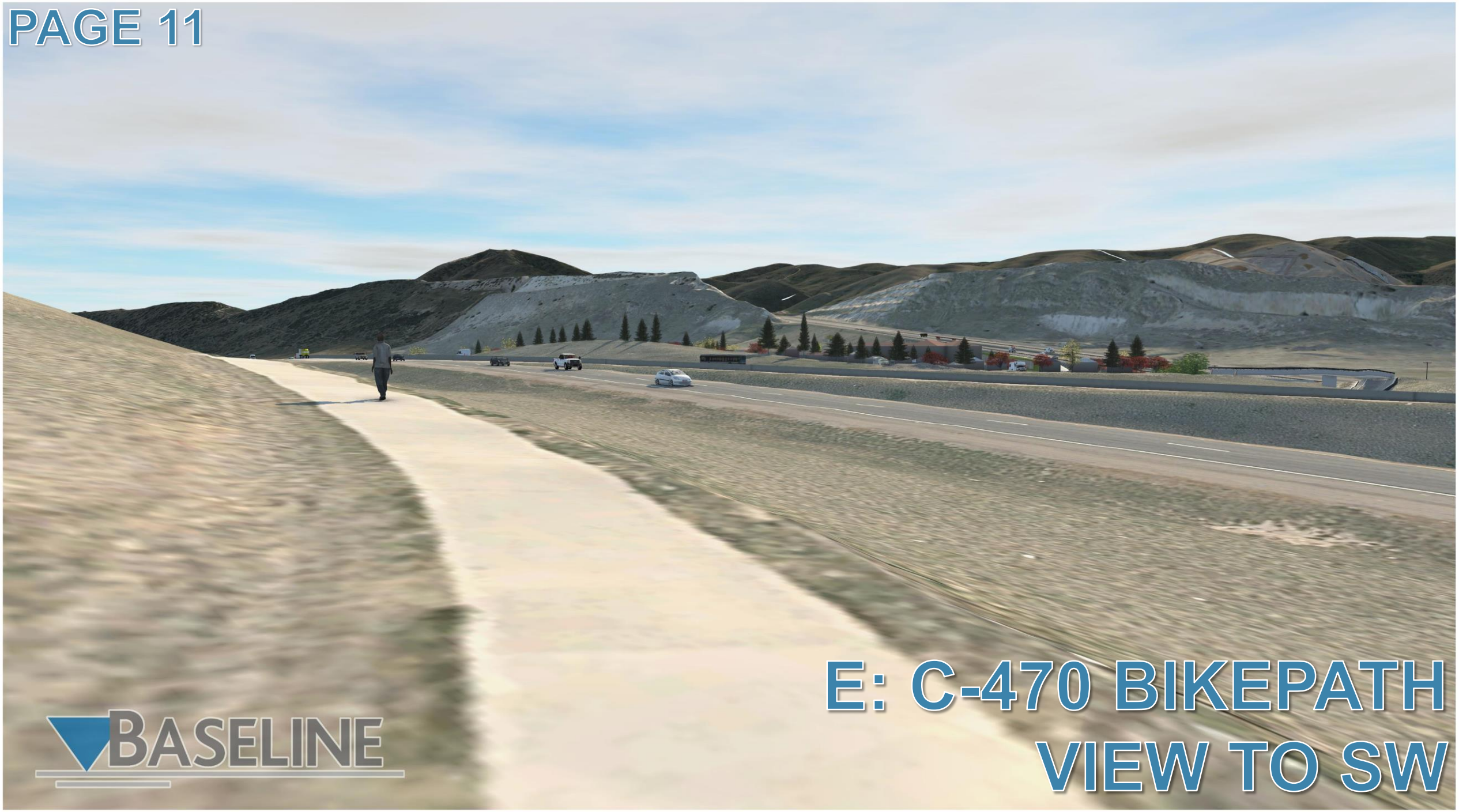
B: ROONEY RD VIEW TO NW

BASELINE

C: C-470 NORTHBOUND VIEW

BASELINE

D: C-470 SOUTHBOUND VIEW



BASELINE

E: C-470 BIKEPATH VIEW TO SW

BASELINE

F: NEIGHBORHOOD PASS-THRU VIEW TO SW

CONCEPT SITE PLAN
WESTSIDE RESORT

DATE PRINTED: September 12, 2023

C-470

15' BUILDING SETBACK (TYP.)
PROPERTY LINE
PROPOSED RETAINING WALL
DETENTION POND 2
24' TWO WAY DRIVE AISLE WIDTH (TYP.)
100 MOTOR COACH SUITES ON NORTH PARCEL
287 SPACE PARKING LOT FOR PROPOSED BUILDING
PROPOSED SECURITY BUILDING
EXISTING TREE CLUSTER TO BE REMOVED
PRIMARY ENTRANCE ACCESS POINT
DETENTION POND 1
PROPOSED RESTAURANT BUILDING
15' BLDG. SETBACK
NOT A PART
NOT A PART
NOT A PART
EXISTING BIKE PATH
PROPOSED 15' BUILDING SETBACK
101 MOTOR COACH SUITES OR COTTAGES ON SOUTH PARCEL
DETENTION POND 3
EXIT ONLY ACCESS POINT
PROPOSED SANITARY LIFT STATION AND WATER BOOSTER STATION
PROPOSED CHECK IN / SECURITY BUILDING
PROPOSED 15' BUILDING SETBACK
PRIMARY ACCESS POINT
ROONEY ROAD
PARKING LOT
14,000 SF RESTAURANT
PROPOSED BATH HOUSE
34 MOTOR COACH SUITES OR COTTAGES ON WEST PARCEL
PROPOSED SECURITY BUILDING
PROPERTY LINE
INTERSTATE 70

LEGEND

EXISTING LINETYPES	PROPOSED LINETYPES	
81	81	MINOR CONTOUR (1' INTERVAL)
5280	5280	MAJOR CONTOUR (5' INTERVAL)
		PROPERTY BOUNDARY
		LOT LINE
		EASEMENT
		BUILDING SETBACK
		EDGE OF ASPHALT
		EDGE OF BUILDING
		RETAINING WALL

EXISTING SYMBOLS	PROPOSED SYMBOLS	
		FOUND PROPERTY PIN AS DESCRIBED
		CONTROL POINT
		CONIFEROUS TREE
		ADA PARKING STALL
		POWER POLE
		ASPHALT PAVING

PROPOSED SITE TABLE

MOTOR COACH SUITES (NORTH PARCEL)	100
MOTOR COACH SUITES OR COTTAGES (SOUTH PARCEL)	101
MOTOR COACH SUITES OR COTTAGES (WEST PARCEL)	34
TOTAL	235

NOTES:
1. THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY AND SUBJECT TO CHANGE.

N

GRAPHIC SCALE
80 0 80 160
(IN FEET)
1 INCH = 80 FT

BASELINE
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P: 3039409966 • F: 3039409959 • www.baselinecorp.com

N:\PLANNING LLC\471 Dirty Dogs Roadhouse and RV Campus\Drawings\Exhibits\471 - Concept Site Plan EXB - WSR.dwg, 9/12/2023 4:18:34 PM, Ethan Wotel

CONCEPT SITE PLAN with SLOPE ANALYSIS
WESTSIDE RESORT

DATE PRINTED: September 12, 2023

C-470

ROCK OUTCROPPING

NOT A PART

NOT A PART

NOT A PART

ROONEY ROAD

INTERSTATE 70

6275
6200
6125
6175
6150

LEGEND

EXISTING LINETYPES	PROPOSED LINETYPES	
81	81	MINOR CONTOUR (25' INTERVAL)
5280	5280	MAJOR CONTOUR (5' INTERVAL)
		PROPERTY BOUNDARY
		LOT LINE
		EASEMENT
		BUILDING SETBACK
		EDGE OF ASPHALT
		EDGE OF BUILDING
		RETAINING WALL

EXISTING SYMBOLS	PROPOSED SYMBOLS	
		FOUND PROPERTY PIN AS DESCRIBED
		CONTROL POINT
		CONIFEROUS TREE
		ADA PARKING STALL
		POWER POLE
		ASPHALT PAVING

EXISTING SLOPE	
0-19.9%	
20-29.9%	
>30%	

NOTES:

1. THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY AND SUBJECT TO CHANGE.

N

GRAPHIC SCALE
80 0 80 160
(IN FEET)
1 INCH = 80 FT

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Engineering · Planning · Surveying
112 N RUBEY DRIVE, SUITE 210 · GOLDEN, COLORADO 80403
P. 303.940.9966 · F. 303.940.9959 · www.baselinecorp.com

N:\PLANNING LLC\471 Dirty Dogs Roadhouse and RV Campus\Drawings\Exhibits\471 - Concept Site Plan SLOPE EXB - WSR.dwg, 9/12/2023 3:51:49 PM, Ethan Watel

STATE OF COLORADO	)	**BEFORE THE BOARD OF DIRECTORS**
	) **SS.**	**OF THE**
COUNTY OF JEFFERSON	)	**WEST METRO FIRE PROTECTION DISTRICT**

IN THE MATTER OF INCLUSION OF LANDS WITHIN THE WEST METRO FIRE PROTECTION DISTRICT	)))	**CERTIFIED BOARD ORDER OF INCLUSION**

THIS MATTER COMING ON TO BE HEARD on March 19, 2024, by the Board of Directors of the West Metro Fire Protection District (District).

THE BOARD FINDS:

1. That a written Petition in compliance with §32-1-401(1), C.R.S. was filed by Dinosaur Ridge Resorts, LLC with the Board of Directors of the West Metro Fire Protection District praying for the inclusion into the District boundaries of the following properties, situated in Jefferson County, State of Colorado, more fully described in the attached **Exhibit A.**

2. That said Petition was signed by 100% of the fee owners of the respective real property to be included, and that the said signature was acknowledged in the same manner as conveyances of land are required to be acknowledged; and that the Petition complies with all requirements as specified by law.

3. That the Board fixed a hearing upon said Petition for March 19, 2024 at the District Administration Building located at 433 South Allison Parkway, Lakewood, Colorado 80226, at 6:00 P.M. Notice thereof, as required by law, was published in the *Denver Post,* a newspaper of general circulation in the District.

4. That the conditions fixed by the Board and required by law for inclusion have been satisfied and accepted.

5. That no written objections to the granting of the Petition were presented to the Board.

6. That the Board has heard all matters relative to the Petition at a public meeting held at the time and on the date set forth in Paragraph 3 above, and pursuant to §32-1-401(1)(c)(I), C.R.S. finds that such inclusion is in the best interests of the District.

WHEREFORE, IT IS ORDERED BY THE BOARD OF DIRECTORS OF THE WEST METRO FIRE PROTECTION DISTRICT that the Petition be granted and the property situated in the County of Jefferson, State of Colorado, fully described above, be and hereby is included into boundaries of the West Metro Fire Protection District.

DATED: March 19, 2024

WEST METRO FIRE PROTECTION DISTRICT

President

The undersigned, Secretary of the West Metro Fire Protection District, hereby certifies that the foregoing Order is a true, complete and correct copy of a Certified Board Order of Inclusion of the Board of Directors of the West Metro Fire Protection District duly and regularly entered by the Board at its regular public meeting held on March 19, 2024.

Secretary

(SEAL)

AGENDA
Regular Meeting of the West Metro Fire Protection District
Board of Directors
Tuesday, March 19, 2024 – 6:00 p.m.
West Metro Administration
433 S. Allison Parkway, Lakewood, CO 80226
Remote attendance available via Teams

I. CALL TO ORDER **6:00 PM**

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE AND MOMENT OF SILENCE

Moment of Silence in Honor of Fallen Firefighters

- Firefighter Trevor Brown, Sterling Volunteer Fire Company, Sterling, Virginia
- Firefighter/Paramedic Adam Finseth, Burnsville Fire Department, Burnsville, Minesota
- Battalion Chief John Garrow, Philadelphia Fire Department, Philadelphia, Pennsylvania
- Safety Officer Louis Dunston, Youngsville, Fire Department, Youngsville, North Carolina
- Assistant Chief Tommy Lee, Kill Devil Hills Fire Department, Kill Devil Hills, North Carolina
- Chief Zeb Smith, Fritch Volunteer Fire Department, Fritch, Texas

IV. PUBLIC HEARING ON PETITION FOR INCLUSION

A. Petition/Board Order of Inclusion for the Dinosaur Ridge Resort, LLC Property Pg. 6

V. REVIEW OF MINUTES

A. Minutes of February 20, 2024 Pg. 20

VI. PROMOTIONS

A. Promote Anthony DiTullio and Brian Hickman to the Rank of Captain, Effective March 12, 2024, to Promote Ryan Parker and Robert Christy to the Rank of Lieutenant, Effective March 12, 2024, and to Promote Erik McGillivray to the Rank of Engineer, Effective March 16, 2024 – Fire Chief Don Lombardi Pg. 28

VII. OATH OF OFFICE FOR CAPTAIN ANTHONY DiTULLIO, CAPTAIN BRIAN HICKMAN, LIEUTENANT RYAN PARKER, LIEUTENANT ROBERT CHRISTY, AND ENGINEER ERIK McGILLIVRAY

VIII. CITIZEN AWARDS

A. Presentation of Citizen Award to Katie Doyle - Fire Chief Don Lombardi

RECESS

IX. PUBLIC COMMENT (Comments limited to 3 minutes each)

X. REPORTS

A. Report of the Fire Chief – Fire Chief Don Lombardi

1. Accreditation Update

a. 2024 Excellence Conference

2. Colorado Fire Commission Report – Division Chief Sean Jewell

3. National Emergency Response Information System (NERIS) Update

4. Insurance Services Office (ISO) Classification Process

B. Finance Division Update – Finance Director Bruk Mulaw

1. January 2024 Financial Statements

C. Administration – Deputy Chief Jeremy Metz

1. Administration Update

D. Operations – Deputy Chief Dan Pfannenstiel

1. Operations Update

E. Life Safety – Deputy Chief Mike Kirkpatrick

1. Comprehensive Project Report – Electronic Report Pg. 31

F. Other Matters

G. Report of Legal Counsel – Adele Reester, Esq.

H. Report of the President – Vice President Bill Clayton

I. Treasurer's Report – Treasurer Carolyn Wolfrum

1. December 2023 Preliminary Financial Statements (subject to financial audit)

J. Report of the Union – Lieutenant Mike Mulcahy

K. Report of the Civil Service Committee – Secretary Don Sherman

XI. OLD BUSINESS

A. Organizational Chart Change - Mental Health Coordinator – Deputy Chief Jeremy Metz Pg. 41

B. Board Policy #1615 – Professional Development – Deputy Chief Jeremy Metz Pg. 44

C. Dish LLC Contract (Tabled to the April 16, 2024 meeting – Currently under review by Dish legal) – Deputy Chief Jeremy Metz

D Proposed Termination from Participation with the AJCHRA IGA – Deputy Chief Dan Pfannenstiel Pg. 48

E. Fire Chief Search Committee – Secretary Don Sherman and Vice President Bill Clayton

XII. NEW BUSINESS

XIII. BOARD BRIEFS

A. Jeffcom IGA for Microwave Communications Dish – Deputy Chief Jeremy Metz Pg. 50

XIV. OTHER MATTERS

XV. EXECUTIVE SESSION

XVI. ADJOURNMENT

XVII. ANNOUNCEMENTS

April 9, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO
April 16, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
May 14, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO

May 21, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
June 11, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO
June 18, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
July 9, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO
July 16, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
August 13, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO
August 20, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
September 10, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO
September 17, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
September 21, 2024	10:00 a.m., West Metro Family Fire Muster, 3535 S. Kipling Street, Lakewood, CO
October 8, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO
October 15, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
November 12, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO

November 19, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
December 3, 2024	6:00 p.m., Board of Directors Meeting, 433 S. Allison Parkway, Lakewood, CO
December 10, 2024	6:00 p.m., Civil Service Committee Meeting, 433 S. Allison Parkway, Lakewood, CO

STATE OF COLORADO)
) ss
COUNTY OF JEFFERSON)

BEFORE THE BOARD OF DIRECTORS OF
WEST METRO FIRE PROTECTION DISTRICT

PETITION FOR INCLUSION

I, Dinosaur Ridge Resorts, LLC is/are the fee owner(s) of one hundred percent of the following-described real property(ies) which is/are capable of being served by the West Metro Fire Protection District.

2. The metes and bounds legal description of the property(ies) sought to be included under this Petition is as follows: (Insert description, or refer to **Exhibit A** and attach)

Exhibit A - Attached

A COPY OF THE DEED(S) WHEREBY TITLE WAS ACQUIRED IS/ARE ATTACHED HERETO. IF APPROPRIATE ATTACH SKETCH OR MAP OF PROPERTY.

3. The above-described property is: [Check one]

____ Presently included in the _____ Fire Protection District; or

__X__ Not presently included in any fire protection district.

4. This Petition does not require a deposit for the costs of inclusion proceedings incurred by the West Metro Fire Protection District.

5. The undersigned assent to the inclusion of the above-described property into the West Metro Fire Protection District and pray that the Board of Directors of said District grant this Petition after public notice and hearing as provided by law.

Owner Signature*
Print Owner Name: Dinosaur Ridge Resorts, LLC
Mail and Street Address: 17999 W Colfax Ave Golden, CO 80401

Ph. Number: 720-329-6950
Email: maddoginfo@aol.com

MARIJA IVANOVSKA
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20224035435
MY COMMISSION EXPIRES 09/12/2026

The foregoing instrument was acknowledged before me this 9 day of Jan , ~~2023~~ 2024 by Robert Lawson Tompkins .

Witness my hand and official seal.

My commission expires: 9/12/2026

Notary Public

*If property is owned by a Corporation, LLC, or other business entity, a Statement of Authority is required to be attached to Petition for this signature.

Traffic Impact Study

Westside Resort

Rooney Rd
Jefferson County, CO

Prepared By:

112 N. Rubey Dr
Golden, CO 80403
303-940-9966

Fred Lantz
Traffic Engineer

July 2023
Revised Sept 2023
Revised March 2024
Revised May 2024
Revised July 2024

Table of Contents

Introduction

This Traffic Impact Study (TIS) is a planning document for the proposed development on Rooney Rd south of I-70 and west of C-470. The owner plans to propose a development that consists of an RV Park with appropriate facilities, a Quality Restaurant and a Fast Casual Restaurant. The development will take access onto Rooney Rd. Access to the development will be from Colfax and Rooney on the north or from C470 and Alameda/Rooney Rd on the south.

The County requested that the TIS for the rezoning be for the maximum number of trips that could be generated for the zoning requested on the site. The TIS will examine the existing traffic in the area, project the traffic into the future and determine the traffic impact of theoretical practical land uses in the near term and the long term.

Site Location

The site is located along Rooney Rd south of I-70 and west of C470. The property is presently vacant. The main access to the property is from a driveway located on Rooney Rd south of I-70 at a location that allows proper site distance as the curves on Rooney Rd to the east and to the west inhibit site distance in some areas. The development will also have additional accesses to Rooney Rd south of the main access point.

When development plans are prepared, the access points will be better defined.

Rooney Rd is classified by Jefferson County as a Major Collector. It is a two lane roadway in this area. The speed limit on Rooney Rd in this area is 45 mph.

Figure 1 below shows the general site location:

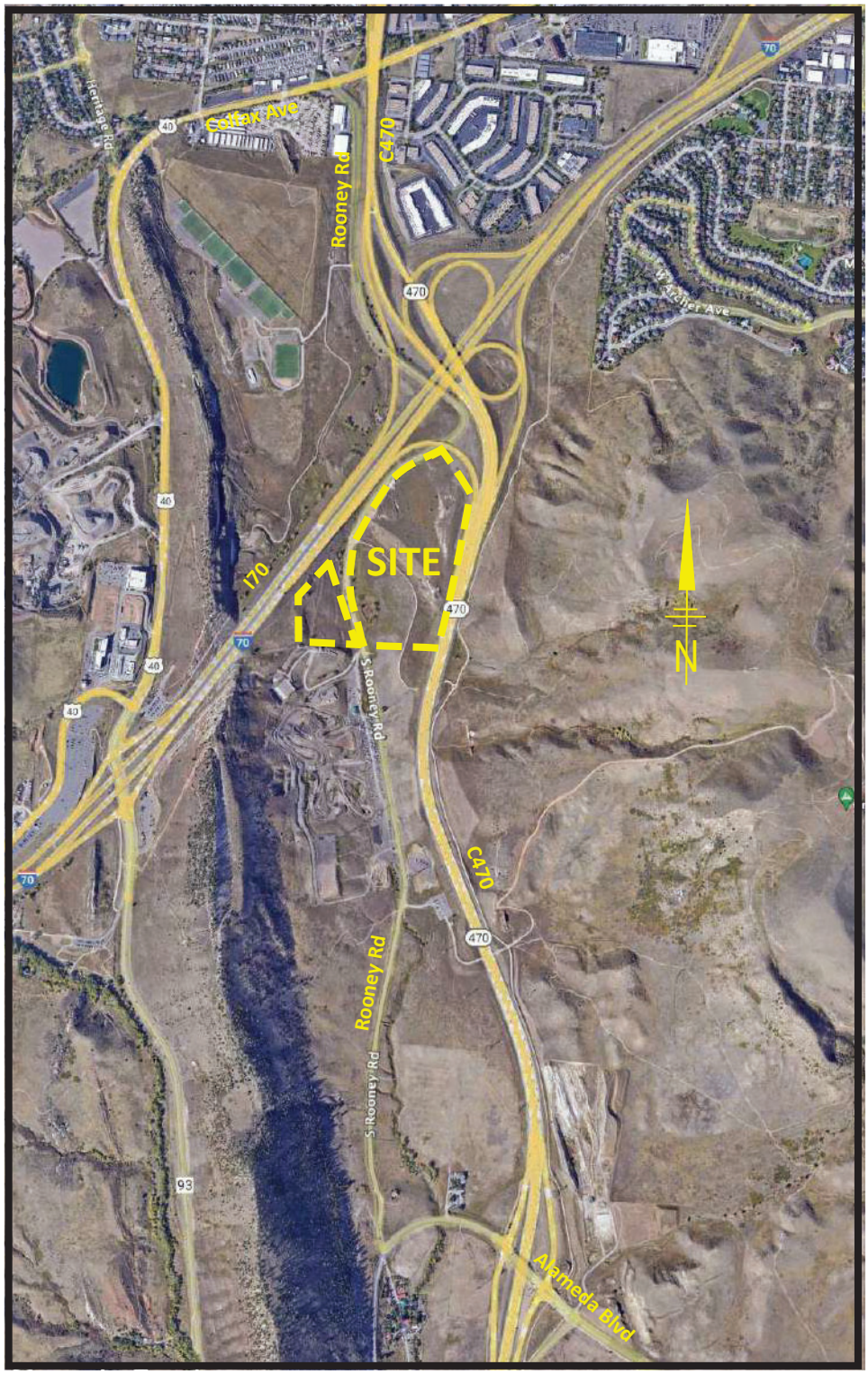


Figure 1 - Site Location

Existing Traffic

Peak Hour turning movement counts were obtained on July 12, 2022 at the intersection of Colfax Blvd and Rooney Rd. A 24 hr directional volume count was obtained on Rooney Rd near the site. Follow up peak hour turning movement counts were obtained on January 9, 2024 at the Alameda Pkwy and C-470 ramps.

Turning Movement traffic counts were also taken on Saturday May 4, 2024 at the intersection of Rooney Rd and Alameda Blvd. The Saturday counts were taken between 12 noon and 2 pm to capture the Saturday peak hour period in this area. This period was chosen based on parking demand for museums listed in the ITE Parking Generation Manual. This Saturday count was taken in order to look at the traffic, pedestrians and bicycles that are generally present due to the Dinosaur Museum and the bike routes in the area. Weekday counts for Rooney Rd and Alameda were obtained by analysis of the existing weekday traffic volumes.

Figure 2 below summarizes the existing traffic volumes. The Saturday PM peak hour counts are also shown. The traffic counts are included in the appendix.

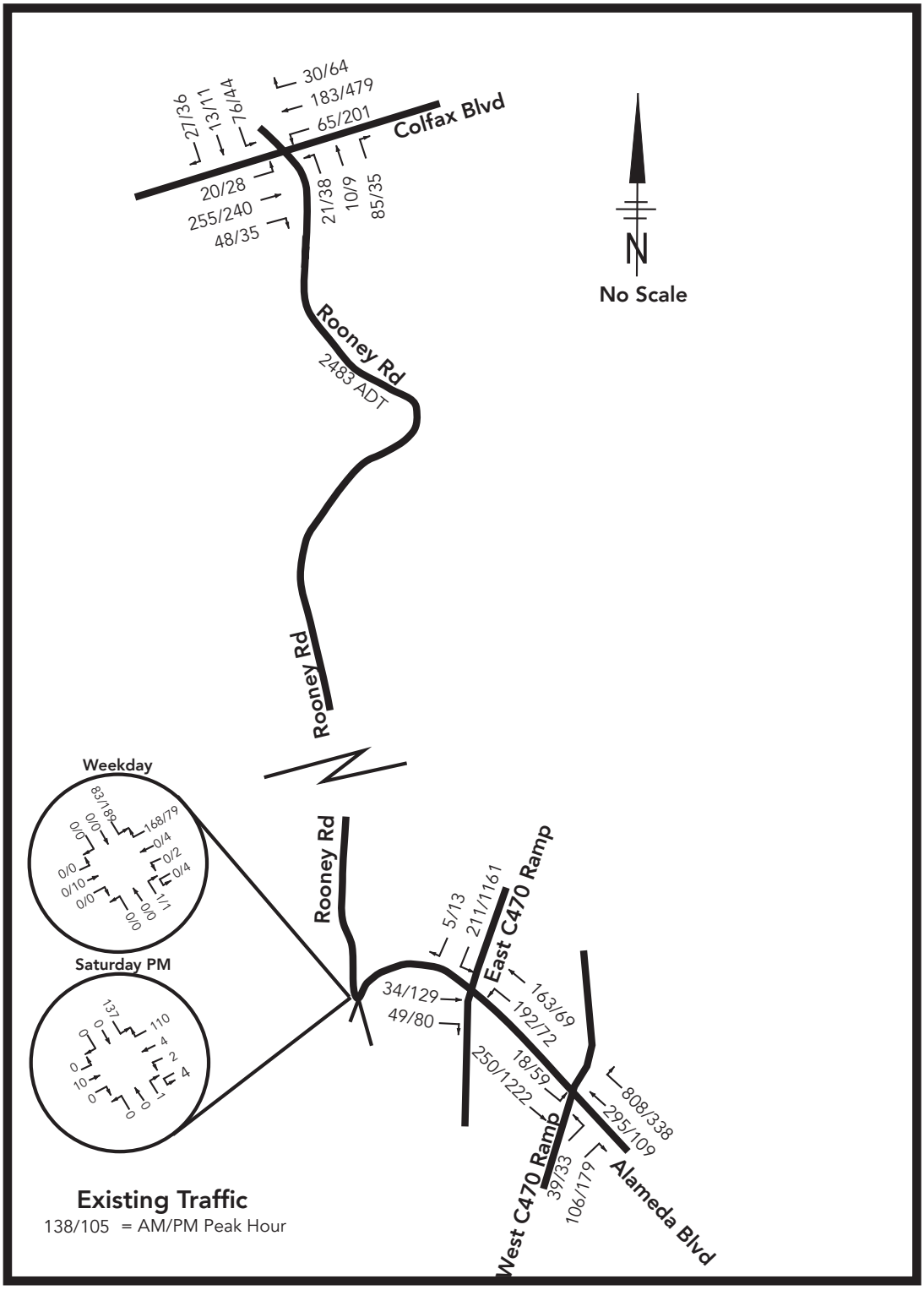


Figure 2 – Existing Traffic Volumes

Pedestrians and Bicycles were also counted on Saturday, May 4th at the intersection of Rooney Rd and Alameda Blvd. The pedestrians and bicycles are summarized below on Figure 3.

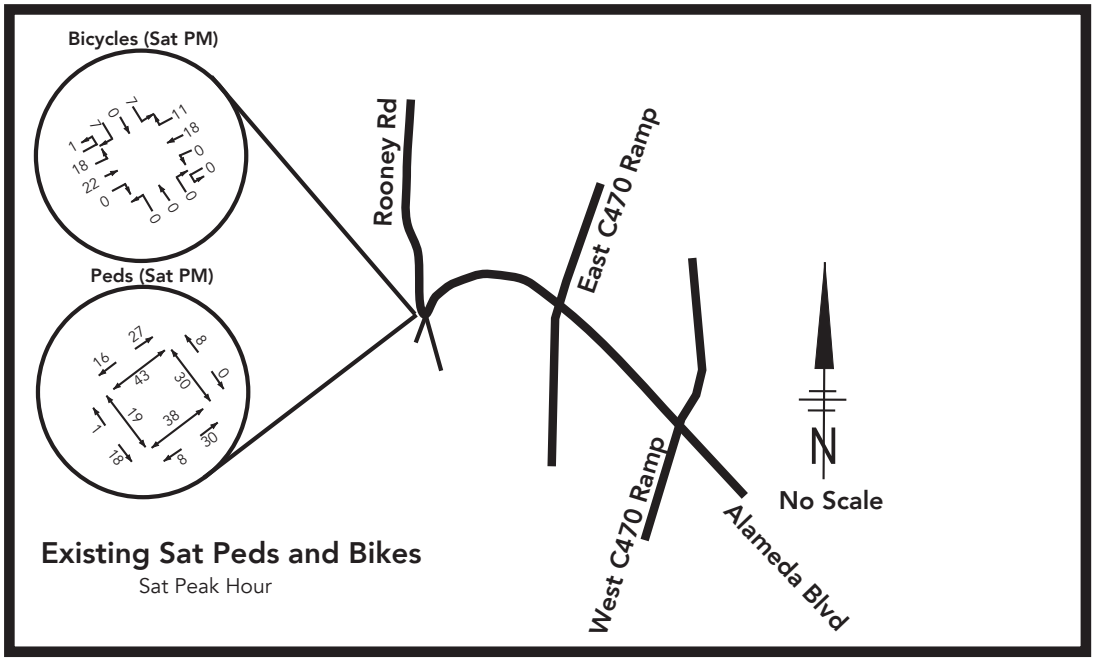


Figure 3 – Existing Pedestrians and Bicycles (Sat Peak)

Future Background Traffic

2026 Background Traffic

The existing traffic was inflated for three years to represent traffic that will be on the roadway when the development is built out. That was assumed to be a two years from the present. The growth rate in the area was determined by using CDOT's OTIS computer transportation program. The 20 year growth rates for the freeways C470 and I70 vary between 1.16 and 1.49. The only arterial street in the area is Colfax Ave which has a 1.05 growth rate. Rooney Rd will never have a growth rate near the freeway growth rate. Rooney Rd growth will be similar to the arterial street in the area. Thus the growth rate for Colfax Ave was chosen as representative of the growth rate for Rooney Rd. The 20 year growth rate of 1.05 from Colfax Ave will be used for Rooney Rd in this study.

The existing traffic in the area was inflated by this yearly rate for 3 years to represent the 2026 traffic volume.

The 2026 background traffic volumes represent the traffic that would be on the roadways without the proposed Westside Resort development. Figure 4 summarizes the background traffic in 2026, the near term study period when the Westside Resort is estimated to be completely built.

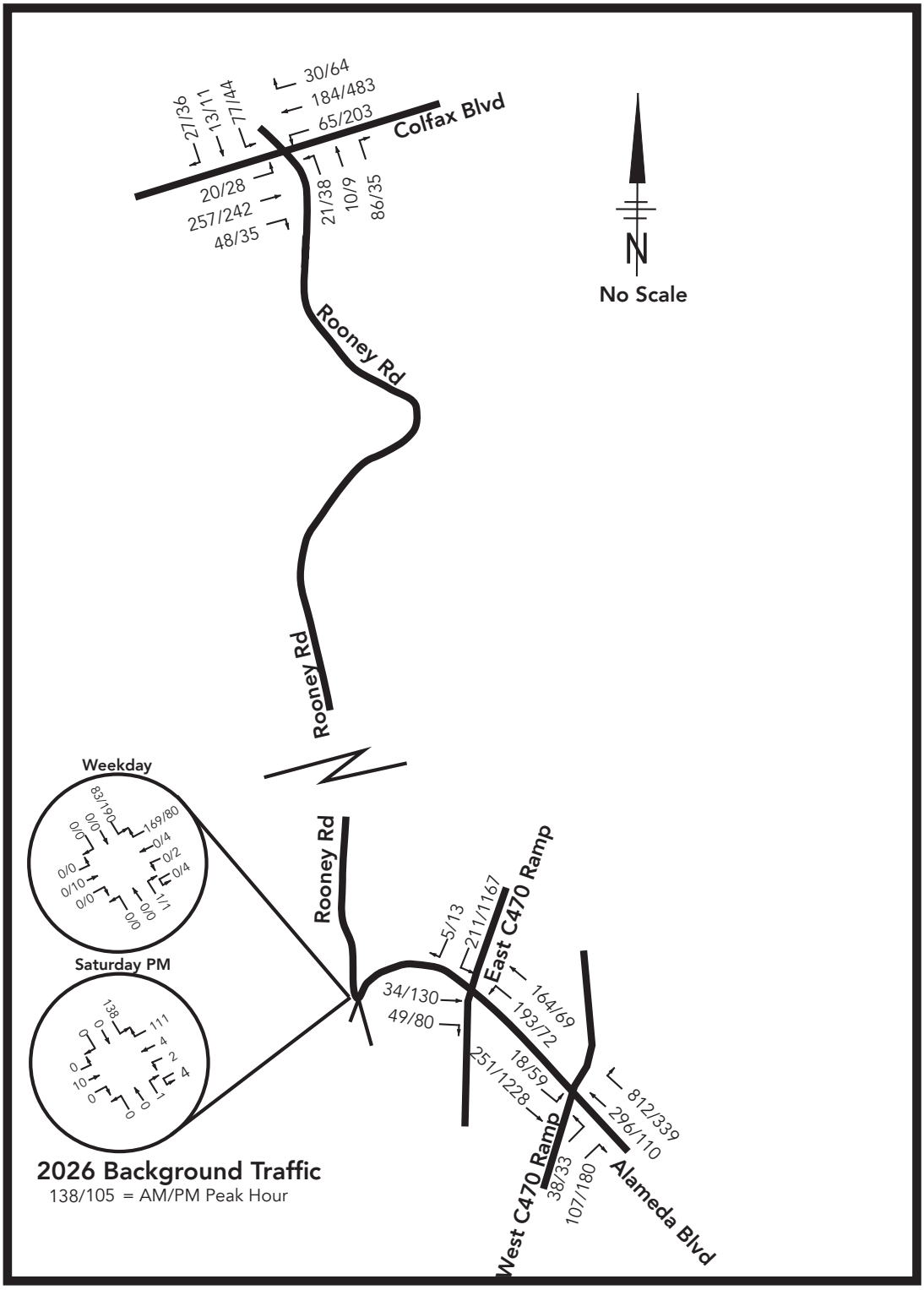


Figure 4 – 2026 Background Traffic

2046 Background Traffic

The longer term period is usually 20 years into the future, in this case 2046. The existing traffic was inflated by a 20 year factor of 1.05 to represent the traffic in 2046, the long range study period. This will allow the long term traffic impact of the development to be analyzed.

Figure 5 represents the background traffic in 2046, the long term study period.

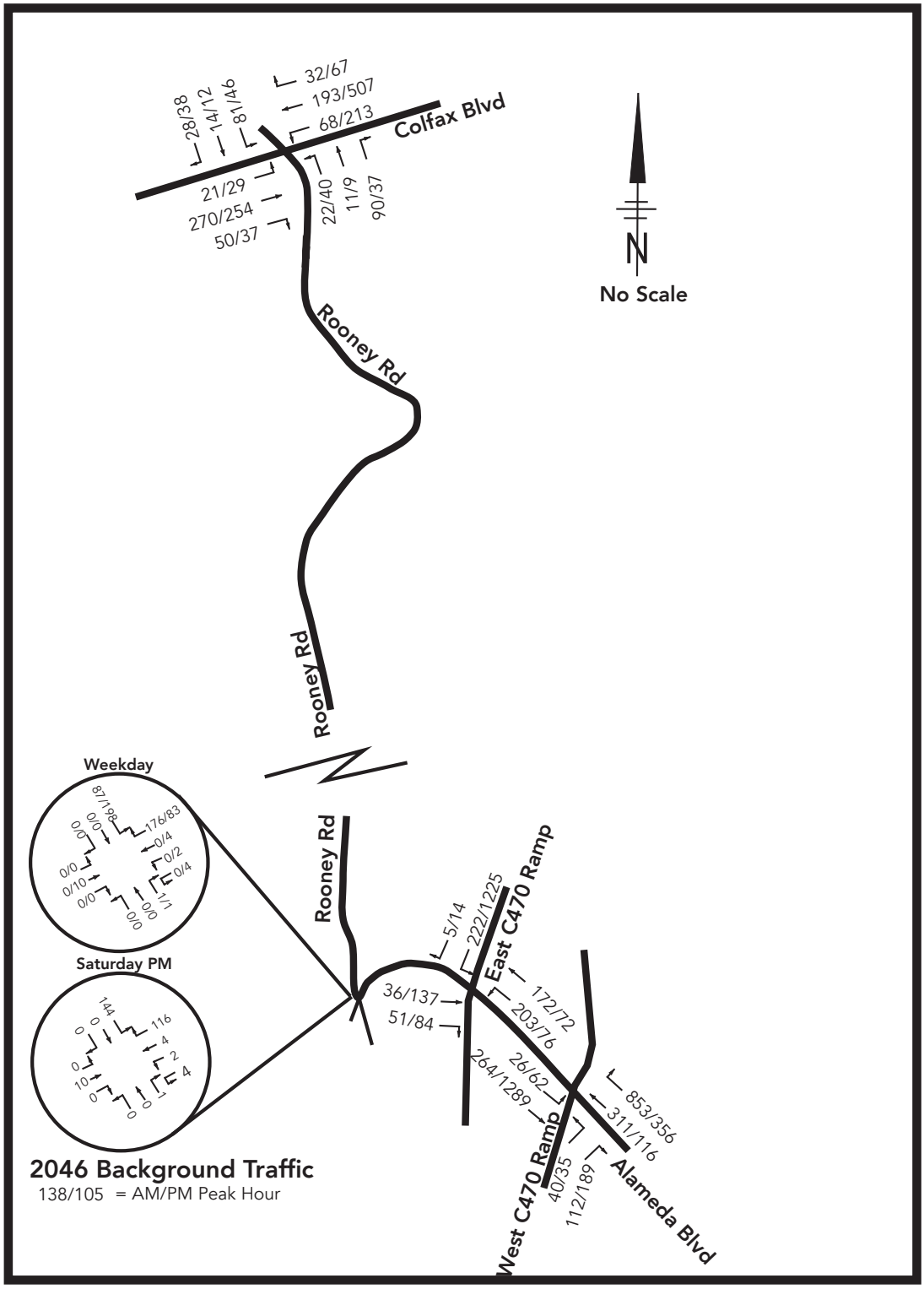


Figure 5 – 2046 Background Traffic

Site Plan

The County requested that the Traffic Impact Study use the highest generating practical use on the property for the rezoning. Baseline Planning Division determined that the uses would be strip retail, hotel, convention center, a sit down restaurant, a fast food restaurant and an 8 pump gas station with a convenience store.

Three accesses are assumed along Rooney Rd. The main access will be on the north end and will serve the retail and the convention center. A middle access will serve the gas station and fast food on the west side of Rooney Rd and the hotel and restaurant on the east side of Rooney Rd. An access on the southern end will serve the gas station, fast food, hotel and restaurant.

Exact locations of these access have not been determined as no site plan has been developed and these land uses are for planning purposes only.

Figure 6 shows the theoretical land uses for this traffic impact study.

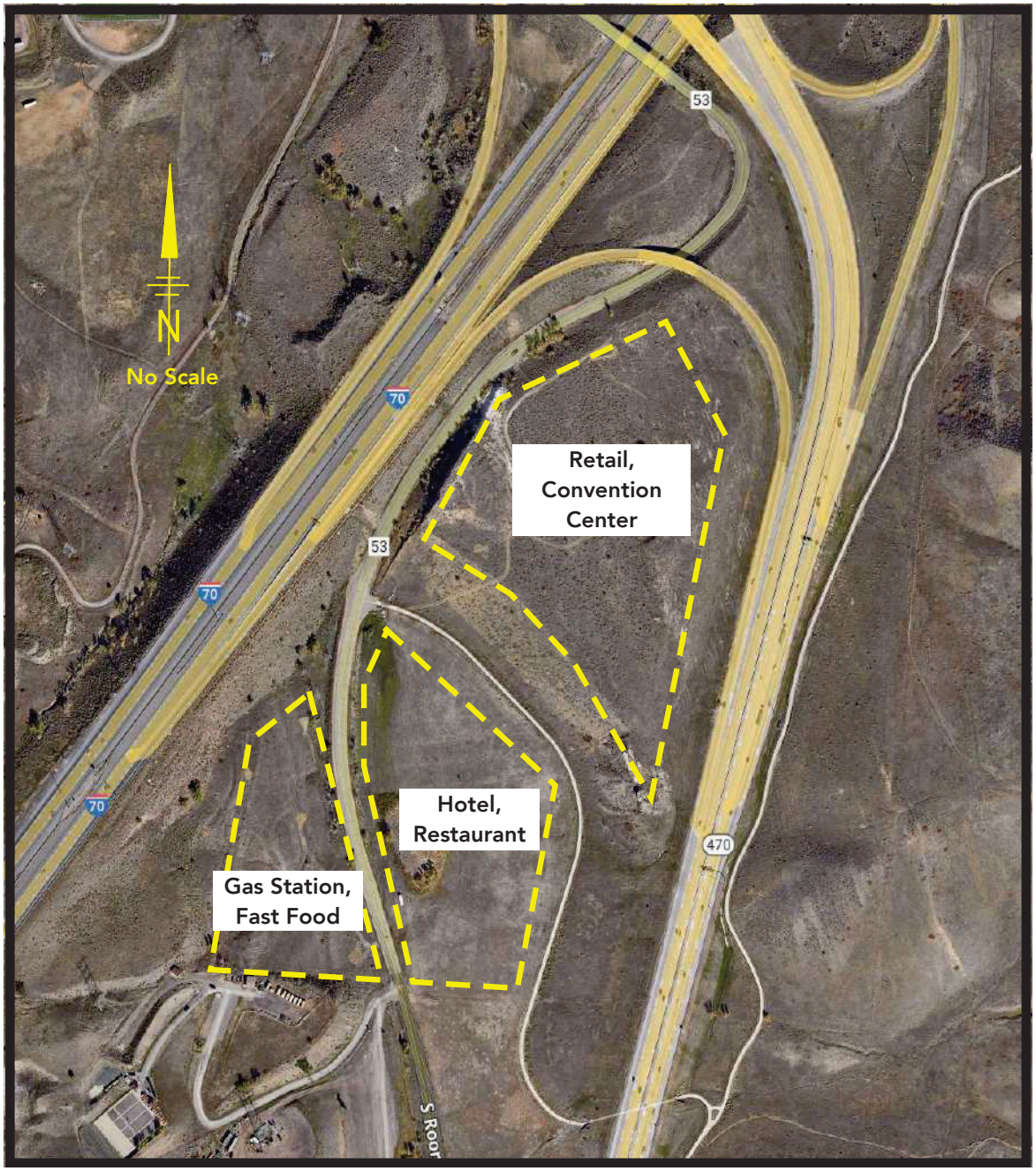


Figure 6 – Assumed Land Uses

Trip Generation

To estimate the number of trips that the proposed development will generate, the ITE *Trip Generation Manual, 11th Edition* will be used. The Convention Center trips were estimated using the information for Convention Centers in the ITE Parking Generation manual. The peak hour trips for the Convention Center vary considerably depending upon the type of convention. It was assumed that all attendees would arrive in the AM peak hour as would happen if a keynote address was scheduled in the morning. It is also assumed that all attendees would leave during the PM peak hour as would happen with an educational meeting. These assumptions would show the worst-case peak hour conditions for the Convention Center. The Trip Generation Rates are shown in Table 1 and the Generated Trips are shown in Table 2 for daily and the AM and PM peak periods.

			Trip Generation Rates						
ITE Code	Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
822	Strip Retail Plaza (<40ksf)	ksf	54.45	1.42	0.94	2.36	3.30	3.29	6.59
310	Hotel	rooms	7.99	0.26	0.20	0.46	0.30	0.29	0.59
595	Convention Center	att	0.62	0.31	0.03	0.34	0.03	0.31	0.34
932	Sit Down Restaurant	ksf	107.2	5.26	4.31	9.57	5.52	3.53	9.05
934	Fast Food w/Drive Thru	ksf	467.48	22.75	21.86	44.61	17.18	15.85	33.03
945	Convenience/Gas (2-4 gfa)	vfp	142.37	8.03	8.03	16.06	9.21	9.21	18.42

ksf = 1000 sf gfa = Gross Floor Area att = Attendees vfp = Vehicle Fueling Positions

Table 1 – Trip Generation Rates

			Generated Trips						
ITE Code	Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
822	Shopping Center <40 ksf)	15 ksf	817	21	14	35	49	49	98
310	Hotel	400 rms	3196	104	80	184	120	116	236
595	Convention Center	3000 att	1860	930	90	1020	90	930	1020
932	Sit Down Restaurant	5 ksf	536	26	21	47	27	18	45
934	Fast Food w/Drive Thru	6 ksf	2805	137	131	268	103	95	198
945	Gas Station/Gas (2-4 gfa)	8 vfp	1139	64	64	128	74	74	148
Total			**10353**	**1282**	**400**	**1682**	**463**	**1282**	**1745**

Table 2 – Generated Trips

As the above table indicates development of the retail, hotel, convention center, fast food restaurant, restaurant and gas station on the site will generate 10353 daily trips with 1682 trips in the AM peak hour and 1745 trips in the PM peak hour.

Another way to look at the maximum number of trips that could be generated would be the highest generator in each Planning Area. With the various used allowed in each planning area, food restaurants would generate the highest number of trips. It is unlikely that a large number of fast food restaurants would be developed on this site. But, this is presented as a comparison of what could be generated with the proposed zoning.

Land Use	Size	Daily
Planning Area 1	14.1 ac	7012
Planning Area 2	9.7 ac	7012
Planning Area 3	5.8 ac	7012
Total	**29.6 ac**	**21036**

Table 3 – Maximum Generated Trips by Planning Area

It should be noted that the owner is proposing an RV park that will generate significantly less traffic. This traffic study will have to be modified to reflect actual uses when a development plan is submitted.

Distribution

The trips generated by these theoretical uses were then distributed to the roadway system. The trips will enter and exit the development from the north via the Colfax and Rooney Rd intersection and from the south via the C-470 and Alameda interchange. The southern access is a little more accessible than the north access and it is assumed that more of the development traffic will go through the interchange.

The number of trips for each access was based upon the land use the access serves. It is assumed that 3 access points will be requested along Rooney Rd. The access points need better definition once a development plan is prepared.

The Saturday peak hour for each land use was calculated and the Saturday Generated Traffic was assigned to Rooney Rd at Alameda Blvd in order to study the intersection on a Saturday.

This distribution will be revised when site plans are developed and land uses determined. The distribution percentages will be changed to reflect the proposed development.

Figure 7 shows the distributed trips and the percentages that were used for the distribution

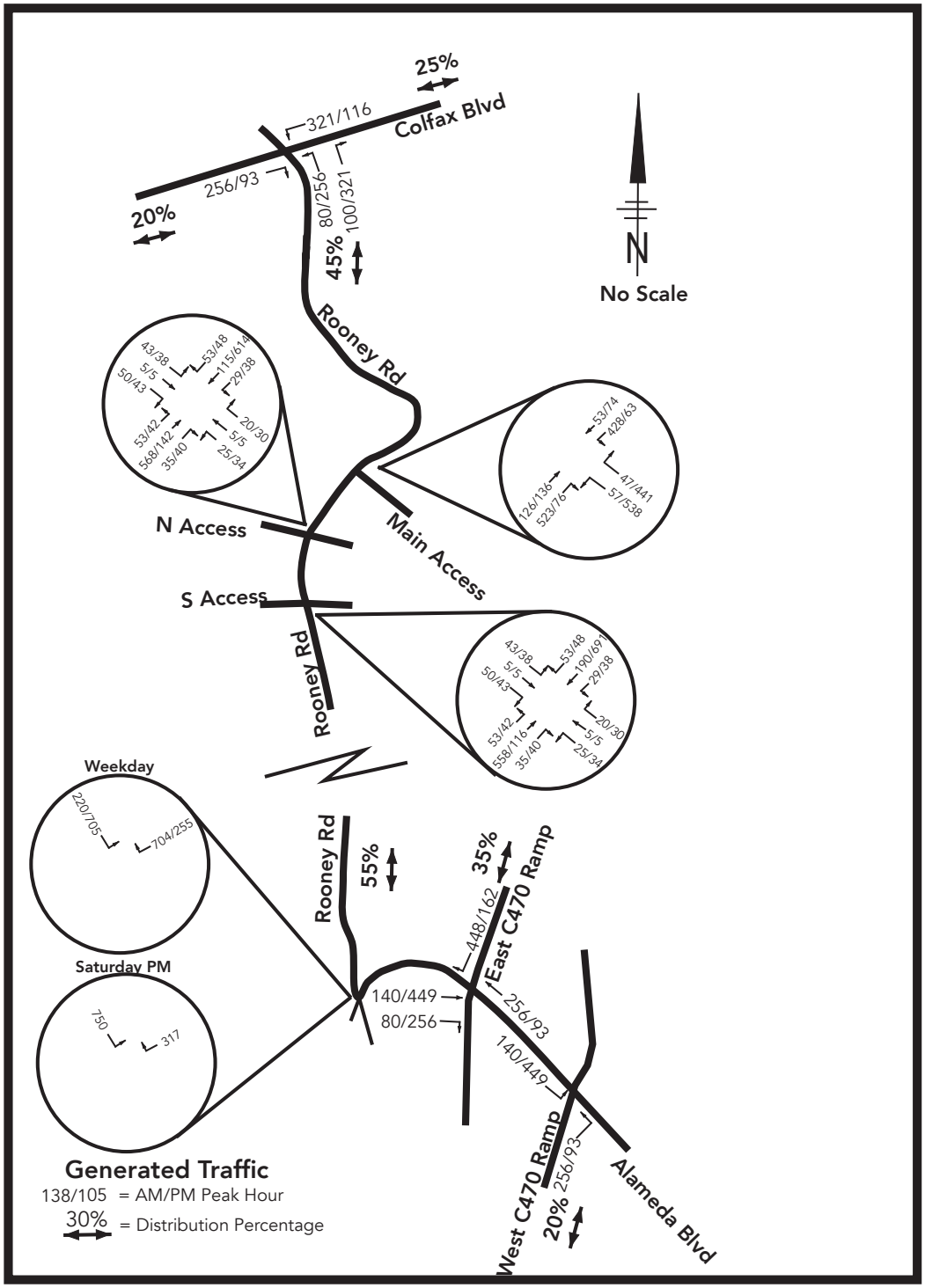


Figure 7 – Generated Traffic (Assumed Land Use)

Future Total Traffic

2026 Total Traffic

The traffic generated by the development is then added to the 2026 background traffic to project the total amount of traffic that will be on the roadways when the development is initially built out.

Figure 8 shows the 2026 total traffic.

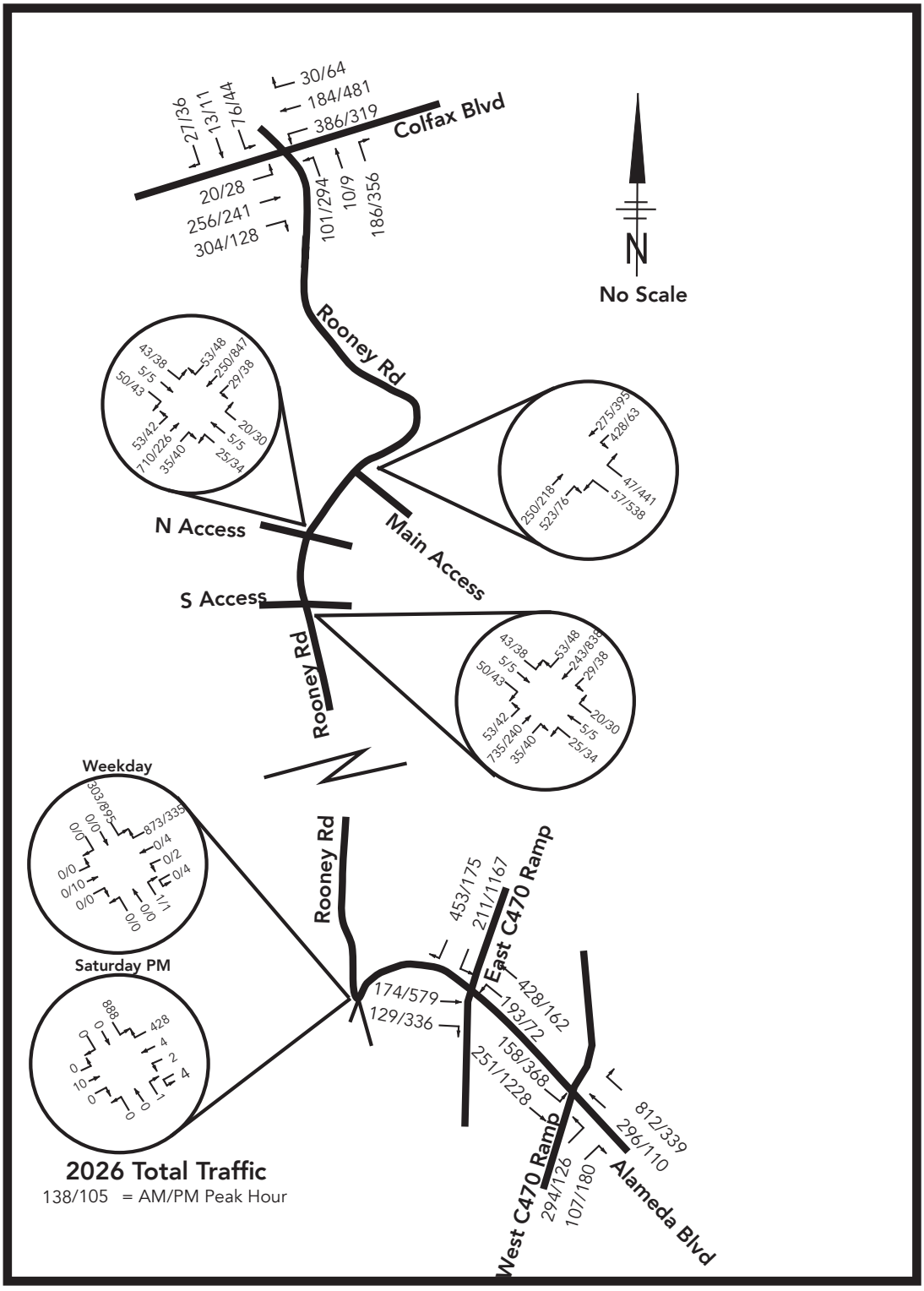


Figure 8 – 2026 Total Traffic (w/Assumed Land Use)

2046 Total Traffic

The traffic generated by the development is then added to the 2046 background traffic to project the total amount of traffic that will be on the streets in the long term (20 years).

Figure 9 shows the 2046 total traffic.

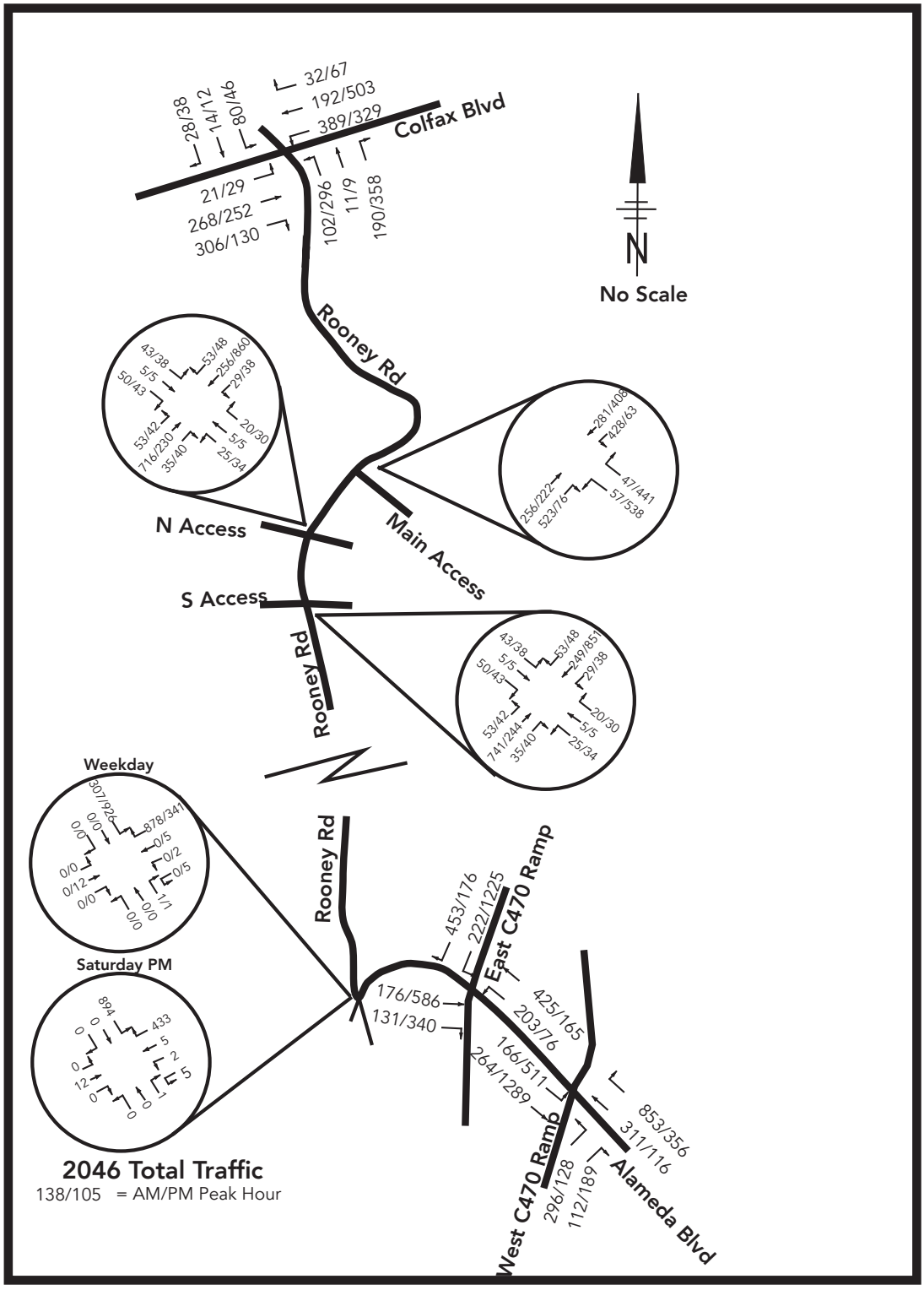


Figure 9 – 2046 Total Traffic (w/Assumed Land Use)

Level of Service (LOS) Analysis

The existing traffic, the future background traffic and the future total traffic were entered into the computer program Synchro to estimate the LOS during each of the study periods for the intersection of Colfax and Rooney Rd, the site driveways, the Alameda and C470 interchange, and Rooney Rd and Alameda intersection.

It was assumed that there would be left and right turn lanes on Rooney Rd at each access and that there would be left and right turn lanes for each access. All other roadways were assumed to have the same number of lanes as existing laneage throughout the study periods.

Table 3 summarizes the LOS during the study periods. The LOS analysis is included in the appendix.

	Existing		Background				Total			
			2026		2046		2026		2046	
Intersection/Approach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Rooney Rd & Colfax (Signal)										
EB	A	A	A	A	A	A	A	B	A	B
WB	A	A	A	A	A	A	B	B	C	B
NB	C	C	B	C	C	C	C	C	C	C
SB	C	C	B	C	C	C	C	C	C	C
Rooney Rd & Main Access (Stop)										
WB Left	-	-	-	-	-	-	C	A	C	A
NB Left							F	F	F	F
NB Right	-	-	-	-	-	-	B	C	B	C
Rooney Rd & N Access (Stop)										
EB Left	-	-	-	-	-	-	E	F	F	F
EB Thru & Right							B	C	B	C
WB Left	-	-	-	-	-	-	E	F	E	F
WB Thru & Right							C	B	C	B
NB Left	-	-	-	-	-	-	A	B	A	B
SB Left	-	-	-	-	-	-	A	A	A	A
Rooney Rd & S Access (Stop)										
EB Left	-	-	-	-	-	-	F	F	F	F
EB Thru & Right	-	-	-	-	-	-	B	C	B	C
WB Left							E	F	E	F
WB Thru & Right							C	B	C	B
NB Left							A	B	A	B
SB Left							A	A	A	A

	Existing		Background				Total			
			2026		2046		2026		2046	
Intersection/Approach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
C470 SB & Alameda (Signal)										
EB Thru	A	A	A	B	B	C	B	C	B	C
EB Right	B	C	B	C	B	C	C	C	C	C
WB Left	A	B	A	B	A	B	B	B	B	B
WB Thru	A	B	A	B	A	B	B	B	B	B
SB Left	B	B	B	B	B	B	A	C	A	C
SB Right	A	A	B	A	B	A	B	B	B	B
C470 NB & Alameda (Signal)										
EB Left	A	A	A	A	A	A	A	A	A	A
EB Thru	A	A	A	A	A	A	A	A	A	A
WB Thru	A	A	A	A	A	A	B	B	B	B
NB Left	B	B	B	B	B	B	B	B	B	C
NB Right	B	C	B	C	B	C	B	C	B	C

	Existing			Background					
				2026			2046		
Intersection/Approach	AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
Rooney Rd & Alameda (Stop)									
EB	A	A	A	A	A	A	A	A	A
WB	A	A	A	A	A	A	A	A	A
NB	A	A	A	A	A	A	A	A	A
SB	A	B	B	A	B	A	A	B	A

	Total					
	2026			2046		
Intersection/Approach	AM	PM	Sat	AM	PM	Sat
Rooney Rd & Alameda (Stop)						
EB	A	A	A	A	A	A
WB	A	A	A	A	A	A
NB	A	A	A	A	A	A
SB	D	F	F	D	F	F

Table 4 – LOS Analysis

As the LOS table indicates, the signalized intersection of Colfax and Rooney Rd will operate at LOS C or better for all approaches in all time periods. The interchange at Alameda and C470 also operates at LOS C or better on all approaches in all time periods.

The LOS at the three access intersections will have LOS F for left turn exiting traffic under stop sign control. This indicates special attention needs to be given to the access points for the development. If densities are proposed as high as the ones in this study, a traffic signal or roundabouts will be required at the development. Access consolidation should also be considered. With lower densities as being considered by the owner, the accesses will operate effectively without turn lanes or signals.

The intersection of Rooney Rd and Alameda will continue to operate at acceptable levels on weekdays and Saturdays in the background condition. There is considerable pedestrian and bicycle activity on Saturdays but the intersection functions at LOS B or better in the background conditions. If the development is built to densities assumed in this report, additional work will be necessary at the Rooney Rd and Alameda intersection. The intersection may need multiway stops, a roundabout or a traffic signal. Depending upon the type of traffic control decided upon, there may also be additional lanes required to accommodate the traffic.

The C-470 and Alameda interchange can accommodate this level of generated traffic. There is additional development planned in the interchange area, but it is unknown what might be added and when it may be developed. Each additional proposed development in the area will be required to prepare a traffic study and that study may require additional improvements.

Summary and Conclusion

The Westside Resort development can be built at higher densities than are being considered without degrading the surround roadways. The development being considered will generate significantly less trips than are included in this report.

The intersection of Colfax and Rooney Rd will operate acceptably even with these higher trips. The interchange at C470 and Alameda can also accommodate the higher trips in this report with the growth factors presently being used in the area. As additional developments are added in the area, traffic studies for those developments may indicate roadway improvements are necessary.

Once development plans are prepared, improvement details can be prepared for the access points. A development with retail, a hotel, a convention center, a fast food restaurant, a sit-down restaurant, and a gas station with densities as shown will generate 10,353 daily trips with 1582 trips in the AM peak hour and 1745 trips in the PM peak hour. Traffic signals or roundabouts as well as turn lanes will be required at the accesses with these higher generating land uses. The intersection of Alameda and Rooney Rd will need improvements if the density of development equals densities assumed in this report. The development that the owner has in mind will generate significantly fewer trips and traffic signals and turn lanes probably will not be needed.

The LOS analysis indicates that the assumed land use development traffic can be added to the roads in the area without degrading the LOS. Other than the construction of the development accesses, and possibly improvements at Rooney Rd and Alameda, no additional roadway improvements are needed or recommended.

As development plans are prepared, this traffic study needs to be updated to reflect what is actually going to be built on the property. Future traffic studies will determine what improvements will be needed to support the traffic generated by the development.

Appendix

Traffic Counts
LOS Calculations

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
ROONEY RD S.O. I-70

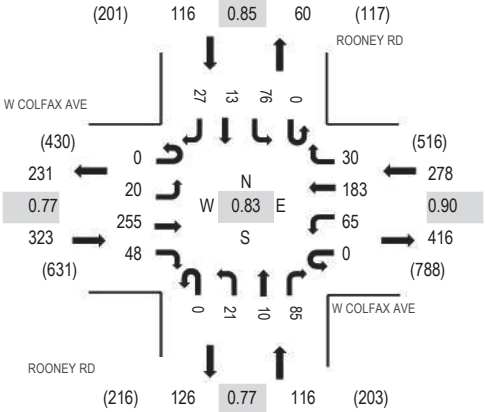
Latitude: 0' 0.0000 Undefined

Start Time	12-Jul-22 Tue	NB	SB							Total
12:00 AM		2	2							4
01:00		3	3							6
02:00		0	3							3
03:00		1	4							5
04:00		4	4							8
05:00		21	12							33
06:00		50	40							90
07:00		**96**	75							**171**
08:00		87	77							164
09:00		54	64							118
10:00		61	**78**							139
11:00		71	68							139
12:00 PM		58	63							121
01:00		57	69							126
02:00		48	103							151
03:00		74	137							211
04:00		81	193							274
05:00		**82**	**206**							**288**
06:00		64	96							160
07:00		49	65							114
08:00		34	42							76
09:00		24	15							39
10:00		12	20							32
11:00		7	4							11
Total		1040	1443							2483
Percent		41.9%	58.1%							
AM Peak	-	07:00	10:00	-	-	-	-	-	-	07:00
Vol.	-	96	78	-	-	-	-	-	-	171
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	82	206	-	-	-	-	-	-	288
Grand Total		1040	1443							2483
Percent		41.9%	58.1%							
ADT		ADT 2,483		AADT 2,483						

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

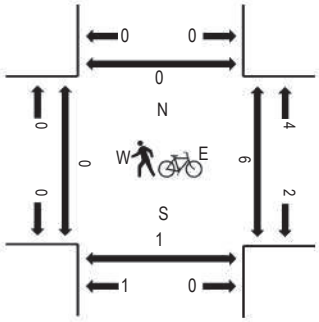
Location: 1 ROONEY RD & W COLFAX AVE AM
Date: Tuesday, July 12, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



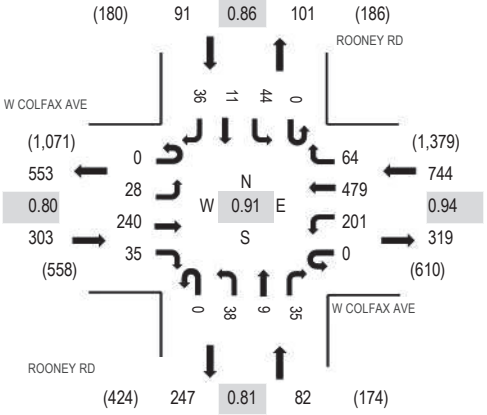
Traffic Counts

Interval Start Time	W COLFAX AVE Eastbound				W COLFAX AVE Westbound				ROONEY RD Northbound				ROONEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	55	5	0	5	35	4	0	3	1	12	0	9	8	5	146	772	0	0	0	0
7:15 AM	0	5	60	9	0	13	46	7	0	4	3	12	0	13	4	6	182	819	0	1	0	0
7:30 AM	0	5	67	3	0	15	35	12	0	5	4	23	0	15	6	3	193	831	0	0	0	1
7:45 AM	0	6	75	26	0	26	34	9	0	7	4	31	0	25	4	4	251	833	0	0	0	0
8:00 AM	0	5	59	9	0	14	44	8	0	5	1	23	0	15	2	8	193	779	0	1	0	0
8:15 AM	0	7	56	5	0	11	49	6	0	4	3	19	0	22	4	8	194		0	0	0	0
8:30 AM	0	2	65	8	0	14	56	7	0	5	2	12	0	14	3	7	195		0	0	1	0
8:45 AM	0	4	83	8	0	12	48	6	0	5	2	13	0	10	2	4	197		0	0	0	0
Count Total	0	38	520	73	0	110	347	59	0	38	20	145	0	123	33	45	1,551		0	2	1	1
Peak Hour	0	20	255	48	0	65	183	30	0	21	10	85	0	76	13	27	833		0	1	1	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

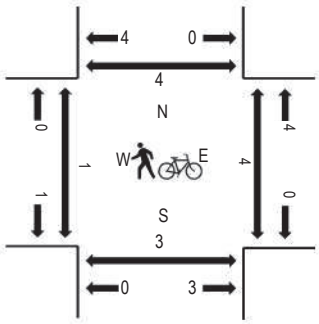
Location: 1 ROONEY RD & W COLFAX AVE PM
Date: Tuesday, July 12, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



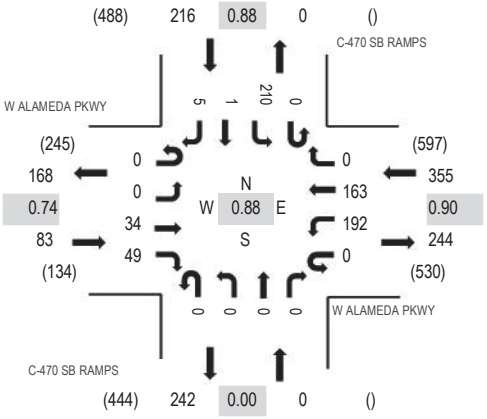
Traffic Counts

Interval Start Time	W COLFAX AVE Eastbound				W COLFAX AVE Westbound				ROONEY RD Northbound				ROONEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	48	7	0	46	106	14	0	13	1	13	0	12	1	4	269	1,113	0	0	0	0
4:15 PM	0	7	59	6	0	31	113	12	0	12	2	9	0	13	2	6	272	1,156	0	1	0	1
4:30 PM	0	4	54	11	0	54	121	15	0	10	1	8	0	11	4	10	303	1,220	1	0	1	0
4:45 PM	0	9	44	3	0	39	120	10	0	10	1	8	0	11	3	11	269	1,184	0	0	0	0
5:00 PM	0	8	66	9	0	61	113	14	0	10	5	7	0	9	4	6	312	1,178	0	0	0	0
5:15 PM	0	7	76	12	0	47	125	25	0	8	2	12	0	13	0	9	336		0	0	0	0
5:30 PM	0	7	44	7	0	38	111	15	0	11	2	5	0	11	1	15	267		0	0	0	0
5:45 PM	0	6	55	5	0	27	110	12	0	11	3	10	0	12	6	6	263		0	0	0	0
Count Total	0	52	446	60	0	343	919	117	0	85	17	72	0	92	21	67	2,291		1	1	1	1
Peak Hour	0	28	240	35	0	201	479	64	0	38	9	35	0	44	11	36	1,220		1	0	1	0

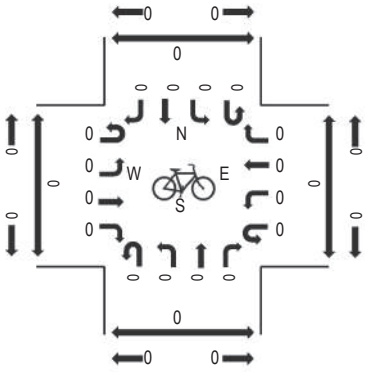
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 C-470 SB RAMPS & W ALAMEDA PKWY AM
Date: Tuesday, January 9, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

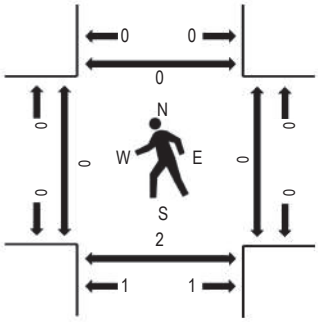
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

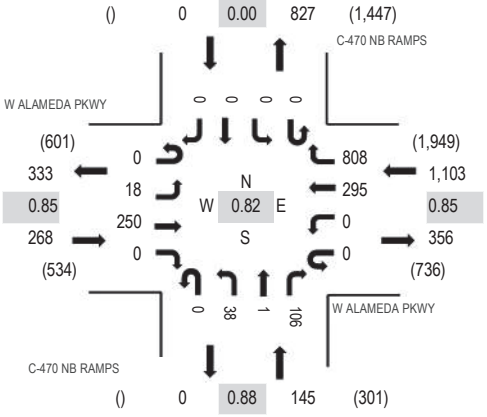
Traffic Counts - Motorized Vehicles

Interval Start Time	W ALAMEDA PKWY Eastbound				W ALAMEDA PKWY Westbound				C-470 SB RAMPS Northbound				C-470 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	4	9	0	38	37	0	0	0	0	0	0	33	0	4	125	654	0	0	1	0
7:15 AM	0	0	5	15	0	50	49	0	0	0	0	0	0	48	0	0	167	653	0	0	0	0
7:30 AM	0	0	6	16	0	52	35	0	0	0	0	0	0	65	1	1	176	653	0	0	1	0
7:45 AM	0	0	19	9	0	52	42	0	0	0	0	0	0	64	0	0	186	611	0	0	0	0
8:00 AM	0	0	4	9	0	33	19	0	0	0	0	0	0	58	0	1	124	565	0	0	0	0
8:15 AM	0	0	10	5	0	57	18	0	0	0	0	0	0	75	0	2	167		0	0	0	0
8:30 AM	0	0	5	10	0	39	18	0	0	0	0	0	0	61	0	1	134		0	0	0	0
8:45 AM	0	0	1	7	0	41	17	0	0	0	0	0	0	72	1	1	140		0	0	0	0
Count Total	0	0	54	80	0	362	235	0	0	0	0	0	0	476	2	10	1,219		0	0	2	0
Peak Hour	0	0	34	49	0	192	163	0	0	0	0	0	0	210	1	5	654		0	0	2	0

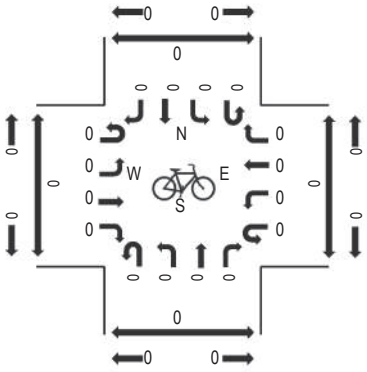
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 C-470 NB RAMPS & W ALAMEDA PKWY AM
Date: Tuesday, January 9, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

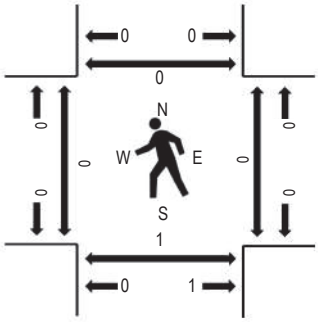
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

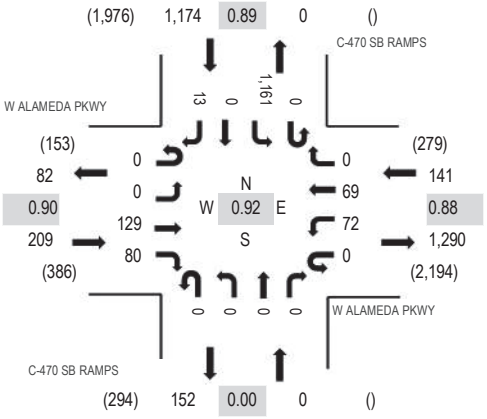
Traffic Counts - Motorized Vehicles

Interval Start Time	W ALAMEDA PKWY Eastbound				W ALAMEDA PKWY Westbound				C-470 NB RAMPS Northbound				C-470 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	38	0	0	0	64	144	0	13	1	32	0	0	0	0	294	1,501	0	0	1	0
7:15 AM	0	1	51	0	0	0	84	167	0	13	1	30	0	0	0	0	347	1,516	0	0	0	0
7:30 AM	0	4	60	0	0	0	81	228	0	10	0	17	0	0	0	0	400	1,501	0	0	1	0
7:45 AM	0	7	83	0	0	0	85	241	0	8	0	36	0	0	0	0	460	1,443	0	0	0	0
8:00 AM	0	6	56	0	0	0	45	172	0	7	0	23	0	0	0	0	309	1,283	0	0	0	0
8:15 AM	0	5	74	0	0	0	72	140	0	4	1	36	0	0	0	0	332		0	0	0	0
8:30 AM	0	4	72	0	0	0	57	173	0	3	0	33	0	0	0	0	342		0	0	0	0
8:45 AM	0	5	66	0	0	0	51	145	0	4	0	29	0	0	0	0	300		0	0	0	0
Count Total	0	34	500	0	0	0	539	1,410	0	62	3	236	0	0	0	0	2,784		0	0	2	0
Peak Hour	0	18	250	0	0	0	295	808	0	38	1	106	0	0	0	0	1,516		0	0	1	0

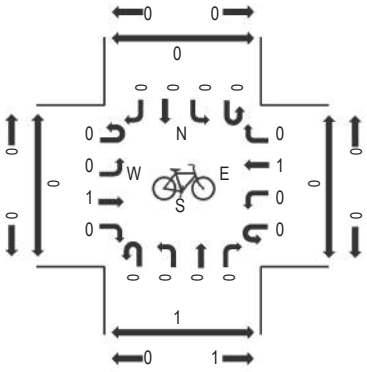
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 C-470 SB RAMPS & W ALAMEDA PKWY PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

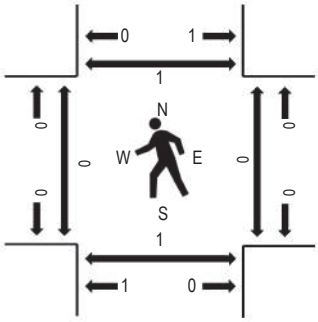
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

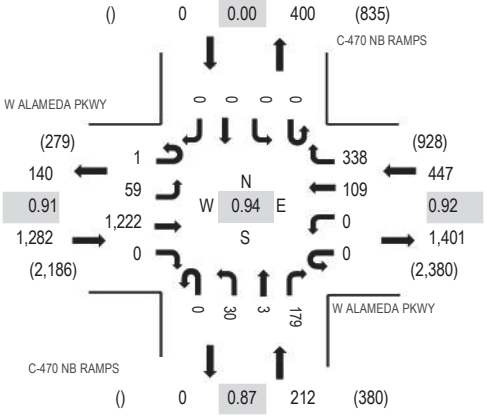
Traffic Counts - Motorized Vehicles

Interval Start Time	W ALAMEDA PKWY Eastbound				W ALAMEDA PKWY Westbound				C-470 SB RAMPS Northbound				C-470 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	30	30	0	25	12	0	0	0	0	0	0	162	1	2	262	1,294	0	0	0	0
4:15 PM	0	0	43	22	0	26	17	0	0	0	0	0	0	217	0	3	328	1,446	0	0	0	0
4:30 PM	0	0	30	27	0	14	14	0	0	0	0	0	0	249	0	3	337	1,524	0	0	1	1
4:45 PM	0	0	31	22	0	17	26	0	0	0	0	0	0	267	0	4	367	1,474	0	0	0	0
5:00 PM	0	0	32	19	0	24	11	0	0	0	0	0	0	325	0	3	414	1,347	0	0	0	0
5:15 PM	0	0	36	12	0	17	18	0	0	0	0	0	0	320	0	3	406		0	0	0	0
5:30 PM	0	0	15	1	0	11	14	0	0	0	0	0	0	241	0	5	287		0	1	0	0
5:45 PM	0	0	27	9	0	16	17	0	0	0	0	0	0	169	1	1	240		0	0	0	0
Count Total	0	0	244	142	0	150	129	0	0	0	0	0	0	1,950	2	24	2,641		0	1	1	1
Peak Hour	0	0	129	80	0	72	69	0	0	0	0	0	0	1,161	0	13	1,524		0	0	1	1

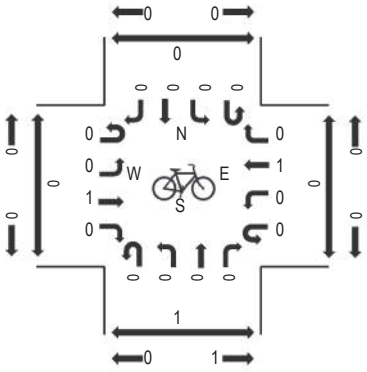
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 C-470 NB RAMPS & W ALAMEDA PKWY PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

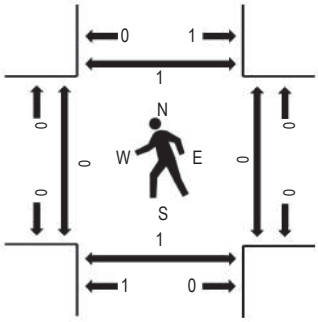
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W ALAMEDA PKWY Eastbound				W ALAMEDA PKWY Westbound				C-470 NB RAMPS Northbound				C-470 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	16	175	0	0	0	37	94	0	1	0	35	0	0	0	0	358	1,698	0	0	0	0
4:15 PM	0	17	236	0	0	0	40	94	0	3	0	34	0	0	0	0	424	1,854	0	0	0	0
4:30 PM	0	13	271	0	0	0	21	92	0	7	1	44	0	0	0	0	449	1,941	0	0	1	1
4:45 PM	1	12	283	0	0	0	32	84	0	12	1	42	0	0	0	0	467	1,909	0	0	0	0
5:00 PM	0	16	337	0	0	0	25	75	0	9	0	52	0	0	0	0	514	1,796	0	0	0	0
5:15 PM	0	18	331	0	0	0	31	87	0	2	1	41	0	0	0	0	511		0	0	0	0
5:30 PM	0	25	230	0	0	0	16	93	0	12	1	40	0	0	0	0	417		0	0	0	0
5:45 PM	0	15	190	0	0	0	27	80	0	3	0	39	0	0	0	0	354		0	0	0	0
Count Total	1	132	2,053	0	0	0	229	699	0	49	4	327	0	0	0	0	3,494		0	0	1	1
Peak Hour	1	59	1,222	0	0	0	109	338	0	30	3	179	0	0	0	0	1,941		0	0	1	1

The following information can be found in the Highway Capacity Manual, Transportation Research Board, 2000: Chapter 10 – Urban Streets Concepts Signalized Intersections and Chapter 17 – Unsignalized Intersections.

Level Of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

LOS A

Describes operations with low control delay, up to 10 s/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LOS B

Describes operations with control delay greater then 10 and up to 20 s/veh. This level generally occurs with good progressions, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C

Describes operations with control delay greater than 20 and up to 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at the level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D

Describes operations with control delay greater than 35 and up to 55 s/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LOS E

Describes operations with control delay greater than 55 and up to 80 s/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LOS F

Describes operations with control delay in excess of 80 s/veh. This level, considered unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Level of Service (LOS) for Unsignalized TWSC Intersections

Level of Service	Average Control Delay (s/veh)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	255	48	65	183	30	21	10	85	76	13	27
Future Volume (veh/h)	20	255	48	65	183	30	21	10	85	76	13	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	277	52	71	199	33	23	11	92	83	14	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	829	1198	1015	726	2276	1015	342	28	234	195	40	41
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1148	1870	1585	1051	3554	1585	1364	172	1439	597	245	252
Grp Volume(v), veh/h	22	277	52	71	199	33	23	0	103	126	0	0
Grp Sat Flow(s),veh/h/ln	1148	1870	1585	1051	1777	1585	1364	0	1611	1094	0	0
Q Serve(g_s), s	0.5	3.8	0.7	1.9	1.3	0.5	0.0	0.0	3.5	3.9	0.0	0.0
Cycle Q Clear(g_c), s	1.8	3.8	0.7	5.7	1.3	0.5	0.9	0.0	3.5	7.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	0.66		0.23
Lane Grp Cap(c), veh/h	829	1198	1015	726	2276	1015	342	0	262	276	0	0
V/C Ratio(X)	0.03	0.23	0.05	0.10	0.09	0.03	0.07	0.00	0.39	0.46	0.00	0.00
Avail Cap(c_a), veh/h	829	1198	1015	726	2276	1015	770	0	767	715	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	4.6	4.1	5.8	4.2	4.0	21.7	0.0	22.8	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.3	0.1	0.1	0.1	0.0	1.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	0.2	0.4	0.4	0.1	0.3	0.0	1.3	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	5.1	4.2	6.1	4.2	4.1	21.8	0.0	23.8	26.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		351			303			126			126	
Approach Delay, s/veh		4.9			4.7			23.4			26.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	45.0		15.9		45.0		15.9					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	39.0		29.0		39.0		29.0					
Max Q Clear Time (g_c+I1), s	5.8		9.4		7.7		5.5					
Green Ext Time (p_c), s	2.0		0.6		1.8		0.6					

Intersection Summary												
HCM 6th Ctrl Delay		10.3										
HCM 6th LOS		B										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	34	49	192	163	0	0	0	0	211	0	5
Future Volume (veh/h)	0	34	49	192	163	0	0	0	0	211	0	5
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	37	53	209	177	0				229	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	107	153	1259	812	0				509	0	233
Arrive On Green	0.00	0.15	0.15	0.14	0.43	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	695	996	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	0	90	209	177	0				229	0	5
Grp Sat Flow(s),veh/h/ln	0	0	1691	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	0.0	1.4	1.2	1.7	0.0				1.7	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.4	1.2	1.7	0.0				1.7	0.0	0.1
Prop In Lane	0.00		0.59	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	260	1259	812	0				509	0	233
V/C Ratio(X)	0.00	0.00	0.35	0.17	0.22	0.00				0.45	0.00	0.02
Avail Cap(c_a), veh/h	0	0	2005	2698	3521	0				4096	0	1879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.9	6.4	5.1	0.0				11.2	0.0	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.1	0.0				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.2	0.3	0.0				0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	11.6	6.4	5.2	0.0				11.8	0.0	10.5
LnGrp LOS	A	A	B	A	A	A				B	A	B
Approach Vol, veh/h		90			386						234	
Approach Delay, s/veh		11.6			5.9						11.8	
Approach LOS		B			A						B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.1	10.4		10.2		18.5						
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	16.0	34.0		34.0		54.0						
Max Q Clear Time (g_c+I1), s	3.2	3.4		3.7		3.7						
Green Ext Time (p_c), s	0.5	0.5		0.8		1.1						

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	250	0	0	295	808	39	0	82	0	0	0
Future Volume (veh/h)	18	250	0	0	295	808	39	0	82	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	20	272	0	0	321	0	42	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	487	1534	0	0	840		208	0	185			
Arrive On Green	0.03	0.43	0.00	0.00	0.24	0.00	0.12	0.00	0.12			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	20	272	0	0	321	0	42	0	89			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.2	1.3	0.0	0.0	2.0	0.0	0.6	0.0	1.4			
Cycle Q Clear(g_c), s	0.2	1.3	0.0	0.0	2.0	0.0	0.6	0.0	1.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	487	1534	0	0	840		208	0	185			
V/C Ratio(X)	0.04	0.18	0.00	0.00	0.38		0.20	0.00	0.48			
Avail Cap(c_a), veh/h	783	9551	0	0	8267		1113	0	990			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.2	4.6	0.0	0.0	8.5	0.0	10.6	0.0	11.0			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.5	0.0	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.5	0.0	0.2	0.0	0.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	4.7	0.0	0.0	8.8	0.0	11.1	0.0	12.9			
LnGrp LOS	A	A	A	A	A		B	A	B			
Approach Vol, veh/h		292			321			131				
Approach Delay, s/veh		4.8			8.8			12.3				
Approach LOS		A			A			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		17.5			5.2	12.3		9.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		71.4			5.1	61.8		16.6				
Max Q Clear Time (g_c+I1), s		3.3			2.2	4.0		3.4				
Green Ext Time (p_c), s		2.0			0.0	2.3		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	0	10	0	0	0	168	0	0	1	83	0	0
Future Vol, veh/h	0	10	0	0	0	168	0	0	1	83	0	0
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	0	11	0	0	0	183	0	0	1	90	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	11	0	0	103	194	11	104	103	92
Stage 1	-	-	-	-	-	-	11	11	-	92	92	-
Stage 2	-	-	-	-	-	-	92	183	-	12	11	-
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	1392	-	-	1608	-	-	877	701	1070	876	787	965
Stage 1	-	-	-	-	-	-	1010	886	-	915	819	-
Stage 2	-	-	-	-	-	-	915	748	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1608	-	-	877	701	1070	875	787	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	877	701	-	875	787	-
Stage 1	-	-	-	-	-	-	1010	886	-	915	819	-
Stage 2	-	-	-	-	-	-	915	748	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.4	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1392	-	-	1608	-	-	875
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	0.103
HCM Control Delay (s)	8.4	0	-	-	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	240	35	201	479	64	38	9	35	44	11	36
Future Volume (veh/h)	28	240	35	201	479	64	38	9	35	44	11	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	261	38	218	521	70	41	10	38	48	12	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	655	1321	1120	825	2511	1120	273	36	136	140	32	58
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	826	1870	1585	1080	3554	1585	1354	341	1296	537	305	547
Grp Volume(v), veh/h	30	261	38	218	521	70	41	0	48	99	0	0
Grp Sat Flow(s),veh/h/ln	826	1870	1585	1080	1777	1585	1354	0	1637	1390	0	0
Q Serve(g_s), s	0.8	3.0	0.5	5.5	3.2	0.9	0.0	0.0	1.7	2.8	0.0	0.0
Cycle Q Clear(g_c), s	4.0	3.0	0.5	8.5	3.2	0.9	1.5	0.0	1.7	4.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	0.48		0.39
Lane Grp Cap(c), veh/h	655	1321	1120	825	2511	1120	273	0	172	230	0	0
V/C Ratio(X)	0.05	0.20	0.03	0.26	0.21	0.06	0.15	0.00	0.28	0.43	0.00	0.00
Avail Cap(c_a), veh/h	655	1321	1120	825	2511	1120	619	0	591	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	3.2	2.8	4.6	3.2	2.9	26.2	0.0	26.3	27.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.1	0.8	0.2	0.1	0.3	0.0	0.9	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	1.0	0.8	0.2	0.6	0.0	0.7	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	3.5	2.9	5.4	3.4	3.0	26.4	0.0	27.1	28.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		329			809			89			99	
Approach Delay, s/veh		3.5			3.9			26.8			28.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	51.0		12.7		51.0		12.7					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	45.0		23.0		45.0		23.0					
Max Q Clear Time (g_c+I1), s	6.0		6.5		10.5		3.7					
Green Ext Time (p_c), s	2.0		0.4		5.3		0.3					

Intersection Summary		
HCM 6th Ctrl Delay	7.2	
HCM 6th LOS	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	129	80	72	69	0	0	0	0	1161	0	13
Future Volume (veh/h)	0	129	80	72	69	0	0	0	0	1161	0	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	140	87	78	75	0				1262	0	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	193	120	613	592	0				1596	0	732
Arrive On Green	0.00	0.18	0.18	0.06	0.32	0.00				0.46	0.00	0.46
Sat Flow, veh/h	0	1079	671	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	0	227	78	75	0				1262	0	14
Grp Sat Flow(s),veh/h/ln	0	0	1750	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	0.0	6.6	0.9	1.5	0.0				16.8	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	6.6	0.9	1.5	0.0				16.8	0.0	0.3
Prop In Lane	0.00		0.38	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	313	613	592	0				1596	0	732
V/C Ratio(X)	0.00	0.00	0.73	0.13	0.13	0.00				0.79	0.00	0.02
Avail Cap(c_a), veh/h	0	0	808	775	1209	0				3384	0	1552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.0	15.1	13.2	0.0				12.3	0.0	7.9
Incr Delay (d2), s/veh	0.0	0.0	3.2	0.1	0.1	0.0				0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.7	0.3	0.6	0.0				5.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	24.2	15.2	13.3	0.0				13.3	0.0	7.9
LnGrp LOS	A	A	C	B	B	A				B	A	A
Approach Vol, veh/h		227			153						1276	
Approach Delay, s/veh		24.2			14.2						13.2	
Approach LOS		C			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.5	15.7		31.0		23.1
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	3.5	25.0		53.0		35.0
Max Q Clear Time (g_c+I1), s	2.9	8.6		18.8		3.5
Green Ext Time (p_c), s	0.0	1.2		6.2		0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1222	0	0	109	338	33	0	179	0	0	0
Future Volume (veh/h)	59	1222	0	0	109	338	33	0	179	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	64	1328	0	0	118	0	36	0	195			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	779	2077	0	0	1542		307	0	273			
Arrive On Green	0.06	0.58	0.00	0.00	0.43	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	64	1328	0	0	118	0	36	0	195			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.9	12.2	0.0	0.0	1.0	0.0	0.8	0.0	5.7			
Cycle Q Clear(g_c), s	0.9	12.2	0.0	0.0	1.0	0.0	0.8	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	779	2077	0	0	1542		307	0	273			
V/C Ratio(X)	0.08	0.64	0.00	0.00	0.08		0.12	0.00	0.71			
Avail Cap(c_a), veh/h	909	4535	0	0	3743		902	0	803			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.7	6.8	0.0	0.0	8.2	0.0	17.2	0.0	19.3			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.2	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	3.1	0.0	0.0	0.3	0.0	0.3	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	7.1	0.0	0.0	8.2	0.0	17.4	0.0	22.7			
LnGrp LOS	A	A	A	A	A		B	A	C			
Approach Vol, veh/h		1392			118			231				
Approach Delay, s/veh		7.1			8.2			21.9				
Approach LOS		A			A			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		34.8			7.4	27.4		14.5				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		63.0			6.5	52.0		25.0				
Max Q Clear Time (g_c+I1), s		14.2			2.9	3.0		7.7				
Green Ext Time (p_c), s		14.6			0.0	0.8		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	79	0	0	1	189	0	0
Future Vol, veh/h	0	10	0	6	4	79	0	0	1	189	0	0
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	0	11	0	7	4	86	0	0	1	205	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	11	0	0	72	115	11	73	72	47
Stage 1	-	-	-	-	-	-	11	11	-	61	61	-
Stage 2	-	-	-	-	-	-	61	104	-	12	11	-
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	1505	-	-	1608	-	-	919	775	1070	918	818	1022
Stage 1	-	-	-	-	-	-	1010	886	-	950	844	-
Stage 2	-	-	-	-	-	-	950	809	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1505	-	-	1608	-	-	915	771	1070	913	814	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	915	771	-	913	814	-
Stage 1	-	-	-	-	-	-	1010	886	-	950	840	-
Stage 2	-	-	-	-	-	-	945	805	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	8.4	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1505	-	-	1608	-	-	913
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	0.225
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	10.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	110	0	0	1	137	0	0
Future Vol, veh/h	0	10	0	6	4	110	0	0	1	137	0	0
Conflicting Peds, #/hr	43	0	38	38	0	43	19	0	30	30	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
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	0	11	0	7	4	120	0	0	1	149	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	49	0	0	146	230	79	162	170	126
Stage 1	-	-	-	-	-	-	49	49	-	121	121	-
Stage 2	-	-	-	-	-	-	97	181	-	41	49	-
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	1411	-	-	1558	-	-	823	670	981	803	723	924
Stage 1	-	-	-	-	-	-	964	854	-	883	796	-
Stage 2	-	-	-	-	-	-	910	750	-	974	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	1502	-	-	776	616	918	744	665	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	776	616	-	744	665	-
Stage 1	-	-	-	-	-	-	929	823	-	847	759	-
Stage 2	-	-	-	-	-	-	889	716	-	945	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.9	11
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	918	1353	-	-	1502	-	-	744
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	0.2
HCM Control Delay (s)	8.9	0	-	-	7.4	0	-	11
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	257	48	65	184	30	21	10	86	77	13	27
Future Volume (veh/h)	20	257	48	65	184	30	21	10	86	77	13	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	279	52	71	200	33	23	11	93	84	14	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	752	974	825	646	1851	825	452	28	240	257	48	44
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1147	1870	1585	1049	3554	1585	1364	170	1441	605	289	265
Grp Volume(v), veh/h	22	279	52	71	200	33	23	0	104	127	0	0
Grp Sat Flow(s),veh/h/ln	1147	1870	1585	1049	1777	1585	1364	0	1611	1159	0	0
Q Serve(g_s), s	0.4	3.2	0.6	1.6	1.1	0.4	0.0	0.0	2.2	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.5	3.2	0.6	4.8	1.1	0.4	0.4	0.0	2.2	4.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	0.66		0.23
Lane Grp Cap(c), veh/h	752	974	825	646	1851	825	452	0	269	349	0	0
V/C Ratio(X)	0.03	0.29	0.06	0.11	0.11	0.04	0.05	0.00	0.39	0.36	0.00	0.00
Avail Cap(c_a), veh/h	752	974	825	646	1851	825	864	0	755	771	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	5.2	4.6	6.5	4.7	4.5	13.5	0.0	14.3	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.1	0.3	0.1	0.1	0.0	0.0	0.9	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.2	0.3	0.3	0.1	0.1	0.0	0.7	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	5.9	4.7	6.9	4.8	4.6	13.6	0.0	15.2	15.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h		353			304			127			127	
Approach Delay, s/veh		5.7			5.3			14.9			15.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	26.0	12.4	26.0	12.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	18.0	20.0	18.0
Max Q Clear Time (g_c+I1), s	5.2	6.4	6.8	4.2
Green Ext Time (p_c), s	1.6	0.5	1.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	34	49	193	164	0	0	0	0	211	0	5
Future Volume (veh/h)	0	34	49	193	164	0	0	0	0	211	0	5
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	37	53	210	178	0				229	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	107	153	1260	813	0				509	0	233
Arrive On Green	0.00	0.15	0.15	0.14	0.43	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	695	996	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	0	90	210	178	0				229	0	5
Grp Sat Flow(s),veh/h/ln	0	0	1691	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	0.0	1.4	1.2	1.7	0.0				1.7	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.4	1.2	1.7	0.0				1.7	0.0	0.1
Prop In Lane	0.00		0.59	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	260	1260	813	0				509	0	233
V/C Ratio(X)	0.00	0.00	0.35	0.17	0.22	0.00				0.45	0.00	0.02
Avail Cap(c_a), veh/h	0	0	2004	2697	3519	0				4094	0	1878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.9	6.4	5.1	0.0				11.2	0.0	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.1	0.0				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.2	0.4	0.0				0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	11.6	6.4	5.2	0.0				11.8	0.0	10.5
LnGrp LOS	A	A	B	A	A	A				B	A	B
Approach Vol, veh/h		90			388						234	
Approach Delay, s/veh		11.6			5.9						11.8	
Approach LOS		B			A						B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.1	10.4		10.2		18.5						
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	4.0	34.0		34.0		54.0						
Max Q Clear Time (g_c+I1), s	3.2	3.4		3.7		3.7						
Green Ext Time (p_c), s	0.5	0.5		0.8		1.1						

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	251	0	0	296	812	38	0	107	0	0	0
Future Volume (veh/h)	18	251	0	0	296	812	38	0	107	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	20	273	0	0	322	0	41	0	116			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	480	1519	0	0	835		228	0	203			
Arrive On Green	0.03	0.43	0.00	0.00	0.23	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	20	273	0	0	322	0	41	0	116			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.2	1.3	0.0	0.0	2.1	0.0	0.6	0.0	1.9			
Cycle Q Clear(g_c), s	0.2	1.3	0.0	0.0	2.1	0.0	0.6	0.0	1.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	480	1519	0	0	835		228	0	203			
V/C Ratio(X)	0.04	0.18	0.00	0.00	0.39		0.18	0.00	0.57			
Avail Cap(c_a), veh/h	771	9346	0	0	8083		1122	0	998			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.4	4.8	0.0	0.0	8.7	0.0	10.5	0.0	11.1			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.4	0.0	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.5	0.0	0.2	0.0	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	4.9	0.0	0.0	9.0	0.0	10.9	0.0	13.6			
LnGrp LOS	A	A	A	A	A		B	A	B			
Approach Vol, veh/h		293			322			157				
Approach Delay, s/veh		5.0			9.0			12.9				
Approach LOS		A			A			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		17.5			5.2	12.3		9.5				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		71.0			5.1	61.4		17.0				
Max Q Clear Time (g_c+I1), s		3.3			2.2	4.1		3.9				
Green Ext Time (p_c), s		2.0			0.0	2.4		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	0	0	0	0	0	169	0	0	1	83	0	0
Future Vol, veh/h	0	0	0	0	0	169	0	0	1	83	0	0
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	0	0	0	0	0	184	0	0	1	90	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	1	0	0	93	185	1	94	93	92
Stage 1	-	-	-	-	-	-	1	1	-	92	92	-
Stage 2	-	-	-	-	-	-	92	184	-	2	1	-
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	-	-	1622	-	-	891	709	1084	889	797	965
Stage 1	-	-	-	-	-	-	1022	895	-	915	819	-
Stage 2	-	-	-	-	-	-	915	747	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1622	-	-	891	709	1084	888	797	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	891	709	-	888	797	-
Stage 1	-	-	-	-	-	-	1022	895	-	915	819	-
Stage 2	-	-	-	-	-	-	915	747	-	1020	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.3	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	1391	-	-	1622	-	-	888
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	0.102
HCM Control Delay (s)	8.3	0	-	-	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	242	35	203	483	64	38	9	35	44	11	36
Future Volume (veh/h)	28	242	35	203	483	64	38	9	35	44	11	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	263	38	221	525	70	41	10	38	48	12	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	652	1321	1120	823	2511	1120	273	36	136	140	32	58
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	823	1870	1585	1078	3554	1585	1354	341	1296	537	305	547
Grp Volume(v), veh/h	30	263	38	221	525	70	41	0	48	99	0	0
Grp Sat Flow(s),veh/h/ln	823	1870	1585	1078	1777	1585	1354	0	1637	1390	0	0
Q Serve(g_s), s	0.8	3.1	0.5	5.6	3.2	0.9	0.0	0.0	1.7	2.8	0.0	0.0
Cycle Q Clear(g_c), s	4.1	3.1	0.5	8.7	3.2	0.9	1.5	0.0	1.7	4.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	0.48		0.39
Lane Grp Cap(c), veh/h	652	1321	1120	823	2511	1120	273	0	172	230	0	0
V/C Ratio(X)	0.05	0.20	0.03	0.27	0.21	0.06	0.15	0.00	0.28	0.43	0.00	0.00
Avail Cap(c_a), veh/h	652	1321	1120	823	2511	1120	619	0	591	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	3.2	2.8	4.7	3.2	2.9	26.2	0.0	26.3	27.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.1	0.8	0.2	0.1	0.3	0.0	0.9	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	1.1	0.8	0.2	0.6	0.0	0.7	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.1	3.5	2.9	5.5	3.4	3.0	26.4	0.0	27.1	28.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		331			816			89			99	
Approach Delay, s/veh		3.5			3.9			26.8			28.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.0	12.7	51.0	12.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	45.0	23.0	45.0	23.0
Max Q Clear Time (g_c+I1), s	6.1	6.5	10.7	3.7
Green Ext Time (p_c), s	2.0	0.4	5.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	130	80	72	69	0	0	0	0	1167	0	13
Future Volume (veh/h)	0	130	80	72	69	0	0	0	0	1167	0	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	141	87	78	75	0				1268	0	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	400	178	710	496	0				1658	0	760
Arrive On Green	0.00	0.11	0.11	0.07	0.27	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	141	87	78	75	0				1268	0	14
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	1.7	2.4	0.8	1.4	0.0				14.2	0.0	0.2
Cycle Q Clear(g_c), s	0.0	1.7	2.4	0.8	1.4	0.0				14.2	0.0	0.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	400	178	710	496	0				1658	0	760
V/C Ratio(X)	0.00	0.35	0.49	0.11	0.15	0.00				0.76	0.00	0.02
Avail Cap(c_a), veh/h	0	1585	707	916	1232	0				4184	0	1919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.3	19.6	14.7	13.2	0.0				10.1	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.5	2.1	0.1	0.1	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.9	0.3	0.5	0.0				4.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.8	21.7	14.8	13.4	0.0				10.8	0.0	6.4
LnGrp LOS	A	B	C	B	B	A				B	A	A
Approach Vol, veh/h		228			153						1282	
Approach Delay, s/veh		20.5			14.1						10.8	
Approach LOS		C			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.2	11.3		28.6		18.5
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	6.0	21.0		57.0		31.0
Max Q Clear Time (g_c+I1), s	2.8	4.4		16.2		3.4
Green Ext Time (p_c), s	0.0	1.0		6.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1228	0	0	110	339	33	0	180	0	0	0
Future Volume (veh/h)	59	1228	0	0	110	339	33	0	180	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	64	1335	0	0	120	0	36	0	196			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	785	2095	0	0	1558		295	0	263			
Arrive On Green	0.06	0.59	0.00	0.00	0.44	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	64	1335	0	0	120	0	36	0	196			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.8	12.1	0.0	0.0	1.0	0.0	0.8	0.0	5.8			
Cycle Q Clear(g_c), s	0.8	12.1	0.0	0.0	1.0	0.0	0.8	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	785	2095	0	0	1558		295	0	263			
V/C Ratio(X)	0.08	0.64	0.00	0.00	0.08		0.12	0.00	0.75			
Avail Cap(c_a), veh/h	915	4635	0	0	3839		871	0	775			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.5	6.6	0.0	0.0	8.0	0.0	17.4	0.0	19.5			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.2	0.0	4.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	3.0	0.0	0.0	0.3	0.0	0.3	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	6.9	0.0	0.0	8.0	0.0	17.6	0.0	23.7			
LnGrp LOS	A	A	A	A	A		B	A	C			
Approach Vol, veh/h		1399			120			232				
Approach Delay, s/veh		6.9			8.0			22.7				
Approach LOS		A			A			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		34.9			7.4	27.5		14.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		64.0			6.5	53.0		24.0				
Max Q Clear Time (g_c+I1), s		14.1			2.8	3.0		7.8				
Green Ext Time (p_c), s		14.8			0.0	0.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	80	0	0	1	190	0	0
Future Vol, veh/h	0	10	0	6	4	80	0	0	1	190	0	0
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	0	11	0	7	4	87	0	0	1	207	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	91	0	0	11	0	0	73	116	11	74	73	48
Stage 1	-	-	-	-	-	-	11	11	-	62	62	-
Stage 2	-	-	-	-	-	-	62	105	-	12	11	-
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	1504	-	-	1608	-	-	918	774	1070	916	817	1021
Stage 1	-	-	-	-	-	-	1010	886	-	949	843	-
Stage 2	-	-	-	-	-	-	949	808	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1504	-	-	1608	-	-	914	770	1070	911	813	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	914	770	-	911	813	-
Stage 1	-	-	-	-	-	-	1010	886	-	949	839	-
Stage 2	-	-	-	-	-	-	944	804	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	8.4	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1504	-	-	1608	-	-	911
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	0.227
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	10.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	111	0	0	1	138	0	0
Future Vol, veh/h	0	10	0	6	4	111	0	0	1	138	0	0
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	0	11	0	7	4	121	0	0	1	150	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	11	0	0	90	150	11	91	90	65
Stage 1	-	-	-	-	-	-	11	11	-	79	79	-
Stage 2	-	-	-	-	-	-	79	139	-	12	11	-
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	1462	-	-	1608	-	-	895	742	1070	893	800	999
Stage 1	-	-	-	-	-	-	1010	886	-	930	829	-
Stage 2	-	-	-	-	-	-	930	782	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1608	-	-	891	738	1070	889	796	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	891	738	-	889	796	-
Stage 1	-	-	-	-	-	-	1010	886	-	930	825	-
Stage 2	-	-	-	-	-	-	925	778	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.4	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1462	-	-	1608	-	-	889
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	0.169
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	9.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	270	50	68	193	32	22	11	90	81	14	28
Future Volume (veh/h)	21	270	50	68	193	32	22	11	90	81	14	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	293	54	74	210	35	24	12	98	88	15	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	809	1184	1003	701	2250	1003	351	30	247	200	41	42
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1135	1870	1585	1034	3554	1585	1361	176	1436	597	236	242
Grp Volume(v), veh/h	23	293	54	74	210	35	24	0	110	133	0	0
Grp Sat Flow(s),veh/h/ln	1135	1870	1585	1034	1777	1585	1361	0	1612	1075	0	0
Q Serve(g_s), s	0.5	4.2	0.8	2.1	1.4	0.5	0.0	0.0	3.7	4.3	0.0	0.0
Cycle Q Clear(g_c), s	1.9	4.2	0.8	6.3	1.4	0.5	0.9	0.0	3.7	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	0.66		0.23
Lane Grp Cap(c), veh/h	809	1184	1003	701	2250	1003	351	0	278	282	0	0
V/C Ratio(X)	0.03	0.25	0.05	0.11	0.09	0.03	0.07	0.00	0.40	0.47	0.00	0.00
Avail Cap(c_a), veh/h	809	1184	1003	701	2250	1003	757	0	759	698	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	4.9	4.3	6.3	4.4	4.2	21.5	0.0	22.7	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.3	0.1	0.1	0.1	0.0	0.9	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.2	0.4	0.4	0.1	0.3	0.0	1.4	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	5.4	4.4	6.6	4.5	4.3	21.6	0.0	23.6	26.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		370			319			134			133	
Approach Delay, s/veh		5.2			5.0			23.2			26.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	16.6	45.0	16.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	39.0	29.0	39.0	29.0
Max Q Clear Time (g_c+I1), s	6.2	10.1	8.3	5.7
Green Ext Time (p_c), s	2.1	0.7	1.9	0.7

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	36	51	203	172	0	0	0	0	222	0	5
Future Volume (veh/h)	0	36	51	203	172	0	0	0	0	222	0	5
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	39	55	221	187	0				241	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	550	245	1361	816	0				514	0	236
Arrive On Green	0.00	0.15	0.15	0.14	0.44	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	39	55	221	187	0				241	0	5
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	0.3	0.9	1.3	1.8	0.0				1.8	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.3	0.9	1.3	1.8	0.0				1.8	0.0	0.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	550	245	1361	816	0				514	0	236
V/C Ratio(X)	0.00	0.07	0.22	0.16	0.23	0.00				0.47	0.00	0.02
Avail Cap(c_a), veh/h	0	3807	1698	3014	3425	0				4179	0	1917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	10.7	6.3	5.1	0.0				11.3	0.0	10.5
Incr Delay (d2), s/veh	0.0	0.1	0.5	0.1	0.1	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.3	0.4	0.0				0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.5	11.2	6.3	5.2	0.0				11.9	0.0	10.6
LnGrp LOS	A	B	B	A	A	A				B	A	B
Approach Vol, veh/h		94			408						246	
Approach Delay, s/veh		10.9			5.8						11.9	
Approach LOS		B			A						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.2	10.5		10.3		18.6
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	4.2	31.0		35.0		53.0
Max Q Clear Time (g_c+I1), s	3.3	2.9		3.8		3.8
Green Ext Time (p_c), s	0.6	0.4		0.9		1.2

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	264	0	0	311	853	40	0	112	0	0	0
Future Volume (veh/h)	26	264	0	0	311	853	40	0	112	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	28	287	0	0	338	0	43	0	122			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	489	1553	0	0	852		231	0	206			
Arrive On Green	0.03	0.44	0.00	0.00	0.24	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	28	287	0	0	338	0	43	0	122			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.3	1.4	0.0	0.0	2.2	0.0	0.6	0.0	2.0			
Cycle Q Clear(g_c), s	0.3	1.4	0.0	0.0	2.2	0.0	0.6	0.0	2.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	489	1553	0	0	852		231	0	206			
V/C Ratio(X)	0.06	0.18	0.00	0.00	0.40		0.19	0.00	0.59			
Avail Cap(c_a), veh/h	754	9132	0	0	7900		1080	0	961			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.3	4.8	0.0	0.0	8.8	0.0	10.8	0.0	11.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.4	0.0	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.0	0.6	0.0	0.2	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	4.8	0.0	0.0	9.1	0.0	11.1	0.0	14.1			
LnGrp LOS	A	A	A	A	A		B	A	B			
Approach Vol, veh/h		315			338			165				
Approach Delay, s/veh		5.0			9.1			13.3				
Approach LOS		A			A			B				

Timer - Assigned Phs	2			5	6		8				
Phs Duration (G+Y+Rc), s	18.1			5.5	12.6		9.6				
Change Period (Y+Rc), s	6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s	71.2			5.1	61.6		16.8				
Max Q Clear Time (g_c+I1), s	3.4			2.3	4.2		4.0				
Green Ext Time (p_c), s	2.1			0.0	2.5		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	0	0	0	0	0	176	0	0	1	87	0	0
Future Vol, veh/h	0	0	0	0	0	176	0	0	1	87	0	0
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	0	0	0	0	0	191	0	0	1	95	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	1	0	0	97	192	1	98	97	96
Stage 1	-	-	-	-	-	-	1	1	-	96	96	-
Stage 2	-	-	-	-	-	-	96	191	-	2	1	-
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	1383	-	-	1622	-	-	885	703	1084	884	793	960
Stage 1	-	-	-	-	-	-	1022	895	-	911	815	-
Stage 2	-	-	-	-	-	-	911	742	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1622	-	-	885	703	1084	883	793	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	885	703	-	883	793	-
Stage 1	-	-	-	-	-	-	1022	895	-	911	815	-
Stage 2	-	-	-	-	-	-	911	742	-	1020	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.3	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	1383	-	-	1622	-	-	883
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	0.107
HCM Control Delay (s)	8.3	0	-	-	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	254	37	213	507	67	40	9	37	46	12	38
Future Volume (veh/h)	29	254	37	213	507	67	40	9	37	46	12	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	276	40	232	551	73	43	10	40	50	13	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	632	1316	1115	806	2500	1115	275	36	143	141	34	60
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	801	1870	1585	1064	3554	1585	1350	327	1308	532	311	549
Grp Volume(v), veh/h	32	276	40	232	551	73	43	0	50	104	0	0
Grp Sat Flow(s),veh/h/ln	801	1870	1585	1064	1777	1585	1350	0	1635	1393	0	0
Q Serve(g_s), s	0.9	3.3	0.5	6.2	3.5	0.9	0.0	0.0	1.8	3.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	3.3	0.5	9.5	3.5	0.9	1.6	0.0	1.8	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	0.48		0.39
Lane Grp Cap(c), veh/h	632	1316	1115	806	2500	1115	275	0	178	235	0	0
V/C Ratio(X)	0.05	0.21	0.04	0.29	0.22	0.07	0.16	0.00	0.28	0.44	0.00	0.00
Avail Cap(c_a), veh/h	632	1316	1115	806	2500	1115	613	0	588	609	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	3.3	2.9	5.0	3.3	3.0	26.1	0.0	26.2	27.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.9	0.2	0.1	0.3	0.0	0.8	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.1	1.2	0.8	0.2	0.6	0.0	0.7	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	3.7	2.9	5.9	3.5	3.1	26.4	0.0	27.0	28.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		348			856			93			104	
Approach Delay, s/veh		3.6			4.1			26.7			28.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.0	13.0	51.0	13.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	45.0	23.0	45.0	23.0
Max Q Clear Time (g_c+I1), s	6.4	6.8	11.5	3.8
Green Ext Time (p_c), s	2.1	0.4	5.7	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	137	84	76	72	0	0	0	0	1225	0	14
Future Volume (veh/h)	0	137	84	76	72	0	0	0	0	1225	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	149	91	83	78	0				1332	0	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	402	179	692	491	0				1713	0	786
Arrive On Green	0.00	0.11	0.11	0.07	0.26	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	149	91	83	78	0				1332	0	15
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	1.9	2.7	0.9	1.6	0.0				15.7	0.0	0.2
Cycle Q Clear(g_c), s	0.0	1.9	2.7	0.9	1.6	0.0				15.7	0.0	0.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	402	179	692	491	0				1713	0	786
V/C Ratio(X)	0.00	0.37	0.51	0.12	0.16	0.00				0.78	0.00	0.02
Avail Cap(c_a), veh/h	0	1433	639	873	1131	0				4042	0	1854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	20.7	15.5	14.1	0.0				10.3	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.6	2.2	0.1	0.1	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	1.0	0.3	0.6	0.0				4.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	22.9	15.6	14.2	0.0				11.1	0.0	6.4
LnGrp LOS	A	C	C	B	B	A				B	A	A
Approach Vol, veh/h		240			161						1347	
Approach Delay, s/veh		21.7			14.9						11.0	
Approach LOS		C			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.4	11.6		30.6		19.0
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	6.0	20.0		58.0		30.0
Max Q Clear Time (g_c+I1), s	2.9	4.7		17.7		3.6
Green Ext Time (p_c), s	0.0	1.0		6.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	1289	0	0	116	356	35	0	189	0	0	0
Future Volume (veh/h)	62	1289	0	0	116	356	35	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	67	1401	0	0	126	0	38	0	205			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	794	2136	0	0	1621		304	0	270			
Arrive On Green	0.06	0.60	0.00	0.00	0.46	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	67	1401	0	0	126	0	38	0	205			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.9	13.6	0.0	0.0	1.1	0.0	0.9	0.0	6.5			
Cycle Q Clear(g_c), s	0.9	13.6	0.0	0.0	1.1	0.0	0.9	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	794	2136	0	0	1621		304	0	270			
V/C Ratio(X)	0.08	0.66	0.00	0.00	0.08		0.13	0.00	0.76			
Avail Cap(c_a), veh/h	875	4329	0	0	3652		814	0	724			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.5	6.9	0.0	0.0	8.1	0.0	18.5	0.0	20.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.2	0.0	4.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	3.5	0.0	0.0	0.3	0.0	0.4	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	7.2	0.0	0.0	8.1	0.0	18.7	0.0	25.1			
LnGrp LOS	A	A	A	A	A		B	A	C			
Approach Vol, veh/h		1468			126			243				
Approach Delay, s/veh		7.2			8.1			24.1				
Approach LOS		A			A			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		37.6			7.6	30.0		15.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		64.0			5.5	54.0		24.0				
Max Q Clear Time (g_c+I1), s		15.6			2.9	3.1		8.5				
Green Ext Time (p_c), s		15.9			0.0	0.9		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	83	0	0	1	198	0	0
Future Vol, veh/h	0	10	0	6	4	83	0	0	1	198	0	0
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	0	11	0	7	4	90	0	0	1	215	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	94	0	0	11	0	0	74	119	11	75	74	49
Stage 1	-	-	-	-	-	-	11	11	-	63	63	-
Stage 2	-	-	-	-	-	-	63	108	-	12	11	-
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	1500	-	-	1608	-	-	916	771	1070	915	816	1020
Stage 1	-	-	-	-	-	-	1010	886	-	948	842	-
Stage 2	-	-	-	-	-	-	948	806	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1608	-	-	912	767	1070	910	812	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	912	767	-	910	812	-
Stage 1	-	-	-	-	-	-	1010	886	-	948	838	-
Stage 2	-	-	-	-	-	-	943	802	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	8.4	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1500	-	-	1608	-	-	910
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	0.237
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	10.2
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	116	0	0	1	144	0	0
Future Vol, veh/h	0	10	0	6	4	116	0	0	1	144	0	0
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	0	11	0	7	4	126	0	0	1	157	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	11	0	0	92	155	11	93	92	67
Stage 1	-	-	-	-	-	-	11	11	-	81	81	-
Stage 2	-	-	-	-	-	-	81	144	-	12	11	-
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	1455	-	-	1608	-	-	892	737	1070	891	798	997
Stage 1	-	-	-	-	-	-	1010	886	-	927	828	-
Stage 2	-	-	-	-	-	-	927	778	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1608	-	-	888	733	1070	887	794	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	888	733	-	887	794	-
Stage 1	-	-	-	-	-	-	1010	886	-	927	824	-
Stage 2	-	-	-	-	-	-	922	774	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.4	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1455	-	-	1608	-	-	887
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	0.176
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	9.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	14.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	523	428	275	57	47
Future Vol, veh/h	250	523	428	275	57	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	-	0	0	-	0	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	272	568	465	299	62	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	840	0	1501	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	1229	-
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	-	-	795	-	134	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	795	-	~ 56	767
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	115	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.6	154.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	56	767	-	-	795	-
HCM Lane V/C Ratio	1.106	0.067	-	-	0.585	-
HCM Control Delay (s)	273.7	10	-	-	15.7	-
HCM Lane LOS	F	B	-	-	C	-
HCM 95th %tile Q(veh)	5.2	0.2	-	-	3.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	5	50	25	5	20	53	710	35	29	250	53
Future Vol, veh/h	43	5	50	25	5	20	53	710	35	29	250	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	47	5	54	27	5	22	58	772	38	32	272	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1257	1262	272	1283	1282	772	330	0	0	810	0	0
Stage 1	336	336	-	888	888	-	-	-	-	-	-	-
Stage 2	921	926	-	395	394	-	-	-	-	-	-	-
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	148	170	767	142	165	400	1229	-	-	816	-	-
Stage 1	678	642	-	338	362	-	-	-	-	-	-	-
Stage 2	324	347	-	630	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	127	156	767	120	151	400	1229	-	-	816	-	-
Mov Cap-2 Maneuver	127	156	-	120	151	-	-	-	-	-	-	-
Stage 1	646	617	-	322	345	-	-	-	-	-	-	-
Stage 2	287	331	-	557	581	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.3	30.9	0.5	0.8
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	127	566	120	301	816	-	-
HCM Lane V/C Ratio	0.047	-	-	0.368	0.106	0.226	0.09	0.039	-	-
HCM Control Delay (s)	8.1	-	-	49	12.1	43.6	18.1	9.6	-	-
HCM Lane LOS	A	-	-	E	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.4	0.8	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	5	50	25	5	20	53	735	35	29	243	53
Future Vol, veh/h	43	5	50	25	5	20	53	735	35	29	243	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	47	5	54	27	5	22	58	799	38	32	264	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1276	1281	264	1302	1301	799	322	0	0	837	0	0
Stage 1	328	328	-	915	915	-	-	-	-	-	-	-
Stage 2	948	953	-	387	386	-	-	-	-	-	-	-
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	144	166	775	138	161	386	1238	-	-	797	-	-
Stage 1	685	647	-	327	352	-	-	-	-	-	-	-
Stage 2	313	338	-	637	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	124	152	775	117	147	386	1238	-	-	797	-	-
Mov Cap-2 Maneuver	124	152	-	117	147	-	-	-	-	-	-	-
Stage 1	653	621	-	312	335	-	-	-	-	-	-	-
Stage 2	277	322	-	564	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29	31.7	0.5	0.9
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1238	-	-	124	565	117	291	797	-	-
HCM Lane V/C Ratio	0.047	-	-	0.377	0.106	0.232	0.093	0.04	-	-
HCM Control Delay (s)	8	-	-	50.6	12.1	44.8	18.6	9.7	-	-
HCM Lane LOS	A	-	-	F	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.4	0.8	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	256	304	286	184	30	101	10	186	76	13	27
Future Volume (veh/h)	20	256	304	286	184	30	101	10	186	76	13	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	278	330	311	200	33	110	11	202	83	14	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	759	1101	933	531	2091	933	400	19	342	184	38	39
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1147	1870	1585	813	3554	1585	1364	83	1515	405	167	171
Grp Volume(v), veh/h	22	278	330	311	200	33	110	0	213	126	0	0
Grp Sat Flow(s),veh/h/ln	1147	1870	1585	813	1777	1585	1364	0	1598	742	0	0
Q Serve(g_s), s	0.6	4.6	7.0	19.3	1.6	0.6	0.0	0.0	7.7	4.6	0.0	0.0
Cycle Q Clear(g_c), s	2.1	4.6	7.0	24.0	1.6	0.6	4.8	0.0	7.7	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	0.66		0.23
Lane Grp Cap(c), veh/h	759	1101	933	531	2091	933	400	0	361	260	0	0
V/C Ratio(X)	0.03	0.25	0.35	0.59	0.10	0.04	0.27	0.00	0.59	0.48	0.00	0.00
Avail Cap(c_a), veh/h	759	1101	933	531	2091	933	515	0	495	369	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	6.4	6.9	12.2	5.8	5.6	21.2	0.0	22.3	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	1.1	4.7	0.1	0.1	0.4	0.0	1.5	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	2.1	3.6	0.5	0.2	1.4	0.0	2.9	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	7.0	8.0	16.9	5.9	5.7	21.6	0.0	23.9	27.1	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	C	C	A	A
Approach Vol, veh/h		630			544			323			126	
Approach Delay, s/veh		7.5			12.2			23.1			27.1	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.0	20.6	44.0	20.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	38.0	20.0	38.0	20.0
Max Q Clear Time (g_c+I1), s	9.0	14.3	26.0	9.7
Green Ext Time (p_c), s	3.1	0.3	2.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	174	129	193	428	0	0	0	0	211	0	453
Future Volume (veh/h)	0	174	129	193	428	0	0	0	0	211	0	453
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	189	140	210	465	0				229	0	492
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	565	252	868	637	0				1410	0	647
Arrive On Green	0.00	0.16	0.16	0.10	0.34	0.00				0.41	0.00	0.41
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	189	140	210	465	0				229	0	492
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	2.3	3.9	2.2	10.4	0.0				2.0	0.0	12.7
Cycle Q Clear(g_c), s	0.0	2.3	3.9	2.2	10.4	0.0				2.0	0.0	12.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	565	252	868	637	0				1410	0	647
V/C Ratio(X)	0.00	0.33	0.56	0.24	0.73	0.00				0.16	0.00	0.76
Avail Cap(c_a), veh/h	0	2603	1161	963	1761	0				3110	0	1426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	18.5	12.7	13.8	0.0				9.0	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.3	1.9	0.1	1.6	0.0				0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.4	0.7	3.9	0.0				0.6	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	20.5	12.9	15.4	0.0				9.0	0.0	14.0
LnGrp LOS	A	B	C	B	B	A				A	A	B
Approach Vol, veh/h		329			675						721	
Approach Delay, s/veh		19.2			14.6						12.4	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.7	13.6		25.5		22.3
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	6.0	35.0		43.0		45.0
Max Q Clear Time (g_c+I1), s	4.2	5.9		14.7		12.4
Green Ext Time (p_c), s	0.1	1.7		4.8		3.2

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	251	0	0	296	812	294	0	107	0	0	0
Future Volume (veh/h)	158	251	0	0	296	812	294	0	107	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	172	273	0	0	322	0	320	0	116			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	514	1521	0	0	696		445	468	396			
Arrive On Green	0.11	0.43	0.00	0.00	0.20	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	1870	1585			
Grp Volume(v), veh/h	172	273	0	0	322	0	320	0	116			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	1870	1585			
Q Serve(g_s), s	2.5	1.8	0.0	0.0	3.0	0.0	6.1	0.0	2.2			
Cycle Q Clear(g_c), s	2.5	1.8	0.0	0.0	3.0	0.0	6.1	0.0	2.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	514	1521	0	0	696		445	468	396			
V/C Ratio(X)	0.33	0.18	0.00	0.00	0.46		0.72	0.00	0.29			
Avail Cap(c_a), veh/h	588	5815	0	0	4842		1290	1355	1148			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.8	6.6	0.0	0.0	13.3	0.0	12.8	0.0	11.3			
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	0.5	0.0	2.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.0	0.0	1.0	0.0	2.2	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	6.7	0.0	0.0	13.7	0.0	15.0	0.0	11.7			
LnGrp LOS	A	A	A	A	B		B	A	B			
Approach Vol, veh/h		445			322			436				
Approach Delay, s/veh		7.6			13.7			14.1				
Approach LOS		A			B			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		22.0			8.7	13.3		15.3				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		61.0			5.7	50.8		27.0				
Max Q Clear Time (g_c+I1), s		3.8			4.5	5.0		8.1				
Green Ext Time (p_c), s		2.0			0.1	2.3		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	873	0	0	1	303	0	0
Future Vol, veh/h	0	0	0	0	0	873	0	0	1	303	0	0
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	0	0	0	0	0	949	0	0	1	329	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	949	0	0	1	0	0	476	950	1	477	476	475
Stage 1	-	-	-	-	-	-	1	1	-	475	475	-
Stage 2	-	-	-	-	-	-	475	949	-	2	1	-
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	724	-	-	1622	-	-	499	260	1084	498	488	590
Stage 1	-	-	-	-	-	-	1022	895	-	570	557	-
Stage 2	-	-	-	-	-	-	570	339	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	724	-	-	1622	-	-	499	260	1084	498	488	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	260	-	498	488	-
Stage 1	-	-	-	-	-	-	1022	895	-	570	557	-
Stage 2	-	-	-	-	-	-	570	339	-	1020	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.3	25.2
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	724	-	-	1622	-	-	498
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	0.661
HCM Control Delay (s)	8.3	0	-	-	0	-	-	25.2
HCM Lane LOS	A	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	4.8

Intersection	
Int Delay, s/veh	121.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	76	63	395	538	441
Future Vol, veh/h	218	76	63	395	538	441
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	0	-	0	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	237	83	68	429	585	479

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	320	0	802	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	565	-
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	-	-	1240	-	~ 353	802
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	~ 569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	~ 334	802
Mov Cap-2 Maneuver	-	-	-	-	~ 334	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	~ 538	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	214.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	334	802	-	-	1240	-
HCM Lane V/C Ratio	1.751	0.598	-	-	0.055	-
HCM Control Delay (s)	$ 377.2	15.9	-	-	8.1	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	37.2	4	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	5	43	34	5	30	42	226	40	38	847	48
Future Vol, veh/h	38	5	43	34	5	30	42	226	40	38	847	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	41	5	47	37	5	33	46	246	43	41	921	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1382	1384	921	1393	1393	246	973	0	0	289	0	0
Stage 1	1003	1003	-	338	338	-	-	-	-	-	-	-
Stage 2	379	381	-	1055	1055	-	-	-	-	-	-	-
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	121	143	328	119	142	793	709	-	-	1273	-	-
Stage 1	292	320	-	676	641	-	-	-	-	-	-	-
Stage 2	643	613	-	273	302	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	129	328	92	129	793	709	-	-	1273	-	-
Mov Cap-2 Maneuver	104	129	-	92	129	-	-	-	-	-	-	-
Stage 1	273	310	-	632	599	-	-	-	-	-	-	-
Stage 2	571	573	-	223	292	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.4	40.5	1.4	0.3
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	709	-	-	104	283	92	457	1273	-	-
HCM Lane V/C Ratio	0.064	-	-	0.397	0.184	0.402	0.083	0.032	-	-
HCM Control Delay (s)	10.4	-	-	60.8	20.6	68.2	13.6	7.9	-	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	0.7	1.6	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	5	43	34	5	30	42	240	40	38	838	48
Future Vol, veh/h	38	5	43	34	5	30	42	240	40	38	838	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	41	5	47	37	5	33	46	261	43	41	911	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1387	1389	911	1398	1398	261	963	0	0	304	0	0
Stage 1	993	993	-	353	353	-	-	-	-	-	-	-
Stage 2	394	396	-	1045	1045	-	-	-	-	-	-	-
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	120	142	332	118	141	778	715	-	-	1257	-	-
Stage 1	296	323	-	664	631	-	-	-	-	-	-	-
Stage 2	631	604	-	276	306	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	103	129	332	91	128	778	715	-	-	1257	-	-
Mov Cap-2 Maneuver	103	129	-	91	128	-	-	-	-	-	-	-
Stage 1	277	312	-	622	591	-	-	-	-	-	-	-
Stage 2	560	565	-	225	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.6	41.1	1.4	0.3
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	715	-	-	103	285	91	451	1257	-	-
HCM Lane V/C Ratio	0.064	-	-	0.401	0.183	0.406	0.084	0.033	-	-
HCM Control Delay (s)	10.4	-	-	61.6	20.4	69.3	13.7	8	-	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.7	1.6	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	241	128	319	481	64	294	9	356	44	11	36
Future Volume (veh/h)	28	241	128	319	481	64	294	9	356	44	11	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	262	139	347	523	70	320	10	387	48	12	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	915	776	503	1739	776	459	14	524	148	50	79
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	824	1870	1585	984	3554	1585	1354	40	1551	210	148	233
Grp Volume(v), veh/h	30	262	139	347	523	70	320	0	397	99	0	0
Grp Sat Flow(s),veh/h/ln	824	1870	1585	984	1777	1585	1354	0	1591	592	0	0
Q Serve(g_s), s	1.6	5.8	3.4	22.5	6.1	1.6	3.7	0.0	15.3	2.1	0.0	0.0
Cycle Q Clear(g_c), s	7.7	5.8	3.4	28.3	6.1	1.6	21.1	0.0	15.3	17.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	0.48		0.39
Lane Grp Cap(c), veh/h	434	915	776	503	1739	776	459	0	538	277	0	0
V/C Ratio(X)	0.07	0.29	0.18	0.69	0.30	0.09	0.70	0.00	0.74	0.36	0.00	0.00
Avail Cap(c_a), veh/h	434	915	776	503	1739	776	469	0	550	286	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	10.5	9.9	18.9	10.6	9.5	22.8	0.0	20.3	19.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.8	0.5	7.5	0.4	0.2	4.4	0.0	5.1	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.3	1.2	5.7	2.2	0.6	5.3	0.0	6.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	11.3	10.4	26.5	11.1	9.7	27.2	0.0	25.4	20.5	0.0	0.0
LnGrp LOS	B	B	B	C	B	A	C	A	C	C	A	A
Approach Vol, veh/h		431			940			717			99	
Approach Delay, s/veh		11.2			16.7			26.2			20.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	29.5	40.0	29.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	34.0	24.0	34.0	24.0
Max Q Clear Time (g_c+I1), s	9.7	19.4	30.3	23.1
Green Ext Time (p_c), s	2.2	0.2	1.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	579	336	72	162	0	0	0	0	1167	0	175
Future Volume (veh/h)	0	579	336	72	162	0	0	0	0	1167	0	175
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	629	365	78	176	0				1268	0	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1039	463	527	744	0				1536	0	704
Arrive On Green	0.00	0.29	0.29	0.05	0.40	0.00				0.44	0.00	0.44
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	629	365	78	176	0				1268	0	190
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	11.6	16.1	1.1	4.8	0.0				24.5	0.0	5.8
Cycle Q Clear(g_c), s	0.0	11.6	16.1	1.1	4.8	0.0				24.5	0.0	5.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1039	463	527	744	0				1536	0	704
V/C Ratio(X)	0.00	0.61	0.79	0.15	0.24	0.00				0.83	0.00	0.27
Avail Cap(c_a), veh/h	0	1331	593	593	934	0				2270	0	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.2	24.8	16.7	15.2	0.0				18.6	0.0	13.3
Incr Delay (d2), s/veh	0.0	0.6	5.4	0.1	0.2	0.0				1.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	6.4	0.4	1.9	0.0				9.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.7	30.2	16.8	15.4	0.0				20.2	0.0	13.6
LnGrp LOS	A	C	C	B	B	A				C	A	B
Approach Vol, veh/h		994			254						1458	
Approach Delay, s/veh		26.1			15.8						19.4	
Approach LOS		C			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.0	28.2		39.8		36.3
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.5	28.5		50.0		38.0
Max Q Clear Time (g_c+I1), s	3.1	18.1		26.5		6.8
Green Ext Time (p_c), s	0.0	4.1		7.3		1.0

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	1228	0	0	110	339	126	0	180	0	0	0
Future Volume (veh/h)	368	1228	0	0	110	339	126	0	180	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	400	1335	0	0	120	0	137	0	196			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	843	2081	0	0	1064		310	325	275			
Arrive On Green	0.20	0.59	0.00	0.00	0.30	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	1870	1585			
Grp Volume(v), veh/h	400	1335	0	0	120	0	137	0	196			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	1870	1585			
Q Serve(g_s), s	6.7	12.4	0.0	0.0	1.2	0.0	3.4	0.0	5.8			
Cycle Q Clear(g_c), s	6.7	12.4	0.0	0.0	1.2	0.0	3.4	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	843	2081	0	0	1064		310	325	275			
V/C Ratio(X)	0.47	0.64	0.00	0.00	0.11		0.44	0.00	0.71			
Avail Cap(c_a), veh/h	1333	4558	0	0	2564		857	900	762			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.1	6.9	0.0	0.0	12.7	0.0	18.4	0.0	19.4			
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.0	0.0	0.0	1.0	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	3.1	0.0	0.0	0.4	0.0	1.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	7.2	0.0	0.0	12.7	0.0	19.4	0.0	22.8			
LnGrp LOS	A	A	A	A	B		B	A	C			
Approach Vol, veh/h		1735			120			333				
Approach Delay, s/veh		7.3			12.7			21.4				
Approach LOS		A			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		35.2			14.3	20.9		14.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		64.0			23.5	36.0		24.0				
Max Q Clear Time (g_c+I1), s		14.4			8.7	3.2		7.8				
Green Ext Time (p_c), s		14.8			1.1	0.7		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	120.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	335	0	0	1	895	0	0
Future Vol, veh/h	0	10	0	6	4	335	0	0	1	895	0	0
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	0	11	0	7	4	364	0	0	1	973	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	11	0	0	211	393	11	212	211	186
Stage 1	-	-	-	-	-	-	11	11	-	200	200	-
Stage 2	-	-	-	-	-	-	200	382	-	12	11	-
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	1191	-	-	1608	-	-	746	543	1070	~ 745	686	856
Stage 1	-	-	-	-	-	-	1010	886	-	~ 802	736	-
Stage 2	-	-	-	-	-	-	802	613	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1608	-	-	742	540	1070	~ 741	682	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	540	-	~ 741	682	-
Stage 1	-	-	-	-	-	-	1010	886	-	~ 802	732	-
Stage 2	-	-	-	-	-	-	797	609	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	8.4	168.7
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1191	-	-	1608	-	-	741
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	1.313
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	168.7
HCM Lane LOS	A	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	38.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	139.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	6	4	428	0	0	1	888	0	0
Future Vol, veh/h	0	10	0	6	4	428	0	0	1	888	0	0
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	0	11	0	7	4	465	0	0	1	965	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	469	0	0	11	0	0	262	494	11	263	262	237
Stage 1	-	-	-	-	-	-	11	11	-	251	251	-
Stage 2	-	-	-	-	-	-	251	483	-	12	11	-
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	1093	-	-	1608	-	-	691	476	1070	~ 690	643	802
Stage 1	-	-	-	-	-	-	1010	886	-	~ 753	699	-
Stage 2	-	-	-	-	-	-	753	553	-	1009	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1093	-	-	1608	-	-	688	473	1070	~ 686	639	802
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	473	-	~ 686	639	-
Stage 1	-	-	-	-	-	-	1010	886	-	~ 753	695	-
Stage 2	-	-	-	-	-	-	748	550	-	1008	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	8.4	210
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1070	1093	-	-	1608	-	-	686
HCM Lane V/C Ratio	0.001	-	-	-	0.004	-	-	1.407
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	210
HCM Lane LOS	A	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	43.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	15.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	256	523	428	281	57	47
Future Vol, veh/h	256	523	428	281	57	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	-	0	0	-	0	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	278	568	465	305	62	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	846	0	1513	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	1235	-
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	-	-	791	-	132	761
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	274	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	~ 54	761
Mov Cap-2 Maneuver	-	-	-	-	~ 54	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	113	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.6	165.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	761	-	-	791	-
HCM Lane V/C Ratio	1.147	0.067	-	-	0.588	-
HCM Control Delay (s)	293.3	10.1	-	-	15.8	-
HCM Lane LOS	F	B	-	-	C	-
HCM 95th %tile Q(veh)	5.3	0.2	-	-	3.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	5	50	25	5	20	53	716	35	29	256	53
Future Vol, veh/h	43	5	50	25	5	20	53	716	35	29	256	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	47	5	54	27	5	22	58	778	38	32	278	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1269	1274	278	1295	1294	778	336	0	0	816	0	0
Stage 1	342	342	-	894	894	-	-	-	-	-	-	-
Stage 2	927	932	-	401	400	-	-	-	-	-	-	-
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	145	167	761	139	163	396	1223	-	-	812	-	-
Stage 1	673	638	-	336	360	-	-	-	-	-	-	-
Stage 2	322	345	-	626	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	153	761	117	149	396	1223	-	-	812	-	-
Mov Cap-2 Maneuver	125	153	-	117	149	-	-	-	-	-	-	-
Stage 1	641	613	-	320	343	-	-	-	-	-	-	-
Stage 2	285	329	-	553	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.8	31.6	0.5	0.8
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1223	-	-	125	559	117	297	812	-	-
HCM Lane V/C Ratio	0.047	-	-	0.374	0.107	0.232	0.091	0.039	-	-
HCM Control Delay (s)	8.1	-	-	50.1	12.2	44.8	18.3	9.6	-	-
HCM Lane LOS	A	-	-	F	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.4	0.8	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	5	50	25	5	20	53	741	35	29	249	53
Future Vol, veh/h	43	5	50	25	5	20	53	741	35	29	249	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	47	5	54	27	5	22	58	805	38	32	271	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1289	1294	271	1315	1314	805	329	0	0	843	0	0
Stage 1	335	335	-	921	921	-	-	-	-	-	-	-
Stage 2	954	959	-	394	393	-	-	-	-	-	-	-
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	141	163	768	135	158	382	1231	-	-	793	-	-
Stage 1	679	643	-	324	349	-	-	-	-	-	-	-
Stage 2	311	335	-	631	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	149	768	114	145	382	1231	-	-	793	-	-
Mov Cap-2 Maneuver	121	149	-	114	145	-	-	-	-	-	-	-
Stage 1	647	617	-	309	333	-	-	-	-	-	-	-
Stage 2	275	319	-	558	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.8	32.5	0.5	0.9
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1231	-	-	121	557	114	288	793	-	-
HCM Lane V/C Ratio	0.047	-	-	0.386	0.107	0.238	0.094	0.04	-	-
HCM Control Delay (s)	8.1	-	-	52.4	12.2	46.2	18.8	9.7	-	-
HCM Lane LOS	A	-	-	F	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.4	0.9	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	268	306	389	192	32	102	11	190	80	14	28
Future Volume (veh/h)	21	268	306	389	192	32	102	11	190	80	14	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	291	333	423	209	35	111	12	207	87	15	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	749	1106	937	520	2102	937	400	20	349	182	37	38
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1136	1870	1585	801	3554	1585	1361	88	1511	403	161	166
Grp Volume(v), veh/h	23	291	333	423	209	35	111	0	219	132	0	0
Grp Sat Flow(s),veh/h/ln	1136	1870	1585	801	1777	1585	1361	0	1598	731	0	0
Q Serve(g_s), s	0.6	5.1	7.3	34.9	1.7	0.6	0.0	0.0	8.3	5.2	0.0	0.0
Cycle Q Clear(g_c), s	2.3	5.1	7.3	40.0	1.7	0.6	5.0	0.0	8.3	13.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	0.66		0.23
Lane Grp Cap(c), veh/h	749	1106	937	520	2102	937	400	0	369	257	0	0
V/C Ratio(X)	0.03	0.26	0.36	0.81	0.10	0.04	0.28	0.00	0.59	0.51	0.00	0.00
Avail Cap(c_a), veh/h	749	1106	937	520	2102	937	448	0	425	303	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	6.7	7.1	16.8	6.0	5.8	21.9	0.0	23.2	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	1.1	13.1	0.1	0.1	0.4	0.0	1.7	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	2.3	7.5	0.6	0.2	1.4	0.0	3.1	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	7.3	8.2	29.9	6.1	5.8	22.3	0.0	24.8	28.6	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	C	A	C	C	A	A
Approach Vol, veh/h		647			667			330			132	
Approach Delay, s/veh		7.7			21.2			24.0			28.6	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	46.0	21.6	46.0	21.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	40.0	18.0	40.0	18.0
Max Q Clear Time (g_c+I1), s	9.3	15.5	42.0	10.3
Green Ext Time (p_c), s	3.2	0.1	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	176	131	203	425	0	0	0	0	222	0	453
Future Volume (veh/h)	0	176	131	203	425	0	0	0	0	222	0	453
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	191	142	221	462	0				241	0	492
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	569	254	869	640	0				1411	0	647
Arrive On Green	0.00	0.16	0.16	0.10	0.34	0.00				0.41	0.00	0.41
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	191	142	221	462	0				241	0	492
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	2.3	4.0	2.3	10.4	0.0				2.1	0.0	12.8
Cycle Q Clear(g_c), s	0.0	2.3	4.0	2.3	10.4	0.0				2.1	0.0	12.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	569	254	869	640	0				1411	0	647
V/C Ratio(X)	0.00	0.34	0.56	0.25	0.72	0.00				0.17	0.00	0.76
Avail Cap(c_a), veh/h	0	2589	1155	960	1752	0				3093	0	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	18.6	12.8	13.8	0.0				9.0	0.0	12.2
Incr Delay (d2), s/veh	0.0	0.3	1.9	0.2	1.6	0.0				0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.4	0.8	3.9	0.0				0.7	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	20.5	12.9	15.4	0.0				9.1	0.0	14.1
LnGrp LOS	A	B	C	B	B	A				A	A	B
Approach Vol, veh/h		333			683						733	
Approach Delay, s/veh		19.2			14.6						12.4	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.7	13.7		25.6		22.4
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	6.0	35.0		43.0		45.0
Max Q Clear Time (g_c+I1), s	4.3	6.0		14.8		12.4
Green Ext Time (p_c), s	0.1	1.7		4.8		3.2

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	264	0	0	311	853	296	0	112	0	0	0
Future Volume (veh/h)	166	264	0	0	311	853	296	0	112	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	180	287	0	0	338	0	322	0	122			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	512	1536	0	0	716		447	469	397			
Arrive On Green	0.11	0.43	0.00	0.00	0.20	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	1870	1585			
Grp Volume(v), veh/h	180	287	0	0	338	0	322	0	122			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	1870	1585			
Q Serve(g_s), s	2.7	1.9	0.0	0.0	3.2	0.0	6.3	0.0	2.4			
Cycle Q Clear(g_c), s	2.7	1.9	0.0	0.0	3.2	0.0	6.3	0.0	2.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	512	1536	0	0	716		447	469	397			
V/C Ratio(X)	0.35	0.19	0.00	0.00	0.47		0.72	0.00	0.31			
Avail Cap(c_a), veh/h	581	5724	0	0	4767		1270	1334	1130			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.9	6.6	0.0	0.0	13.3	0.0	13.0	0.0	11.5			
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	0.5	0.0	2.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.0	0.0	1.1	0.0	2.2	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	6.7	0.0	0.0	13.8	0.0	15.2	0.0	11.9			
LnGrp LOS	A	A	A	A	B		B	A	B			
Approach Vol, veh/h		467			338			444				
Approach Delay, s/veh		7.7			13.8			14.3				
Approach LOS		A			B			B				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		22.4			8.7	13.6		15.5				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		61.0			5.7	50.8		27.0				
Max Q Clear Time (g_c+I1), s		3.9			4.7	5.2		8.3				
Green Ext Time (p_c), s		2.1			0.0	2.5		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	878	0	0	1	307	0	0
Future Vol, veh/h	0	0	0	0	0	878	0	0	1	307	0	0
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	0	0	0	0	0	954	0	0	1	334	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	954	0	0	1	0	0	478	955	1	479	478	477
Stage 1	-	-	-	-	-	-	1	1	-	477	477	-
Stage 2	-	-	-	-	-	-	477	954	-	2	1	-
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	720	-	-	1622	-	-	498	258	1084	497	486	588
Stage 1	-	-	-	-	-	-	1022	895	-	569	556	-
Stage 2	-	-	-	-	-	-	569	337	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	720	-	-	1622	-	-	498	258	1084	497	486	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	258	-	497	486	-
Stage 1	-	-	-	-	-	-	1022	895	-	569	556	-
Stage 2	-	-	-	-	-	-	569	337	-	1020	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.3	25.8
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	720	-	-	1622	-	-	497
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	0.671
HCM Control Delay (s)	8.3	0	-	-	0	-	-	25.8
HCM Lane LOS	A	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	4.9

Intersection	
Int Delay, s/veh	126.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	76	63	408	538	441
Future Vol, veh/h	222	76	63	408	538	441
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	0	-	0	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	241	83	68	443	585	479

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	324	0	820	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	579	-
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	-	-	1236	-	~ 345	798
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	~ 560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1236	-	~ 326	798
Mov Cap-2 Maneuver	-	-	-	-	~ 326	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	~ 529	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	225.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	798	-	-	1236	-
HCM Lane V/C Ratio	1.794	0.601	-	-	0.055	-
HCM Control Delay (s)	$ 396.7	16.1	-	-	8.1	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	38.1	4.1	-	-	0.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	5	43	34	5	30	42	230	40	38	860	48
Future Vol, veh/h	38	5	43	34	5	30	42	230	40	38	860	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	41	5	47	37	5	33	46	250	43	41	935	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1400	1402	935	1411	1411	250	987	0	0	293	0	0
Stage 1	1017	1017	-	342	342	-	-	-	-	-	-	-
Stage 2	383	385	-	1069	1069	-	-	-	-	-	-	-
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	118	140	322	116	138	789	700	-	-	1269	-	-
Stage 1	287	315	-	673	638	-	-	-	-	-	-	-
Stage 2	640	611	-	268	298	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	127	322	89	125	789	700	-	-	1269	-	-
Mov Cap-2 Maneuver	101	127	-	89	125	-	-	-	-	-	-	-
Stage 1	268	305	-	629	596	-	-	-	-	-	-	-
Stage 2	568	571	-	218	288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.7	42.3	1.4	0.3
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	700	-	-	101	278	89	449	1269	-	-
HCM Lane V/C Ratio	0.065	-	-	0.409	0.188	0.415	0.085	0.033	-	-
HCM Control Delay (s)	10.5	-	-	63.4	20.9	71.6	13.8	7.9	-	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.7	1.7	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	5	43	34	5	30	42	244	40	38	851	48
Future Vol, veh/h	38	5	43	34	5	30	42	244	40	38	851	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	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	41	5	47	37	5	33	46	265	43	41	925	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1405	1407	925	1416	1416	265	977	0	0	308	0	0
Stage 1	1007	1007	-	357	357	-	-	-	-	-	-	-
Stage 2	398	400	-	1059	1059	-	-	-	-	-	-	-
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	117	139	326	115	137	774	706	-	-	1253	-	-
Stage 1	290	319	-	661	628	-	-	-	-	-	-	-
Stage 2	628	602	-	271	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	126	326	88	124	774	706	-	-	1253	-	-
Mov Cap-2 Maneuver	100	126	-	88	124	-	-	-	-	-	-	-
Stage 1	271	308	-	618	587	-	-	-	-	-	-	-
Stage 2	557	563	-	221	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40	42.9	1.3	0.3
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	100	280	88	443	1253	-	-
HCM Lane V/C Ratio	0.065	-	-	0.413	0.186	0.42	0.086	0.033	-	-
HCM Control Delay (s)	10.5	-	-	64.3	20.8	72.8	13.9	8	-	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.7	1.7	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	252	130	329	503	67	296	9	358	44	11	36
Future Volume (veh/h)	29	252	130	329	503	67	296	9	358	44	11	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	274	141	358	547	73	322	10	389	48	12	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	914	774	493	1736	774	460	14	526	148	50	79
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	804	1870	1585	971	3554	1585	1354	40	1551	209	148	232
Grp Volume(v), veh/h	32	274	141	358	547	73	322	0	399	99	0	0
Grp Sat Flow(s),veh/h/ln	804	1870	1585	971	1777	1585	1354	0	1591	589	0	0
Q Serve(g_s), s	1.7	6.1	3.5	24.3	6.5	1.7	3.8	0.0	15.4	2.1	0.0	0.0
Cycle Q Clear(g_c), s	8.2	6.1	3.5	30.5	6.5	1.7	21.3	0.0	15.4	17.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	0.48		0.39
Lane Grp Cap(c), veh/h	421	914	774	493	1736	774	460	0	539	276	0	0
V/C Ratio(X)	0.08	0.30	0.18	0.73	0.32	0.09	0.70	0.00	0.74	0.36	0.00	0.00
Avail Cap(c_a), veh/h	421	914	774	493	1736	774	468	0	549	284	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	10.7	10.0	19.8	10.8	9.5	22.8	0.0	20.3	19.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.8	0.5	9.0	0.5	0.2	4.5	0.0	5.2	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	1.2	6.2	2.4	0.6	5.4	0.0	6.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	11.5	10.5	28.8	11.2	9.8	27.4	0.0	25.5	20.5	0.0	0.0
LnGrp LOS	B	B	B	C	B	A	C	A	C	C	A	A
Approach Vol, veh/h		447			978			721			99	
Approach Delay, s/veh		11.3			17.6			26.3			20.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	29.6	40.0	29.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	34.0	24.0	34.0	24.0
Max Q Clear Time (g_c+I1), s	10.2	19.5	32.5	23.3
Green Ext Time (p_c), s	2.3	0.2	0.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	586	340	76	165	0	0	0	0	1225	0	176
Future Volume (veh/h)	0	586	340	76	165	0	0	0	0	1225	0	176
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	637	370	83	179	0				1332	0	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1021	455	506	730	0				1587	0	728
Arrive On Green	0.00	0.29	0.29	0.05	0.39	0.00				0.46	0.00	0.46
Sat Flow, veh/h	0	3647	1585	3456	1870	0				3456	0	1585
Grp Volume(v), veh/h	0	637	370	83	179	0				1332	0	191
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1870	0				1728	0	1585
Q Serve(g_s), s	0.0	12.4	17.3	1.2	5.1	0.0				27.0	0.0	5.9
Cycle Q Clear(g_c), s	0.0	12.4	17.3	1.2	5.1	0.0				27.0	0.0	5.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1021	455	506	730	0				1587	0	728
V/C Ratio(X)	0.00	0.62	0.81	0.16	0.25	0.00				0.84	0.00	0.26
Avail Cap(c_a), veh/h	0	1226	547	562	868	0				2211	0	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	26.4	17.9	16.4	0.0				19.0	0.0	13.2
Incr Delay (d2), s/veh	0.0	0.7	7.7	0.2	0.2	0.0				2.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	7.2	0.5	2.1	0.0				10.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.4	34.2	18.0	16.6	0.0				21.1	0.0	13.4
LnGrp LOS	A	C	C	B	B	A				C	A	B
Approach Vol, veh/h		1007			262						1523	
Approach Delay, s/veh		28.6			17.0						20.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.2	28.9		42.6		37.1
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.5	27.5		51.0		37.0
Max Q Clear Time (g_c+I1), s	3.2	19.3		29.0		7.1
Green Ext Time (p_c), s	0.0	3.6		7.6		1.0

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	1289	0	0	116	356	128	0	189	0	0	0
Future Volume (veh/h)	511	1289	0	0	116	356	128	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	555	1401	0	0	126	0	139	0	205			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	893	2132	0	0	863		313	328	278			
Arrive On Green	0.27	0.60	0.00	0.00	0.24	0.00	0.18	0.00	0.18			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	1870	1585			
Grp Volume(v), veh/h	555	1401	0	0	126	0	139	0	205			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	1870	1585			
Q Serve(g_s), s	10.8	13.9	0.0	0.0	1.5	0.0	3.7	0.0	6.5			
Cycle Q Clear(g_c), s	10.8	13.9	0.0	0.0	1.5	0.0	3.7	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	893	2132	0	0	863		313	328	278			
V/C Ratio(X)	0.62	0.66	0.00	0.00	0.15		0.44	0.00	0.74			
Avail Cap(c_a), veh/h	1456	4454	0	0	2061		700	735	623			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.0	7.1	0.0	0.0	15.9	0.0	19.7	0.0	20.9			
Incr Delay (d2), s/veh	0.7	0.3	0.0	0.0	0.1	0.0	1.0	0.0	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	3.6	0.0	0.0	0.6	0.0	1.5	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	7.4	0.0	0.0	16.0	0.0	20.7	0.0	24.7			
LnGrp LOS	A	A	A	A	B		C	A	C			
Approach Vol, veh/h		1956			126			344				
Approach Delay, s/veh		7.8			16.0			23.1				
Approach LOS		A			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		38.1			19.1	19.0		15.4				
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0				
Max Green Setting (Gmax), s		67.0			31.5	31.0		21.0				
Max Q Clear Time (g_c+I1), s		15.9			12.8	3.5		8.5				
Green Ext Time (p_c), s		16.2			1.8	0.7		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	163

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	0	7	5	433	0	0	1	926	0	0
Future Vol, veh/h	0	12	0	7	5	433	0	0	1	926	0	0
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	0	13	0	8	5	471	0	0	1	1007	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	476	0	0	13	0	0	270	505	13	271	270	241
Stage 1	-	-	-	-	-	-	13	13	-	257	257	-
Stage 2	-	-	-	-	-	-	257	492	-	14	13	-
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	1086	-	-	1606	-	-	683	470	1067	~ 682	636	798
Stage 1	-	-	-	-	-	-	1007	885	-	~ 748	695	-
Stage 2	-	-	-	-	-	-	748	548	-	~ 1006	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1086	-	-	1606	-	-	680	467	1067	~ 678	632	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	467	-	~ 678	632	-
Stage 1	-	-	-	-	-	-	1007	885	-	~ 748	690	-
Stage 2	-	-	-	-	-	-	743	544	-	~ 1005	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	8.4	243.6
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1067	1086	-	-	1606	-	-	678
HCM Lane V/C Ratio	0.001	-	-	-	0.005	-	-	1.485
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	243.6
HCM Lane LOS	A	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	48.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	146.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	0	7	5	433	0	0	1	894	0	0
Future Vol, veh/h	0	12	0	7	5	433	0	0	1	894	0	0
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	0	13	0	8	5	471	0	0	1	972	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	476	0	0	13	0	0	270	505	13	271	270	241
Stage 1	-	-	-	-	-	-	13	13	-	257	257	-
Stage 2	-	-	-	-	-	-	257	492	-	14	13	-
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	1086	-	-	1606	-	-	683	470	1067	~ 682	636	798
Stage 1	-	-	-	-	-	-	1007	885	-	~ 748	695	-
Stage 2	-	-	-	-	-	-	748	548	-	1006	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1086	-	-	1606	-	-	680	467	1067	~ 678	632	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	467	-	~ 678	632	-
Stage 1	-	-	-	-	-	-	1007	885	-	~ 748	690	-
Stage 2	-	-	-	-	-	-	743	544	-	1005	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	8.4	221.5
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1067	1086	-	-	1606	-	-	678
HCM Lane V/C Ratio	0.001	-	-	-	0.005	-	-	1.433
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	221.5
HCM Lane LOS	A	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	44.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

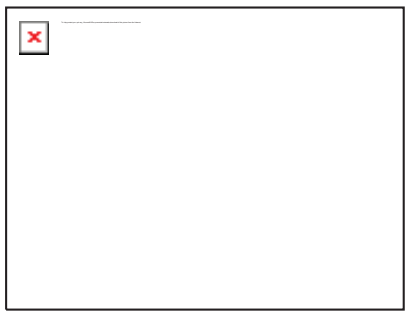
Alyssa Rivas

From: Robert Tompkins <dirtydogsroadhouse@aol.com>
Sent: Friday, January 19, 2024 9:00 AM
To: Alyssa Rivas; Vince Harris
Subject: Fwd: Request for rezoning

Sent from my iPhone

Begin forwarded message:

> **From:** David Clabaugh <denjump@gmail.com>
> **Date:** January 18, 2024 at 9:24:57 PM MST
> **To:** almcgahe@co.jefferson.co.us, dirtydogsroadhouse@aol.com, maddoginfo@aol.com
> **Subject: Request for rezoning**
>
> To whom it concerns:
>
> I have Thunder Valley Motocross park across the street from the property that Rob Tompkins and Mark Miklos are wanting to rezone for an RV Park. I dont have any concerns with the rezoning.
>
> If you have any questions feel free to contact me.
>
> --
> **Thank you,**
>
> **David Clabaugh**
> **303-909-7003**
> **www.tvmx.net**
> **Thunder Valley Motocross Park**
> **Home of The Toyota Pro Motocross National**
> **June 8th 2024** ***tvmx.net***



SANITARY SEWER SERVICE AGREEMENT

THIS SANITARY SEWER SERVICE AGREEMENT ("Agreement") is entered into this 19 day of March, 2024, by and between the PLEASANT VIEW WATER & SANITATION DISTRICT, a quasi-municipal corporation and political subdivision of the State of Colorado ("District") and DINOSAUR RIDGE RESORTS LLC, a Colorado limited liability company whose address is 17999 W. Colfax Ave., Golden, CO 80401 ("Developer"), collectively referred to as "Parties."

RECITALS

A. Developer is the owner of certain real property located within Jefferson County, Colorado, and consisting of approximately 35.674 acres (the "Property"), more particularly described as 670 Rooney Road, Golden CO 80401 as acquired by Developer by Special Warranty Deed recorded in the real property records of the Jefferson County Clerk and Recorder under Reception No. 2021169216.

B. Pursuant to C.R.S. § 32-1-1001(1)(k), the District is authorized to furnish wastewater and sanitary sewer services and facilities within and without the boundaries of the District and to establish fees, rates, tolls, penalties, or charges for such services and facilities.

C. Developer desires and has petitioned the District to provide sanitary sewer service for the Property.

D. In order for the District to adequately serve the Property, sewage from the Property is currently anticipated to be transported through City sewer collection pipelines to a connection point with the District's sewer system.

E. The District and the City of Golden ("City") previously entered into an agreement on March 28, 1962 which, in part, permitted the City to connect a limited number of taps to the District's sewer system ("System") and the District to provide sewer transport services to certain areas of the City connected to the District's System (the "1962 Agreement").

F. The District entered into a Sewage Treatment and Disposal Agreement with the Metropolitan Denver Sewage Disposal District, currently known as Metro Water Recovery ("Metro") on October 18, 1967, to provide sewage treatment and disposal services throughout the properties served by the District according to the rates, rules, and regulations of Metro (the "Metro Agreement").

G. The District and the City entered into a Sewage Service Agreement dated December 12, 1984 (the "1984 Agreement") to permit and further define the City's ability to connect to the District's System and the manner by which the District may provide sewage transport services to the City and the units connected to the District's System through the City.

H. The District and the City most recently entered into an Amendment to Sewage Service Agreement dated January 17, 2007, modifying the 1962 Agreement and the 1984

Agreement to provide for service of additional development requiring connection of City and District sewer collection systems.

I. The District is willing to provide sanitary sewer service to the Property upon the Developer securing City approval or other District-approved means of delivering sewage from the Property to the District's System in compliance with the Metro Agreement, the 1962 Agreement, the 1984 Agreement, any amendments thereto, in accordance with the District's Rules and Regulations, and the terms and conditions of this Agreement.

J. The District and Developer agree that the District shall provide sanitary sewer service to the Property, subject to the terms and conditions contained in this Agreement.

AGREEMENT

In consideration of the premises and conditions of this Amendment and other good and valuable consideration, the sufficiency of which is mutually acknowledged, the Parties agree as follows:

1. Service to the Property. The District agrees to provide sanitary sewer services to the Property, so long as the District, in its sole discretion, determines that it has the capacity to connect such additional units to the District's System. Developer is wholly responsible for securing the right to use any City sewer transport facilities or other facilities necessary to transport sanitary sewage from the Property to the District's System. The Parties anticipate transport of sanitary sewage from the Property to the District's System may be accomplished by transport via City-owned facilities as authorized by the 1962 Agreement, the 1984 Agreement, any amendments thereto. However, Developer is solely responsible for securing all necessary approvals of the City and obtaining approval of the District of engineering plans for the transport of sanitary sewage from the Property to a connection point with the District's System meeting all rules and regulations of the District and of Metro, both as may be amended from time to time. Any sanitary sewer facilities located on the Property or off-site facilities financed or constructed by the Developer to transport sanitary sewage from the Property to the District's System will be designed, constructed, inspected, and approved in accordance with all rules and regulations of the District and of Metro, both as may be amended from time to time, and will remain the property and responsibility of the Developer. No connection to the Developer-owned facilities will be permitted without District approval and written determination that the District has the capacity to connect such additional units to the System. If at any time during the term of this Agreement the District determines the System does not have the available capacity for additional connection desired by the Developer, but the capacity of the System may be increased by certain identified and identifiable System improvements, the Developer may agree to finance the costs of any necessary System improvements to permit the additional connections and transport services.

2. Rates, Rules and Regulations. Except as otherwise specified in this Agreement, sanitation service shall be available to the Property in accordance with and subject to all rates, rules, and regulations of the District and of Metro, both as may be amended from time to time.

Tap fees shall be charged at the current District rates. Service fees shall be at current out-of-District rates as approved annually by the Board of Directors of the District.

3. Enforcement. This Agreement shall be enforceable by any appropriate action, petition or proceeding at law or in equity, including without limitation specific performance. The prevailing Party in such action shall be entitled to payment of reasonable attorney's fees and related costs. No third-party beneficiary rights shall be created in favor of any person not a Party to this Agreement. This Agreement shall be governed by and construed in accordance with the laws of Colorado.

4. Assignment. This Agreement may not be assigned in whole or in part by either Party without the prior written consent of the other.

5. Covenant Running with the Property. The parties intend that the covenants of this Agreement shall run with the Property and shall be binding upon the Developer and any future owner of all or any part of the Property, and their respective successors and assigns.

6. Effective Date. This Agreement shall become effective as of the above date of this Agreement upon execution hereof by the Parties.

7. Severability. The Parties agree that if any provision, or part of any provision, of this Agreement should contravene or be held invalid under the laws of the State of Colorado, such contravention or invalidity shall not invalidate the entire Agreement, but instead this Agreement shall be construed as though not containing that particular provision, and the rights and obligations of the Parties shall be construed and enforced accordingly.

8. Amendment. No provision of this Agreement may be amended, waived or otherwise modified without the prior written consent of both parties. No action taken pursuant to this Agreement shall be deemed to constitute a waiver by the party taking such action.

9. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original, and all of which shall together constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties have caused this SANITARY SEWER SERVICE AGREEMENT to be executed and effective as of the date set forth above.

PLEASANT VIEW WATER & SANITATION DISTRICT

By _____
Donald Clark, President

Attest:

_____
Tiffany Smith, Vice President

STATE OF COLORADO)
) ss.
COUNTY OF Jefferson)

The foregoing instrument was acknowledged before me this 3rd day of March, 2024.

Witness my hand and official seal.

My commission expires: 12/22/2024

_____
Notary Public

DEBRA LYNN BOWMAN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20164048362
MY COMMISSION EXPIRES DECEMBER 22, 2024

IN WITNESS WHEREOF, the Parties have caused this SANITARY SEWER SERVICE AGREEMENT to be executed and effective as of the date set forth above.

DINOSAUR RIDGE RESORTS LLC

By _____
ROBERT L. TOMPKINS

STATE OF COLORADO)
) ss.
COUNTY OF Jefferson)

The foregoing instrument was acknowledged before me this 18 day of March, 2023.

Witness my hand and official seal.

My commission expires: 02/27/2028

_____
Notary Public

JULISSA GUTIERREZ MARTINEZ
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20244006230
MY COMMISSION EXPIRES 02/27/2028

AGREEMENT BY AND BETWEEN THE CITY OF GOLDEN AND DINOSAUR RIDGE RESORTS, LLC PROVIDING ACCESS TO A CERTAIN SANITARY SEWER MAIN

THIS AGREEMENT is entered into as of this 7TH day of JUNE, 2024, by and between the **CITY OF GOLDEN**, a Colorado Home Rule City ("Golden" or the "City") and **DINOSAUR RIDGE RESORTS, LLC**, a Colorado limited liability company ("Developer"), collectively, the "Parties."

RECITALS

A. Developer is the owner of certain real property located within Jefferson County, Colorado, and consisting of approximately 35.674 acres (the "Property"), more particularly described as 670 Rooney Road, Golden, Colorado 80401, as acquired by Developer by Special Warranty Deed recorded in the real property records of the Jefferson County Clerk and Recorder under Reception No. 2021169216.

B. Pursuant to C.R.S. §32-1-1001(1)(k), Pleasant View Water & Sanitation District (the "District") is authorized to furnish wastewater and sanitary sewer services and facilities within and without the boundaries of the District and to establish fees, rates, tolls, penalties, or charges for such services and facilities.

C. Developer desires and has petitioned the District to provide sanitary sewer service for the Property and District has agreed to provide sanitary sewer service to the Property.

D. In order for the District to adequately serve the Property, sewage from the Property is to be transported through City sewer collection pipelines to a connection point with the District's sewer system.

E. Golden has an existing sanitary sewer line running from 4th Avenue and Poppy Street to a connection point with the District's sanitary sewer system on 5th Avenue at a point west of McIntyre Street with sufficient capacity to allow connection by the Developer to transport sewage from the Property to the District's sanitary sewer system (the "Golden Sewer Line").

F. The Parties to this Agreement wish to set forth the terms and conditions by which the Developer shall be permitted to connect to the Golden Sewer Line in order to transport sewage to the District's sanitary sewer system (the "Connection").

NOW THEREFORE, Golden and the Developer agree as follows:

1. **Connection to Golden's Sewer Line.** The Developer shall be permitted to make Connections to the Golden Sewer Line for the purpose of providing sanitary sewer service to the Property by the District. Any Connection(s) shall be in such place(s) as are mutually agreeable between the City and the Developer. All engineering and construction costs of such Connection(s) to the Golden Sewer Line shall be at the Developer's expense. The activation of each Connection shall occur only following the physical inspection and approval of the Connection by Golden. Upon satisfactory connection, inspection and approval by Golden, subject to the ongoing obligation of the District as set forth in the Sanitary Sewer Service Agreement between the District and Developer, the Developer shall be entitled to connect to and use the Golden Sewer Line for the transportation of sanitary sewage flow to the District's sanitary sewer system at a point approved by Golden and the District on 5th Avenue west of McIntyre Street.

2. **Operation of the Connection.** The Developer agrees to comply with all the Rules and Regulations of the District applicable to Golden. Failure of the Developer to abide by such Rules and Regulations may subject the Developer to curtailment or termination of continued use of the Golden Sewer Line. The Developer's right to use the Connections and the Golden Sewer Line shall at all times be subject to the continued available excess capacity within the Golden Sewer Line as determined by Golden. The Developer shall pay the costs described in Paragraph 3 and 6 when and as due, and shall comply with maintenance requirements and related costs as set forth in Paragraph 6.Failure to do so may result in Golden curtailing or terminating the access to the Golden Sewer Line.

3. **Payment of Construction Costs.** The Developer shall bear all costs of Connection design andconstruction, to the Golden Sewer Line. The Developer shall obtain all permits and permissions to allow the Connections to be undertaken, and shall bear all the costs associated therewith. The Developer will install a flow monitoring device ("Meter") that meets industry QA/QC standards and the Meter shall be approved by the City prior to purchase and installation, at a location after all potable, non-potable, or inflow discharges, and immediately before being discharged to Golden's Sanitary Sewer System. The Meter shall tie into Golden's Supervisory Control and Data Acquisition system. Costs for the purchase and installation of the Meter will be borne by the Developer. If the designed flow rate, or if the measured peak flow rate, exceeds 175 gallons per minute, the cost of improvements to the existing system will be borne by the developer.

4. **Pleasant View Water & Sanitation District Charges.** The Developer shall be responsible for the collection and payment of all charges related to the Developer Connections which are owed to the District. This may include but not be limited to connection fees, tap fees, surcharges, special assignments or similar charges for which the City may become obligated to pay to the District as a result of this Agreement.

5. Service Charges. Golden shall bill the Developer the metered wastewater volume on a quarterly basis and the Developer shall pay Golden directly in accordance with Golden's standard billing and payment policies. The billing cost shall be fifty-five percent (55%) of the currently adopted City of Golden wastewater volume fees. Should the Developer dispute any amount billed, the Developer shall promptly notify Golden of the disputed amount and the basis for the dispute. The Developer shall nonetheless make payment based upon the billing statement, though reserving to itself the express right to recover any disputed amount. The Parties agree that payment of any disputed amount shall not be deemed an admission by the Developer of the validity of the cost or charge, or the right of Golden to receive payment therefore. In the course of any legal action brought by either Golden or the Developer, any payment made pursuant to this paragraph shall not be deemed to be, or be admitted as, evidence or confession of the validity of the charge. The Parties agree to work in good faith to resolve any dispute in a timely and economical manner.

6. Maintenance Responsibility. Golden and the Developer agree that the responsibility and related cost for maintenance of the Connection shall be the responsibility of the Developer, its successors and assigns, at its sole and exclusive expense. Maintenance of the Connection shall include regular maintenance and replacement of any and all aspects of the Connection including but not limited to piping, lift station and any other infrastructure improvements. However, the City shall maintain the Meter and any associated flow monitoring equipment. The Developer or a future metropolitan district shall maintain the Connection(s) in a condition satisfactory to Golden in its reasonable judgment.

7. City Codes to Apply. Any improvements associated with the Golden Sewer Line, constructed by the Developer shall be constructed at a minimum to the standards, codes and requirements promulgated by Golden as such may apply, and in accordance with the Golden City Code, and any rules or regulations adopted pursuant thereto, and any applicable Metro Wastewater's Rules and Regulations.

8. Authority to Approve Agreement. To the extent any obligation of the Developer requires authorization or consent of any other party, it shall be the obligation of the Developer to obtain such authorization or consent. By execution and delivery of this Agreement, the Developer represents and warrants that it has obtained all required authorizations or consents necessary, including the District.

9. Legal Fees. In any proceeding brought to enforce the provisions of this Agreement, the prevailing party therein shall be entitled to an award of reasonable attorneys' fees, actual court costs and other reasonable expenses incurred.

10. Titles of Section. Any titles of the several parts and sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

11. Applicable Law. The internal laws of the State of Colorado shall govern the interpretation and enforcement of this Agreement, without giving effect to choice of law principles. Venue shall be in Jefferson County District Court.

12. Binding Effect. This Agreement shall be binding on and inure to the benefits of the Parties hereto, and their successors and assigns.

13. Severability. If any provision of this Agreement is held by a court to be illegal, invalid or unenforceable, the other provisions herein which are severable shall be unaffected.

14. Non-liability of Officials and Employees. No council member, commissioner, board member, official, manager, employee, agent or consultants of Golden or the Developer shall be personally liable in the event of default, or breach, or for any amount that may become due under the terms of this Agreement.

15. Amendments; Modifications. This Agreement may be amended or modified only by a written instrument executed by the Parties hereto.

16. No Third-Party Beneficiaries. There are no intended or unintended third-party beneficiaries to this Agreement, it being the intention of the Parties that the benefits and obligations hereof are reserved solely to the Parties.

17. Authority to Act. Each Party hereto represents and warrants that it has the authority to enter into this Agreement, and to perform its respective duties and obligations as described herein.

18. Term. This Agreement shall continue uninterrupted unless terminated by the mutual consent of the Parties upon a minimum of 120 days written notice, or unless terminated by Golden for failure of the Developer to perform any of its obligations or duties as described herein, after 30 days written notice of a failure to perform is provided by Golden with an opportunity for the Developer to cure such failure to perform.

19. Insurance. During the term of this Agreement, the Developer shall obtain and maintain Comprehensive General Liability insurance with minimum combined single limits of One Million Dollars and No Cents ($1,000,000.00) each occurrence and of One Million Five Hundred Thousand Dollars and No Cents ($1,500,000.00) aggregate. The policy shall be applicable to all premises and all operations of the Contractor. The policy shall include coverage for bodily injury, broad form property damage (including completed operations), personal injury

(including coverage for contractual and employee acts), blanket contractual, independent contractors, products, and completed operations. The policy shall contain a severability of interests provision. Coverage shall be provided on an "occurrence" basis as opposed to a "claims made" basis. Such insurance shall be endorsed to name Golden as Certificate Holder and name Golden, and its elected officials, officers, employees and agents as additional insured parties.

20. Indemnification. Developer agrees to indemnify and hold harmless Golden and its officers, insurers, volunteers, representatives, agents, employees, and assigns from and against all claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with this Agreement if such injury, loss, or damage is caused in whole or in part by, the act, omission, error, professional error, mistake, negligence, or other fault of Developer, any subcontractor of Developer, or any officer, employee, representative, or agent of Developer or of any subcontractor of Developer. Developer's liability under this indemnification provision shall be to the fullest extent of, but shall not exceed, that amount represented by the degree or percentage of negligence or fault attributable to Developer, any subcontractor of Developer, or any officer, employee, representative, or agent of Developer or of any subcontractor of Developer.

21. Governmental Immunity. The City, its officers, and its employees, are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as amended ("CGIA"), or otherwise available to the City and its officers or employees. Presently, the monetary limitations of the CGIA are set at four hundred twenty-four thousand dollars ($424,000) per person and one million one hundred ninety-five thousand dollars ($1,195,000) per occurrence for an injury to two or more persons in any single occurrence where no one person may recover more than the per person limit described above.

22. Force Majeure. Neither the Contractor nor the City shall be liable for any delay in, or failure of performance of, any covenant or promise contained in this Agreement, nor shall any delay or failure constitute default or give rise to any liability for damages if, and only to extent that, such delay or failure is caused by "force majeure." As used in this Agreement, "force majeure" means acts of God, acts of the public enemy, acts of terrorism, unusually severe weather, fires, floods, epidemics, quarantines, strikes, labor disputes and freight embargoes, to the extent such events were not the result of, or were not aggravated by, the acts or omissions of the non-performing or delayed party.

[SIGNATURE PAGES TO FOLLOW]

CITY OF GOLDEN, COLORADO

By: Scott Vargo (Jun 12, 2024 15:19 MDT)

Printed Name: Scott Vargo

Title: City Manager

Date of execution: Jun 12, 2024

ATTEST:

Monica S. Mendoza

Monica S. Mendoza, CMC, City Clerk

APPROVED AS TO FORM:

Sandra Llanes (Jun 12, 2024 13:06 PDT)

Sandra Llanes, City Attorney

30 September 2024

Dinosaur Ridge Resorts LLC
Attn: Mr. Mark Miklos
17999 West Colfax Avenue
Golden, Colorado 80401

Voice: 720-329-6950

RE: Gunfire Noise Measurements from Rooney Valley Law Enforcement Training Facility onto Dinosaur Ridge Resorts LLC
EDI Job # C-4475

Dear Mr. Miklos:

On Wednesday 18-Sep-24 Engineering Dynamics' personnel made sound level measurements of gunfire sound from the Rooney Valley Law Enforcement Training Facility Shooting Range onto the Dinosaur Ridge Resorts LLC project site. The results of these measurements are described below. See Figure 1.

1.0 Background

Sound levels measurements were made at three locations on the Dinosaur Ridge Resorts property. Figure 1.1 shows the measurement locations.

Weather – during the measurements wind speeds were less than 5 mph, temperature was in the +80°F range and skies were clear.

Instrumentation – sound levels were measured with a Larson Davis Model 831 Type 1 sound level meter configurated to A-weighting and Fast time constant. Data was logged on 1-sec intervals. The calibration date of the 831 was 19-Jan-24.

2.0 Measurement Results

Results of the sound level measurements are shown in Figures 2.1 through 2.4. Overall sound levels are shown in Table 2.1.

Table 2.1: Overall Sound Levels for Traffic, Truck and Gunfire Noise, dBA

Location	Traffic Noise No Gunfire, No Jake Brake	Traffic Noise with Jake Brake	Gunfire Noise Levels
East	61 ± 5	65 to 75	60 to 67
Middle	62 ± 4	60 to 62	56 to 62
West	58 ± 4	67 to 74	58 to 64

Figure 2.1 – shows sound levels measured at Middle Location **with no** Gunfire noise present (no shooting activities).

Figure 2.2 – shows sound levels measured at East Location **with** Gunfire noise present. Observations during this measurement period showed that Gunfire noise was audible however not higher than I-70 and C-470 traffic noise levels.

Figure 2.3 – shows sound levels measured at Middle Location **with** Gunfire noise present. Observations during this measurement period showed that Gunfire noise was audible however not higher than I-70 and C-470 traffic noise levels.

Figure 2.4 – shows sound levels measured at West Location **with** Gunfire noise present. Observations during this measurement period showed that Gunfire noise was audible however not higher than I-70 and C-470 traffic noise levels.

3.0 Summary

Inspection of Table 2.1 and Figures 2.1 through 2.4 shows,

a. Noise from the Shooting Range is at the same level of less than existing traffic noise levels across the site.

b. Subjectively, during the measurement period EDI personnel observed that Gunfire noise while being audible was somewhat muffled and not obtrusively loud or louder than traffic noise on I-70 and C-470.

If you have any questions, please contact me at our Englewood office.

Sincerely,
ENGINEERING DYNAMICS, INC.

Stuart D McGregor

Stuart McGregor, P.E.
President

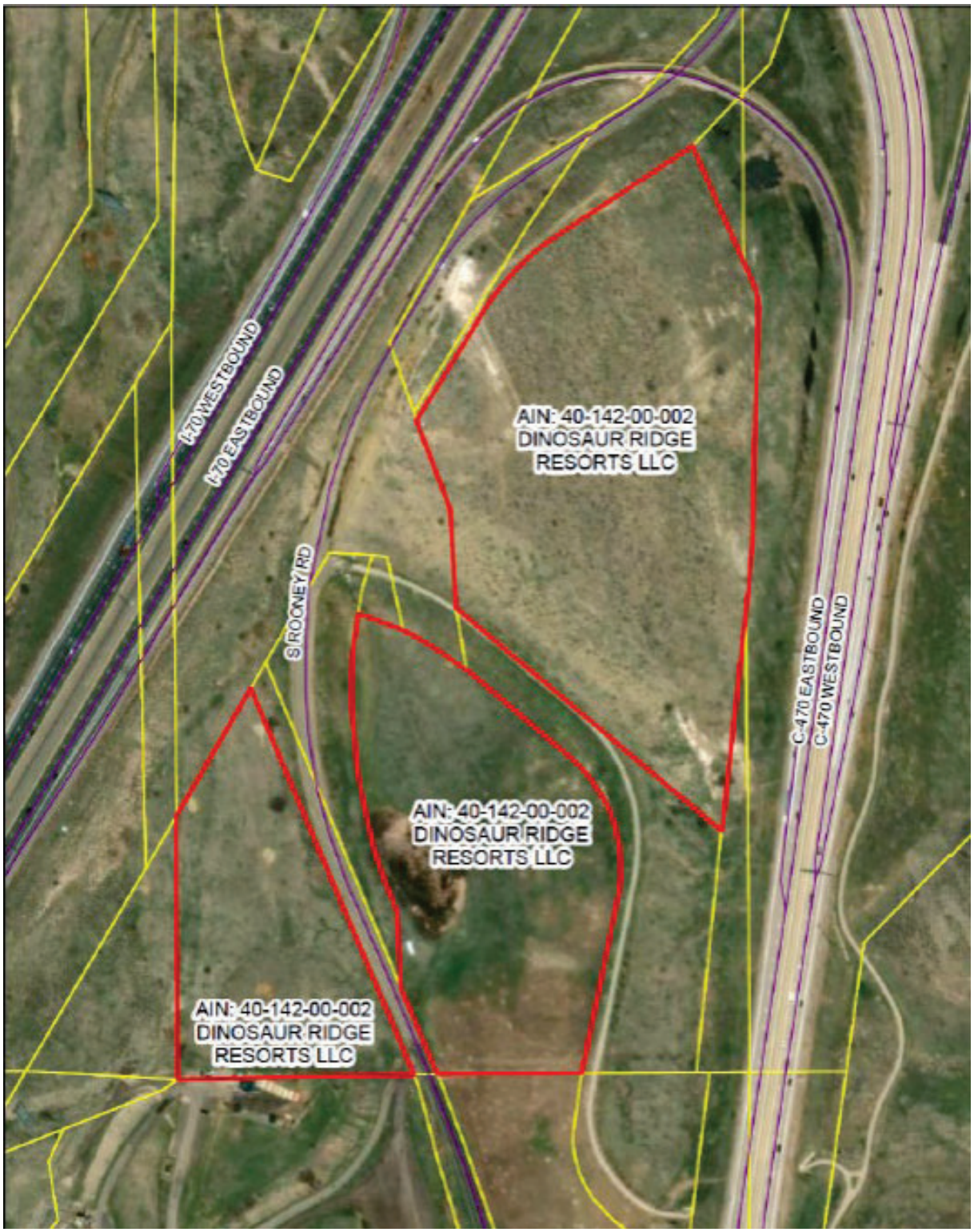


Figure 1: the Dinosaur Ridge Resorts LLC Site Aerial Photograph

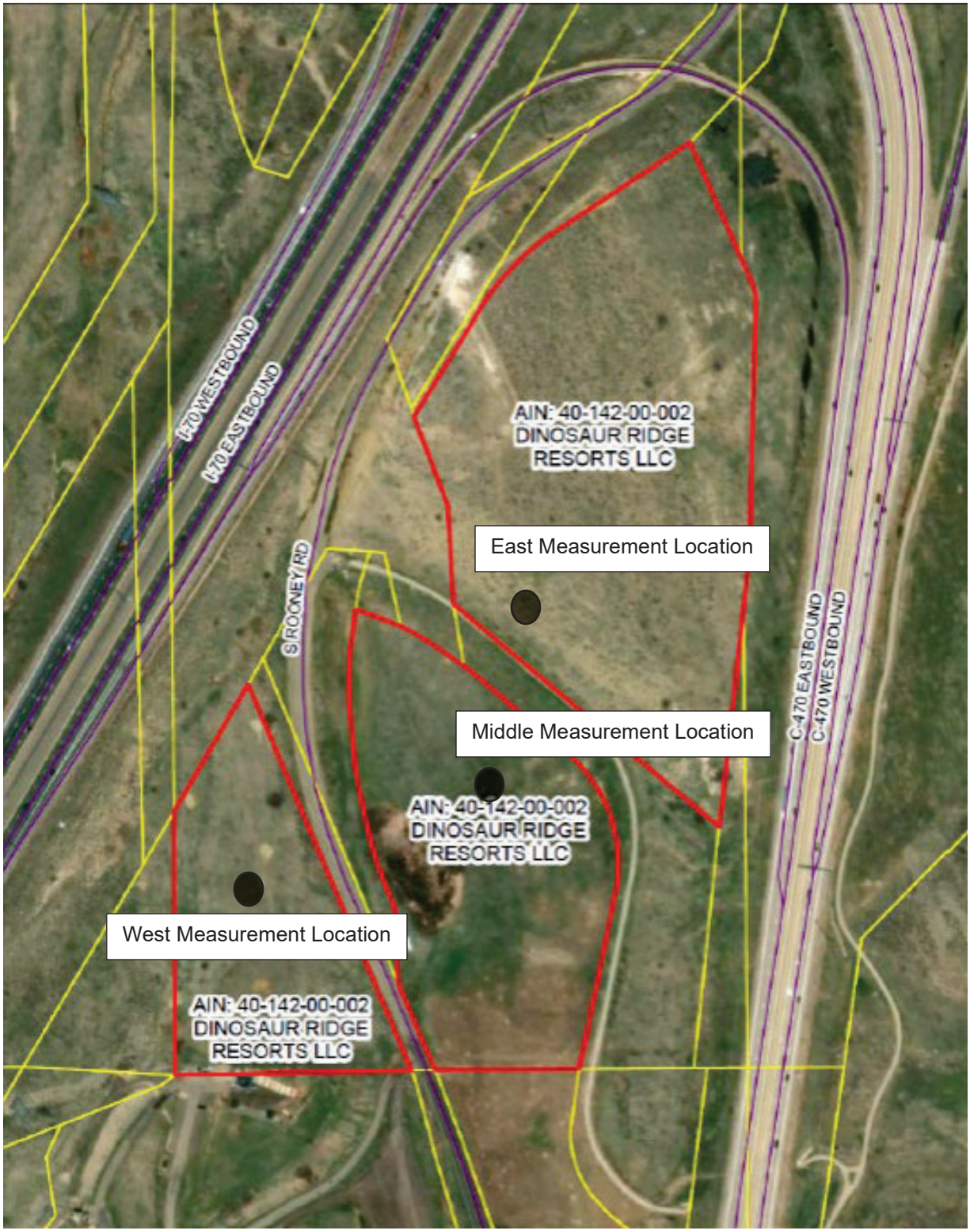


Figure 1.1: Dinosaur Ridge Resorts Sound Measurement Locations

Figure 2.1: Middle Location Sound Levels WITH NO Gunfire Noise

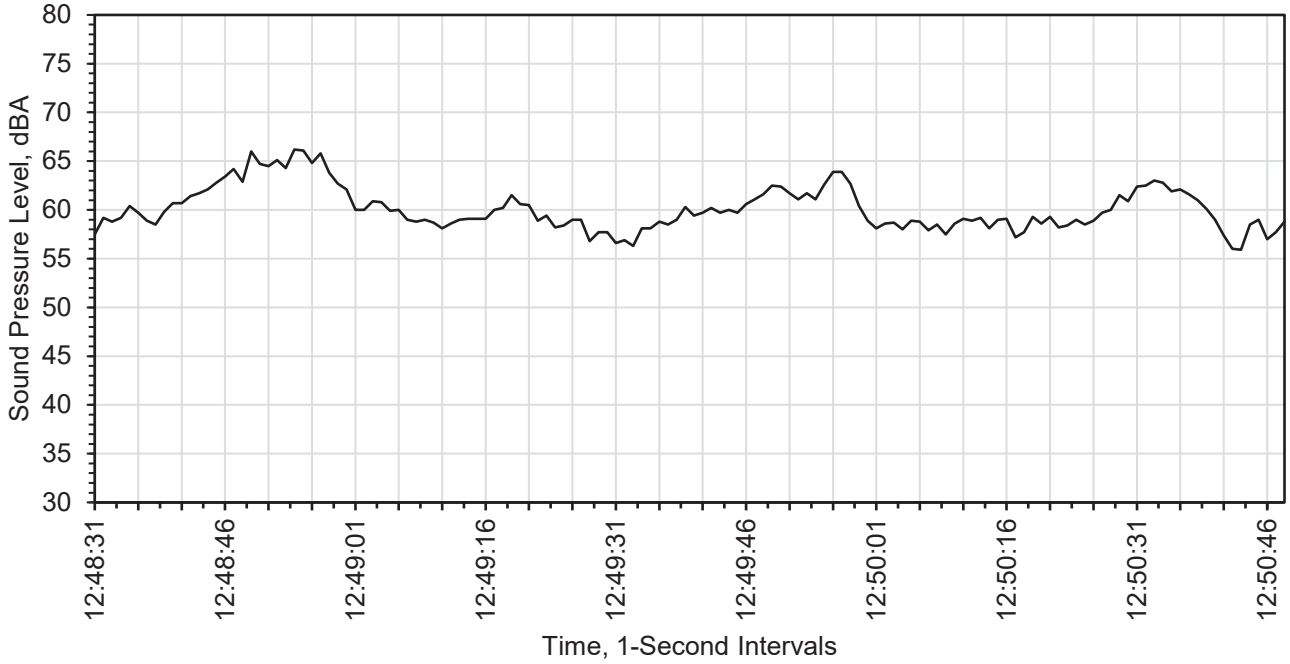


Figure 2.2: East Location Sound Levels WITH Gunfire Noise

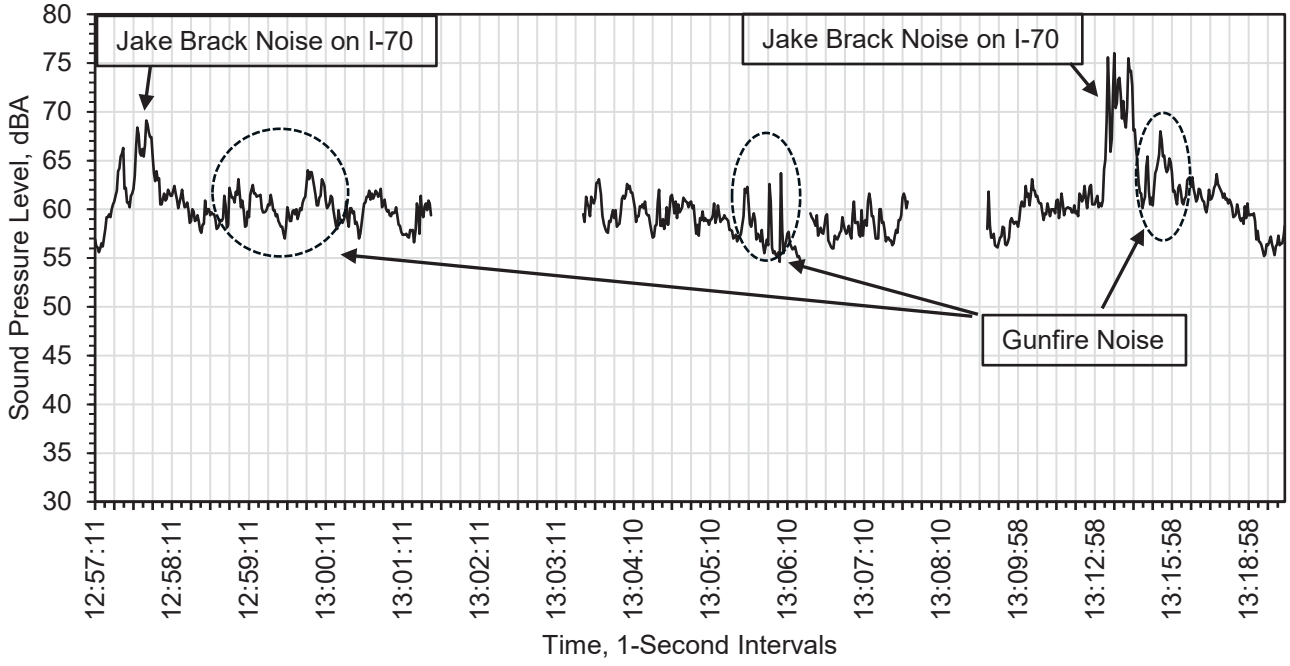


Figure 2.3: Middle Location Sound Levels WITH Gunfire Noise

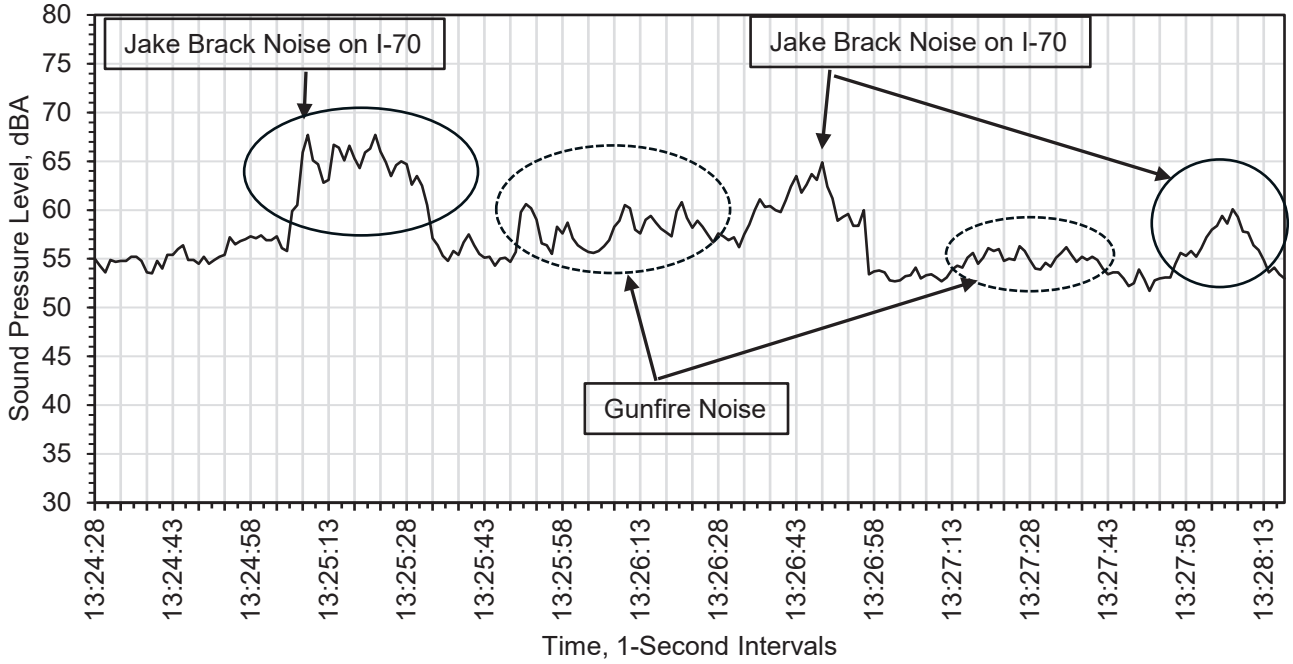


Figure 2.4: West Location Sound Levels WITH Gunfire Noise