



AGENDA ITEM SUMMARY

City Council

STAFF

Paul Sizemore, Director of Community Development & Neighborhood Services
Ryan Mounce, City Planner
Chris Hayes, Legal

SUBJECT

Appeal of Planning and Zoning Commission Approval of the Ziegler-Corbett Overall Development Plan Major Amendment.

EXECUTIVE SUMMARY

The purpose of this quasi-judicial item is to consider an appeal of the Planning and Zoning Commission’s decision on March 23, 2023, approving the Ziegler-Corbett Overall Development Plan Major Amendment (#MJA22004 or “Major Amendment”) located on the west side of Ziegler Road between Front Range Village and The English Ranch neighborhood.

Two Notices of Appeal were filed, both on April 5, 2023, alleging that the Planning and Zoning Commission failed to properly interpret and apply relevant provisions of the Land Use Code, City Code, and/or Charter. One of the appeals also alleges the Commission failed to conduct a fair hearing by ignoring previously established rules of procedure.

BACKGROUND / DISCUSSION

Overall Development Plan Overview

An Overall Development Plan (ODP) is required by Land Use Code Section 2.1.3 when a project will be developed in multiple phases over time. Per the Land Use Code, an ODP’s purpose and effect is to:

establish general planning and development control parameters for projects that will be developed in phases with multiple submittals while allowing sufficient flexibility to permit detailed planning in subsequent submittals. Approval of an overall development plan does not establish any vested right to develop property in accordance with the plan.

An ODP establishes high-level details that future project development plan (PDP) submittals are evaluated against, including proposed land-uses, density/intensity, stormwater drainage, and transportation access and connectivity.

Ziegler-Corbett Overall Development Plan Major Amendment (MJA220004) Project Overview

- The original Ziegler-Corbett Overall Development Plan (ODP) was approved in February 2022 with the following characteristics:

- Mixed-use development on approximately 31 acres in the Harmony Corridor (HC) zone district. The ODP proposes 400-700 dwelling units, 50,000 square feet of office or community facility space, and a childcare center.
- The residential dwellings are comprised of three housing types: single-family attached, multifamily, and mixed-use dwellings.
- Primary access to the site along Ziegler Road is located midway between Hidden Pond Drive to the north and the Front Range Village Shopping Center service access to the south using a 'Channelized T' intersection. Secondary access to the site is gained via Corbett Drive to the east.
- Two modifications of standards and one alternative compliance request were approved with the ODP:
 - Modification of standard to permit a greater percentage of secondary uses (e.g., residential dwellings) in the Harmony Corridor (HC) zone district.
 - Modification of standard to permit portions of the site to incorporate a 4th floor for residential-only buildings, primarily abutting Front Range Village.
 - Alternative compliance to require a bike/pedestrian connection from the ODP to Paddington Road in The English Ranch Neighborhood instead of a local street connection with vehicular access, which would otherwise be required by Land Use Code Section 3.6.3(E) and (F).
- The Major Amendment challenged by this appeal has the following characteristics:
 - Enlarging the size of the original ODP by incorporating one additional 1.4-acre parcel ('Young Property').
 - Reconfiguring the location and traffic control for the site's primary access from Ziegler Road.
 - Shifting primary access to the site along Ziegler Road northward to align with Hidden Pond Drive and the construction of a new privately funded traffic signal.
 - Because of spacing requirements, this new signal would prevent the installation of a signal at the nearby intersection of Ziegler Road and Paddington Road/Grand Teton Place directly to the north.
 - Current residents use the Ziegler/Paddington/Grand Teton intersection, which currently lacks a traffic signal, to access The English Ranch and Woodland Park neighborhoods, English Ranch Park, and Linton Elementary School.
 - No changes to the land uses or development intensity of the original ODP.
 - There are minor shifts in the proposed location of land uses and street network within the ODP as a result of the change in size and shape of the ODP boundary.

Policy & Project Timeline Related to Ziegler-Corbett Overall Development Plan Major Amendment:

- (1990s - 2011) – Prior versions of the Master Street Plan indicate that Corbett Drive, a collector street, should connect from Harmony Road northward to Paddington Road in The English Ranch Neighborhood. Part of this collector street alignment traverses what is now the Ziegler-Corbett Overall Development Plan site.
- (Mid-2000s) – The Harmony Corridor Plan is updated to change land use designations near Harmony and Ziegler Roads to permit the construction of Front Range Village, a lifestyle/regional shopping center. During construction, Front Range Village extends Corbett Drive northward from Harmony Road to its current terminus along the western edge of the Ziegler-Corbett Overall Development Plan site.
- (2010-2011) – During updates to City Plan and the Master Street Plan, English Ranch neighbors request removal of the Corbett Drive connection on the Master Street Plan to Paddington Road in The English Ranch neighborhood. The request relates to concerns about cut-through traffic through the neighborhood destined for Front Range Village if the street connection is made. City staff conduct

neighborhood meetings, surveys, and a work session with City Council to evaluate the request. At a 2010 work session, City Council indicates support for removing the connection and the Master Street Plan is amended in 2011 to remove the Corbett Drive collector street connection to Paddington Road.

The 2010 work session materials describe tradeoffs and potential scenarios resulting from the removal of the Corbett Drive connection, including that a local street connection from the ODP site to Paddington Road may still be required or that the location of traffic signals and access points along Ziegler Road may be affected.

- (2021-2022) The Applicant submits the Ziegler-Corbett Overall Development Plan application on October 8, 2021, for a mixed-use project as described in the project overview section above. The original ODP excludes the Young Property, which limits the location where the project may take access from Ziegler Road. The project is also approved with alternative compliance to Land Use Code Section 3.6.3(E) and (F) to provide a bicycle/pedestrian connection to the north of the ODP instead of the local street connection this Section would otherwise require. The Planning and Zoning Commission approves the original ODP on February 17, 2022.
- (2022-2023) The Applicant applies for a Major Amendment to the original ODP on November 15, 2022. The amendment proposes incorporating the Young Property into the boundaries of the original ODP and shifting the project's Ziegler Road access to align with Hidden Pond Drive and the construction of a privately funded traffic signal.
 - Like the original ODP, approved in 2022, the Major Amendment relies on alternative compliance to Land Use Code Section 3.6.3(E) and (F). This section would otherwise require a local street connection from the ODP site and the English Ranch neighborhood to the north.

The Planning and Zoning Commission approves the Major Amendment on March 23, 2023.

Notices of Appeal

On April 5, 2023, Appellants Craig Latzke, Lacey Joyal, and Tamara Burnside filed two notices of appeal. Both appeals are attached.

The first appeal, filed by Mr. Latzke, alleges that the Planning and Zoning Commission substantially ignored its previously established rules of procedure by inviting the project applicant to address the Commission on a proposed condition during deliberation.

It further alleges a failure to properly interpret and apply the following Land Use Code, City Code or Charter provisions:

- Land Use Code Section 3.6.3 (Street Pattern and Connectivity Standards)
- City of Fort Collins City Code, Policy LIV 4.2

The second appeal, filed by Ms. Joyal and Ms. Burnside, alleges a failure to properly interpret and apply the following Land Use Code, City Code or Charter provisions:

- Land Use Code Section 3.6.3 (Street Pattern and Connectivity Standards)
- Land Use Code Section 1.2.2 (Purpose)
- City of Fort Collins City Code, Policy LIV 4.2

Relevant materials and files on record for the appeal of the March 23, 2023, Planning and Zoning Commission decision are attached and highlighted below:

March 23, 2023, Planning and Zoning Commission Hearing

- Video of hearing and verbatim transcript
- Major Amendment Staff report and various attachments such as the original ODP staff report, ODP plan drawings, and traffic studies
- Staff presentation
- Applicant presentation
- Supplemental documents and other items presented at the hearing

August 15, 2023, City Council Appeal Hearing

- Public Hearing Notice
- Notices of Appeal
- Agenda Item Summary
- Staff presentation

The issues for Council to consider in the appeal are:

- 1) Did the Planning and Zoning Commission fail to conduct a fair hearing because it substantially ignored previously established rules of procedure by allowing the Applicant to address the Commission during deliberation about a proposed condition for approval?
- 2) Did the Planning and Zoning Commission fail to properly interpret and apply Land Use Code Section 3.6.3 - Street Pattern and Connectivity Standards?
- 3) Did the Planning and Zoning Commission fail to properly interpret and apply Land Use Code Section 1.2.2 – Purpose?
- 4) Did the Planning and Zoning Commission fail to properly interpret and apply City Plan Policy LIV 4.2?

First Issue on Appeal:

Did the Planning and Zoning Commission substantially ignore previously established rules of procedure by allowing the project applicant to address the Commission during deliberation?

The Latzke Notice of Appeal alleges the Planning and Zoning Commission ignored rules of procedure by allowing the Applicant to address the Commission on a proposed condition during deliberation—after the Chair had previously remarked there would be no further opportunity to engage with the Applicant. The condition proposed during deliberations would have burdened the Applicant.

Pertinent evidence in the record addressing the Appellant’s argument includes the following (please note: the parties to the appeal may cite to additional material in the record related to this issue):

Document	Page Number	Notes
Verbatim Transcript	21	Chair comments that this will be the last opportunity to engage with the Applicant prior to deliberation.
	30	Invitation from the Commission Chair during deliberations for the Applicant to address a potential condition of approval that the Commission was deliberating imposing upon the Applicant.

Second Issue on Appeal:

Did the Planning and Zoning Commission fail to properly interpret and apply Land Use Code Section 3.6.3 (Street Pattern and Connectivity Standards)?

The Latzke Notice of Appeal alleges the Planning and Zoning Commission failed to properly interpret and apply Land Use Code Section 3.6.3(E) and (F). The Notice of Appeal also references the alternative compliance to these Code sections approved with the original ODP (Land Use Code Section 3.6.3(H)). These Land Use Code Standards read as follow:

Land Use Code Section 3.6.3(E) Distribution of Local Traffic to Multiple Arterial Streets.

All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

Land Use Code Section 3.6.3(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels.

All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.

Land Use Code Section 3.6.3(H) Alternative Compliance.

Upon request by an applicant, the decision maker may approve an alternative development plan that may be substituted in whole or in part for a plan meeting the standards of this Section.

1) *Procedure.* Alternative compliance development plans shall be prepared and submitted in accordance with submittal requirements for plans as set forth in this Section. The plan and design shall clearly identify and discuss the alternatives proposed and the ways in which the plan will better accomplish the purpose of this Section than would a plan which complies with the standards of this Section.

2) *Review Criteria.* To approve an alternative plan, the decision maker must first find that the proposed alternative plan accomplishes the purposes of this Division equally well or better than would a plan and design which complies with the standards of this Division, and that any reduction in access and circulation for vehicles maintains facilities for bicycle, pedestrian and transit, to the maximum extent feasible.

In reviewing the proposed alternative plan, the decision maker shall take into account whether the alternative design minimizes the impacts on natural areas and features, fosters nonvehicular access, provides for distribution of the development's traffic without exceeding level of service standards, enhances neighborhood continuity and connectivity and provides direct, sub-arterial street access to any parks, schools, neighborhood centers, commercial uses, employment uses

and Neighborhood Commercial Districts within or adjacent to the development from existing or future adjacent development within the same section mile.

The Lutzke Notice of Appeal alleges three errors:

- The Major Amendment changes the original ODP significantly such that the previously approved alternative compliance to 3.6.3(E) and (F) are no longer applicable.
- The alternative compliance in the Major Amendment is substantially different from the alternative compliance in the original ODP as the Major Amendment presents different considerations and tradeoffs and that alternative compliance in the Major Amendment has additional negative consequences.
- City staff and the Planning and Zoning Commission should have been aware of the prior City Council decision when removing the Corbett Drive collector street connection as a local street connection should still be made.

The Joyal Notice of Appeal alleges the original ODP’s alternative compliance request was based on the property not containing the Young Property that was added during the Major Amendment proposal. It argues that additional acreage of the Young Property opens additional traffic mobility considerations, and the original alternative compliance should not have been continued or considered.

Pertinent evidence in the record addressing the Appellant’s argument includes the following (please note: the parties to the appeal may cite to additional material in the record related to this issue):

Document	Page Number	Notes
Staff Report Attachment (Feb 2022 ODP Staff Report)	13-16	Staff evaluation of alternative compliance request to Section 3.6.3(E) and (F)
Staff Report	3-4	Overview of Major Amendment considerations and neighborhood input on a local street connection
Staff Report Attachment (Traffic Study)	17, 21-30	Operational Analysis, Level of Service, and Conclusion Recommendations from Major Amendment ODP Traffic Study
Staff Report Attachment (2010 Council Work Session Materials - Corbett Drive Connection)	9-12, 21-29	Staff overview of tradeoffs and scenarios for future development if the Corbett Drive collector street connection is removed from Master Street Plan.
Staff Report Attachment (January 2023 Neighborhood Meeting)	2, 4	Neighbor comments discussing tradeoffs / consequences of having no local street connection and no signalized intersection available for Woodland Park residents.
Staff Report Attachment (Public Comments)	1-3, 5, 9-13	Public comments referencing tradeoffs to a signal at the Ziegler/Paddington/Grand Teton or Ziegler/Hidden Pond intersections.

Document	Page Number	Notes
Supplemental Documents (Public Comments received after Final Hearing Packet Posted)	1, 5-8, 10, 12, 15, 20, 22-23, 26, 28, 30	Public comments referencing tradeoffs to a signal at the Ziegler/Paddington/Grand Teton or Ziegler/Hidden Pond intersections.
Verbatim Transcript	5-7	Staff summary of major traffic considerations and public input on street connection and signal scenarios.
	8-13	Commission questions with City and Applicant Traffic Engineers on local street connection, signal warrants, Ziegler Road traffic conditions and delays, Paddington Rd's traffic volumes and status as a collector street.
	10-11	Question and response regarding bicycle/pedestrian detection at a proposed Ziegler/Hidden Pond signalized intersection.
	13-19	Various public testimony regarding tradeoffs of the alternative compliance outcome (no local street connection) and considerations of a signal at either Ziegler/Paddington or Ziegler/Hidden Pond intersections.
	23	Commission deliberation on review of the alternative compliance request as part of the Major Amendment and references to prior Front Range Village development agreement on potential Paddington Road street connection traffic calming.
	25, 27, 31-32	Continued deliberation on alternative compliance review and meeting requirements for LUC Section 3.6.3(E) and (F)

Third Issue on Appeal:

Did the Planning and Zoning Commission fail to properly interpret and apply Land Use Code Section 1.2.2 – Purpose?

The Joyal Notice of Appeal alleges that the Commission failed to properly interpret and apply Land Use Code Section 1.2.2(K), which sets out the general purpose of the Land Use Code:

1.2.2 - Purpose

The purpose of this Code is to improve and protect the public health, safety and welfare by:

- A) ensuring that all growth and development which occurs is consistent with this Code, City Plan and its adopted components, including, but not limited to, the Structure Plan, Principles and Policies and associated sub-area plans.
- B) encouraging innovations in land development and renewal.

- C) fostering the safe, efficient and economic use of the land, the city's transportation infrastructure, and other public facilities and services.
- D) facilitating and ensuring the provision of adequate public facilities and services such as transportation (streets, bicycle routes, sidewalks and mass transit), water, wastewater, storm drainage, fire and emergency services, police, electricity, open space, recreation, and public parks.
- E) avoiding the inappropriate development of lands and providing for adequate drainage and reduction of flood damage.
- F) encouraging patterns of land use which decrease trip length of automobile travel and encourage trip consolidation.
- G) increasing public access to mass transit, sidewalks, trails, bicycle routes and other alternative modes of transportation.
- H) reducing energy consumption and demand.
- I) minimizing the adverse environmental impacts of development.
- J) improving the design, quality and character of new development.
- K) fostering a more rational pattern of relationship among residential, business and industrial uses for the mutual benefit of all.**
- L) encouraging the development of vacant properties within established areas.
- M) ensuring that development proposals are sensitive to the character of existing neighborhoods.
- N) ensuring that development proposals are sensitive to natural areas and features.
- O) encouraging a wide variety of housing opportunities at various densities that are well-served by public transportation for people of all ages and abilities.

The Notice of Appeal alleges the Commission did not properly interpret and apply subsection (K) (emphasized above) on the basis that a signalized intersection at the Ziegler and Hidden Pond does not foster a rational or common sense pattern of development. This appeal argues that nearby residents instead favor and anticipate a traffic signal at the Ziegler/Paddington/Grand Teton intersection.

The Land Use Code Purpose statements contained in Section 1.2.2 outline the broad goals and intent of the Land Use Code and what it aims to achieve in the context of development standards.

Pertinent evidence in the record addressing the Appellant's argument includes the following (please note: the parties to the appeal may cite to additional material in the record related to this issue):

Document	Page Number	Notes
Staff Report	3-4	Overview of Major Amendment considerations and neighborhood input on a local street connection
Staff Report Attachment (January 2023 Neighborhood Meeting)	All	Neighbor comments discussing desirability of a traffic signal at the Ziegler/Paddington/Grand Teton intersection and history of traffic impacts and concerns regarding the intersection.
Staff Report Attachment (Public Comments)	All	Neighbor comments discussing desirability of a traffic signal at the Ziegler/Paddington/Grand Teton intersection and history of traffic impacts and concerns regarding the intersection.

Document	Page Number	Notes
Supplemental Documents (Public Comments received after Final Hearing Packet Posted)	All	Neighbor comments discussing desirability of a traffic signal at the Ziegler/Paddington/Grand Teton intersection and history of traffic impacts and concerns regarding the intersection.
Verbatim Transcript	5-7	Staff summary of major traffic considerations and public input on street connection and signal scenarios.
	13-19	Various public testimony regarding tradeoffs of the alternative compliance outcome (no local street connection) and considerations of a signal at either Ziegler/Paddington or Ziegler/Hidden Pond intersections.

Fourth Issue on Appeal:

Did the Planning and Zoning Commission fail to properly interpret and apply City Code Policy LIV 4.2?

Both Notices of Appeal allege the Planning and Zoning Commission failed to properly interpret and apply City Plan Policy LIV 4.2. LIV 4.2 is a policy statement from City Plan, the comprehensive plan, rather than a specific Land Use Code, City Code, or Charter standard. LIV 4.2 states:

Policy LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT

Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by:

- » Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood;
- » Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and
- » Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized.

The Notices of Appeal allege the Major Amendment’s proposal does not include a street connection to the English Ranch neighborhood and would therefore prevent a traffic signal at Ziegler/Paddington. These appeals argue that this does not continue an established block pattern or improve access to services and amenities.

Pertinent evidence in the record addressing the Appellant’s argument includes the following (please note: the parties to the appeal may cite to additional material in the record related to this issue):

Document	Page Number	Notes
Staff Report Attachment (Feb. 2022 Staff Report)	13-16	Staff evaluation of alternative compliance request to Section 3.6.3(E) and (F)

PUBLIC OUTREACH

Three neighborhood meetings were held for the original ODP and Major Amendment on the following dates:

- September 8, 2021 – First Neighborhood Meeting: Original ODP
- February 2, 2022 – Second Neighborhood Meeting: Original ODP
- January 5, 2023 – Third Neighborhood Meeting: ODP Major Amendment

In addition, select City staff held meetings with a small group of neighbors from The English Ranch neighborhood on March 6, 2023, and a small group of neighbors from the Woodland Park Estates neighborhood on March 21, 2023.

ATTACHMENTS

1. Clerk Public Hearing Notice and Mailing List
2. Notices of Appeal
3. Staff Report to Planning and Zoning Commission, March 23, 2023 (with attachments)
4. Traffic Study
5. Drainage Report
6. Utility Plans
7. Intersection Spacing Variance
8. Staff Presentation to Planning and Zoning Commission, March 23, 2023
9. Applicant Presentation to Planning and Zoning Commission, March 23, 2023
10. Additional Documents Presented at Hearing
11. Other Materials
12. Verbatim Transcript – Planning and Zoning Commission Hearing
13. Links to Video of Planning and Zoning Commission Hearing
14. Hearing Sign In Sheet
15. Applicant Presentation to Council
16. Staff Presentation to Council

City Clerk's Public Hearing Notice Mailing List



City Clerk
300 LaPorte Avenue
PO Box 580
Fort Collins, CO 80522
970.221.6515
970.221-6295 - fax
fcgov.com/cityclerk

PUBLIC HEARING NOTICE

**Appeals of the Planning and Zoning Commission Decision regarding the
Ziegler/Corbett ODP Major Amendment 220004
located at 4105 Ziegler Road**

The Fort Collins City Council will hold a public hearing on the enclosed appeals.

- Appeal Hearing Date:** August 15, 2023
- Time:** 6:00 pm (or as soon thereafter as the matter may come on for hearing)
- Location:** Council Chambers, City Hall, 300 LaPorte Avenue, Fort Collins, CO
- Agenda Materials:** Available after 3 pm, August 10, 2023, in the City Clerk’s office and at fcgov.com/agendas.

Why am I receiving this notice? City Code requires that a Notice of Hearing be provided to Parties-in-Interest, which means you are the applicant of the project being appealed, have a possessory or proprietary interest in the property at issue, received a City mailed notice of the hearing that resulted in the decision being appealed, submitted written comments to City staff for delivery to the decision maker prior to the hearing resulting in the decision being appealed, or addressed the decision maker at the hearing that resulted in the decision being appealed.

Further information is available in the Appeal guidelines online at fcgov.com/appeals.

The Notices of Appeal and any attachments, any new evidence that has been submitted and presentations for the Appeal Hearing can be found at fcgov.com/appeals.

If you have questions regarding the appeal process, please contact the City Clerk’s Office (970.221.6515). For questions regarding the project itself, please contact Paul Sizemore, Community Development and Neighborhood Services Director (psizemore@fcgov.com or 970.224.6140).

The City of Fort Collins will make reasonable accommodations for access to City services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call the City Clerk’s Office at 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance.

A petición, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 221-6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione 48 horas de aviso previo cuando sea posible.

Rita Knoll, Chief Deputy City Clerk

Notice Mailed: July 25, 2023
Cc: City Attorney
Community Development and Neighborhood Services
Planning and Zoning Commission

2536 SUNSTONE LLC
309 E THUNDERBIRD DR
FORT COLLINS, CO 80525

2633 PADDINGTON RD LLC
2633 PADDINGTON RD
FORT COLLINS, CO 80525

ABCL LLC
2524 KECHTER RD
FORT COLLINS, CO 80528

ABRAHAMSON BRENT N/SANDRA L
3214 YELLOWSTONE CIR
FORT COLLINS, CO 80525

ACEVEDO ISAAC ARELLANO
2500 E HARMONY RD LOT 320
FORT COLLINS, CO 80528

ACOSTA FELIX LUIS F
2500 E HARMONY RD LOT 44
FORT COLLINS, CO 80528

ACOSTA FELIX LUIS FERNANDO
FELIX RUIZ MARIA/ACOSTA
DOMINGUEZ MARTIN
2500 E HARMONY RD LOT 345
FORT COLLINS, CO 80528

ADAMS BETH D
2500 E HARMONY RD LOT 65
FORT COLLINS, CO 80528

ADAMS JOSEPH F/AMY A
2909 STONEHAVEN DR
FORT COLLINS, CO 80525

ADAMS PAUL E
3826 CARRICK RD
FORT COLLINS, CO 80525

ADKINS DAVID R/SHANNON K
2808 STONEHAVEN DR
FORT COLLINS, CO 80525

ADLER LARRY/NANCY
4008 BOXELDER DR
LOVELAND, CO 80538

ADZGOWSKI RICHARD
2500 E HARMONY RD LOT 415
FORT COLLINS, CO 80528

AFFINITY AT FORT COLLINS LLC
120 W CATALDO AVE STE 100
SPOKANE, WA 99201

AGUINADA MARIA A VALLADARES
2903 BUNTING AVE
GRAND JUNCTION, CO 81504

AKHTER RABEYA
KHAN ABDUS S
3827 CARRICK RD
FORT COLLINS, CO 80525

AL TTAEE OMER TAREQ
2449 SUNSTONE DR
FORT COLLINS, CO 80525

ALLEN HUNTER/MEREDITH
2936 REDBURN DR
FORT COLLINS, CO 80525

ALSIP MATT M/STEPHANIE A
3226 GRAND TETON PL
FORT COLLINS, CO 80525

ALVARADO JAIME F PANDO
2500 E HARMONY RD LOT 167
FORT COLLINS, CO 80528

ALVAREZ OSVALDO ZAUS
2500 E HARMONY RD LOT 80
FORT COLLINS, CO 80528

AMUNDSON LUCAS Z
2500 E HARMONY RD LOT 14
FORT COLLINS, CO 80528

ANDERSON CASSIDY A
2500 E HARMONY RD LOT 392
FORT COLLINS, CO 80528

ANDERSON DAVID M JR 1992
REVOCABLE TRUST
ANDERSON MARTHA F 1992
REVOCABLE TRUST
2957 SUNSTONE DR
FORT COLLINS, CO 80528

ANDERSON TROY D
SCOTT TRISHA
2802 PADDINGTON RD
FORT COLLINS, CO 80525

ANKRUM JOHN R/DAVID P
2826 PADDINGTON RD
FORT COLLINS, CO 80525

ANTUNES PLATA CESAR
2500 E HARMONY RD LOT 387
FORT COLLINS, CO 80528

ANTUNEZ SESAR/REYNA
2500 E HARMONY RD LOT 198
FORT COLLINS, CO 80528

APARICIO DIANA/RICARDO A
2500 E HARMONY RD LOT 428
FORT COLLINS, CO 80528

APOLONIO DAVID
APOLONIO SHANNON
2500 E HARMONY RD LOT 21
FORT COLLINS, CO 80528

A J JESSICA

APOSTOLOU CHRISTOPHER ROY
2500 E HARMONY RD LOT 267
FORT COLLINS, CO 80528

APP HANNA G
2809 SUNSTONE DR
FORT COLLINS, CO 80525

ARAGON KEITH A/TONI M
3908 CARRICK RD
FORT COLLINS, CO 80525

ARC COMMUNITIES LLC
2500 E HARMONY RD LOT 112
FORT COLLINS, CO 80528

ARC HOUSING LLC
4643 S ULSTER ST STE 400
DENVER, CO 80237

ARCHULETA RONALD J
CROWE ELIZABETH A
3021 STONEHAVEN DR
FORT COLLINS, CO 80525

ARIAS ESCAMILLA MARIA
HERNADEZ ESCAMILLA MARIA
2500 E HARMONY RD LOT 271
FORT COLLINS, CO 80528

ARIBAS TAMMY CHRISTINE
AVILA JOSE M
2500 E HARMONY RD LOT 101
FORT COLLINS, CO 80528

ARMSTRONG BRIAN J
2719 WHITWORTH DR
FORT COLLINS, CO 80525

ARMSTRONG CINDY L
2500 E HARMONY RD LOT 251
FORT COLLINS, CO 80528

ARNDORFER TODD N
CHIMERI STEFANIA E
2802 STONEHAVEN DR
FORT COLLINS, CO 80525

ARREGUIN LAURA
2500 E HARMONY RD LOT 256
FORT COLLINS, CO 80528

ARREOLA RENE ARANA
2500 E HARMONY RD LOT 453
FORT COLLINS, CO 80528

ARZETA MARIA M ESTRADA
2500 E HARMONY RD LOT 156
FORT COLLINS, CO 80528

AVAGO TECHNOLOGIES WIRELESS (USA)
MANUFACTURING INC
1320 RIDDER PARK DR
SAN JOSE, CA 95131

AVILA RIENA ESTHER
AVILA SANTIBANEZ FIDEL
2500 E HARMONY RD LOT 105
FORT COLLINS, CO 80528

BAESA LUIS ENRIQUE MATA
2500 E HARMONY RD LOT 77
FORT COLLINS, CO 80528

BAILEY MATTHEW G
BAILEY DEBORAH K
2908 SUNSTONE DR
FORT COLLINS, CO 80525

BAILOR LOGAN D/SUSAN H
4020 MESA VERDE ST
FORT COLLINS, CO 80525

BAKER DAVID L/GAIL L
3902 YOSEMITE CT
FORT COLLINS, CO 80525

BAKER JULIE A/Ryan G
3115 YELLOWSTONE CIR
FORT COLLINS, CO 80525

BAKER MARCY JEAN
2733 STONEHAVEN DR
FORT COLLINS, CO 80525

BALL ERIK/HANNAH
2933 STONEHAVEN DR
FORT COLLINS, CO 80525

BANNING DARCY RAE
BANNING MARY LOU
2500 E HARMONY RD LOT 337
FORT COLLINS, CO 80528

BANUELOS HECTOR
2500 E HARMONY RD LOT 76
FORT COLLINS, CO 80528

BARAJAS EDMUNDO
2500 E HARMONY RD LOT 331
FORT COLLINS, CO 80528

BARCELONA MELODEE L
2608 SOUTHFIELD CT
FORT COLLINS, CO 80525

BARELLA LINDA
6303 BUCHANAN CT
FORT COLLINS, CO 80525

BARRON GARCIA JAIRO ULISES
GUTIERREZ CALDERON REYNA VIRGINIA
2500 E HARMONY RD LOT 288
FORT COLLINS, CO 80528

BARRY MICHAEL/COLLEEN
2943 REDBURN DR
FORT COLLINS, CO 80525

BARSTAD BRENT R/SUSAN M
2956 SUNSTONE DR
FORT COLLINS, CO 80525

BARTLETT ROGER W/PATRICIA J
2615 PADDINGTON RD
FORT COLLINS, CO 80525

BARTRAN CONSTRUCTION INC
PO BOX 270855
FORT COLLINS, CO 80527

BARTRAN FAMILY LLC
PO BOX 270855
FORT COLLINS, CO 80527

BAUER JACK CLINTON JR/CHRISTINE
GAY
2500 E HARMONY RD LOT 169
FORT COLLINS, CO 80528

BAUMBACH RACHELLE/RYAN
2714 PADDINGTON RD
FORT COLLINS, CO 80525

BAUR ROBERT J
4864 VALLEY OAK DR
LOVELAND, CO 80538

BAYSHORE WEST HOMES LLC
31200 NORTHWESTERN HWY
FARMINGTON HILLS, MI 48334

BAYSHORE WEST HOMES LLC
2500 E HARMONY RD
FORT COLLINS, CO 80528

BAYSHORE WEST LLC
2500 E HARMONY RD OFFICE
FORT COLLINS, CO 80528

BEAM VILA WORSHAM
4051 NEWBURY CT
FORT COLLINS, CO 80525

BECK AMANDA
3944 SUNSTONE WAY
FORT COLLINS, CO 80525

BECKER WILLIAM H/DEBRA F
3133 YELLOWSTONE CIR
FORT COLLINS, CO 80525

BEETON TYLER/MAGALY
2931 STOCKBURY DR
FORT COLLINS, CO 80525

BEJARANO GLADIS
CARRASCO VALENTIN
2500 E HARMONY RD LOT 370
FORT COLLINS, CO 80528

BELL REGINA
BELL RALPH 2ND
2500 E HARMONY RD LOT 152
FORT COLLINS, CO 80528

BELTRAN SAMUEL
2500 E HARMONY RD NO 402
FORT COLLINS, CO 80528

BELTRAN SAMUEL JR
2500 E HARMONY RD LOT 28
FORT COLLINS, CO 80528

BEMENT CYNTHIA G/THOMAS C
PO BOX 677
SALIDA, CO 81201

BENEDICT JUSTIN F/JOHANNA M
2500 E HARMONY RD LOT 452
FORT COLLINS, CO 80528

BENGE CARRIE A/CORY C
2715 STONEHAVEN DR
FORT COLLINS, CO 80525

BENITO MARISOL APOLONIO
2500 E HARMONY RD LOT 148
FORT COLLINS, CO 80528

BERG ELEANOR M LIVING TRUST
4051 KINGSLEY CT
FORT COLLINS, CO 80525

BERGER JORDAN J
LANCASTER KARA J
3421 POND VIEW CT
FORT COLLINS, CO 80525

BERNABE G J JESUS
CASTILLO GALVAN RAQUEL D
2500 E HARMONY RD LOT 204
FORT COLLINS, CO 80528

BERNING JOSHUA P/JANICE K
2821 SUNSTONE DR
FORT COLLINS, CO 80525

BERRIAN CASSANDRA M
LINDGREN KRISTOPHER G
2602 SOUTHFIELD CT
FORT COLLINS, CO 80525

BERUIST AMANDA JANE/BRYSON
MICHAEL
2412 SUNSTONE DR
FORT COLLINS, CO 80525

BETTERS CHARLES M
6565 LAKE BREEZE CT
TIMNATH, CO 80547

BHATIA ROHIT/ANURADHA
3420 POND VIEW CT
FORT COLLINS, CO 80525

BHOWMIK PRASANTA KUMAR
604 S WASHINGTON AVE
FORT COLLINS, CO 80521

BILBAO MELISSA J
2645 PADDINGTON RD
FORT COLLINS, CO 80525

BISHOP ERNEST F
2500 E HARMONY RD LOT 29
FORT COLLINS, CO 80528

BODAKEN CONOR MICHAEL/ANN
CATHERINE
3933 SUNSTONE WAY
FORT COLLINS, CO 80525

BOESCH HEATHER
2500 E HARMONY RD LOT 265
FORT COLLINS, CO 80528

BOGAARD BRIAN/JESSICA
3330 POND VIEW CT
FORT COLLINS, CO 80525

BOHN GALAND/BETTY J JOINT TRUST
OF
4021 YELLOWSTONE CIR UNIT 2
FORT COLLINS, CO 80525

BOLLIG FLORA ANN
2726 SUNSTONE DR
FORT COLLINS, CO 80525

BONILLA V MIRIAN
JUAREZ M EDILBERTO
2500 E HARMONY RD LOT 52
FORT COLLINS, CO 80528

BORT DANIEL A/HOLLY R
3838 CARRICK RD
FORT COLLINS, CO 80525

BOSTOCK ALAN J/SIOBHAN
3315 WILD VIEW DR
FORT COLLINS, CO 80528

BOTERO EDWIN/LENORE J
2701 STOCKBURY DR
FORT COLLINS, CO 80525

BOVEE KENNETH D/SHERYL M
4056 HARRINGTON CT
FORT COLLINS, CO 80525

BOWERS JAMES R
BOWERS KATHY S
2708 SUNSTONE DR
FORT COLLINS, CO 80525

BRACKENBURY YOUNG ALYSSA LYNN
315 SNOWY OWL CIR
FORT COLLINS, CO 80524

BRANDENBURG MICHAEL S
2500 E HARMONY RD LOT 240
FORT COLLINS, CO 80528

BREDEHOFT JOHN K/JUDITH A
2714 STONEHAVEN DR
FORT COLLINS, CO 80525

BRIER WILLIAM J/JOANN A
3802 CARRINGTON RD
FORT COLLINS, CO 80525

BRINEY ROSE M/BRANDON J
2500 E HARMONY RD LOT 38
FORT COLLINS, CO 80528

BRINKMAN MATTHEW G/MELISSA A
3020 STONEHAVEN DR
FORT COLLINS, CO 80525

BROCK STEPHEN CHARLES
4021 YELLOWSTONE CIR 4
FORT COLLINS, CO 80525

BRONSON CECILIA
DOLEATTI XYON KEOUGH-STOUT
2500 E HARMONY RD LOT 219
FORT COLLINS, CO 80528

BROOKS BECKY
2500 E HARMONY RD LOT 306
FORT COLLINS, CO 80528

BROOKS BRAD/LAURA
PO BOX 145
SEVERANCE, CO 80546

BROOKS STEVEN
SMITH CHRISTOPHER
2500 E HARMONY RD LOT 328
FORT COLLINS, CO 80528

BROWN DAVID HAROLD
LAURIE MARIE TRUSTEES
514 AMERICAS WAY NO 6809
BOX ELDER, SD 57719

BROWN ERIC SHANE
2500 E HARMONY RD LOT 381
FORT COLLINS, CO 80528

BRUNING DAVID E
2501 SUNSTONE DR
FORT COLLINS, CO 80525

BRUNY GREGORY R LIVING TRUST
BRUNY RUTH ANN LIVING TRUST
2706 WHITWORTH DR
FORT COLLINS, CO 80525

BRUXVOORT CALVIN J/CAROL J
2815 SUNSTONE DR
FORT COLLINS, CO 80525

BUCKLEY MICHAEL A/COLLEEN E
5956 SNOWY PLOVER CT
FORT COLLINS, CO 80528

BUMP BEAU BRYAN/ELIZABETH ANNE
2820 SUNSTONE DR
FORT COLLINS, CO 80525

BURKETT TERRY L/MANDY R
2727 STONEHAVEN DR
FORT COLLINS, CO 80525

BURMAN LANA K
2725 STOCKBURY DR
FORT COLLINS, CO 80525

BURNSIDE CLARK D/TAMARA L
3902 GLACIER CT
FORT COLLINS, CO 80525

BURROUGHS ANN LOUISE
2708 PADDINGTON RD
FORT COLLINS, CO 80525

BURRY JUSTIN
KAROLY HOLLIS
2902 SUNSTONE DR
FORT COLLINS, CO 80525

BUSCH CHARLES/CHRISTINE
2500 E HARMONY RD LOT 372
FORT COLLINS, CO 80528

BUTOW SCOTT D
2500 E HARMONY RD LOT 417
FORT COLLINS, CO 80528

BUTTERMORE DAVID A
1 MARTINVIEW CT
LEMOYNE, NE 69146

BUTTON WILLIAM R
BUTTON ADELE D
4419 STONEY CREEK DR
FORT COLLINS, CO 80525

BYERS KATELYN DANIELLE
2500 E HARMONY RD LOT 239
FORT COLLINS, CO 80528

BYRAM TAMMY
BYRAM LIZETTE
2500 E HARMONY RD LOT 400
FORT COLLINS, CO 80528

CABELLO AURORA
2500 E HARMONY RD LOT 446
FORT COLLINS, CO 80528

CACHE BANK AND TRUST
CONSERVATOR
FBO MIKEL ZIMMERMAN
2500 E HARMONY RD LOT 305
FORT COLLINS, CO 80528

CALLAHAN MICHAEL T
2500 E HARMONY RD LOT 295
FORT COLLINS, CO 80528

CAMPOS DARLI O GRANIEL
2500 E HARMONY RD LOT 302
FORT COLLINS, CO 80528

CAMPOS SOLEDAD V
CAMPOS ANTONIO J
2500 E HARMONY RD LOT 379
FORT COLLINS, CO 80528

CANALES MAYNOR ROSALES
CANALES RUTH
2500 E HARMONY RD LOT 42
FORT COLLINS, CO 80528

CANIZALEZ FLOR M
2500 E HARMONY RD LOT 53
FORT COLLINS, CO 80528

CARDENAS ELSA
2500 E HARMONY RD LOT 234
FORT COLLINS, CO 80528

CARDENAS FRANCISCO
2500 E HARMONY RD LOT 111
FORT COLLINS, CO 80528

CARDENAS VALERO FRANCISCO
2500 E HARMONY RD LOT 238
FORT COLLINS, CO 80528

CARDONA MAYNOR HERRERA
2500 E HARMONY RD LOT 139
FORT COLLINS, CO 80528

CARDWELL TRAVIS
2618 JEWELSTONE CT
FORT COLLINS, CO 80525

CARLSON BRIAN R/MARY E
4057 NEWBURY CT
FORT COLLINS, CO 80525

CARNESKI RICHARD
2500 E HARMONY RD LOT 346
FORT COLLINS, CO 80528

CARRASCO ARMANDO
2500 E HARMONY RD LOT 405
FORT COLLINS, CO 80528

CARRILLO ANGELICA M CID
2500 E HARMONY RD LOT 423
FORT COLLINS, CO 80528

CARRILLO BERTHA GANDARA
2500 E HARMONY RD LOT 476
FORT COLLINS, CO 80528

CAROL ANN RON/CINDY REVOCABLE
TRUST
3215 MESA VERDE ST
FORT COLLINS, CO 80525

CARTER JOHN J/KELLI J STAROSCIK
2609 SOUTHFIELD CT
FORT COLLINS, CO 80525

CARTWRIGHT JULIE ANN
3220 GRAND TETON PL
FORT COLLINS, CO 80525

CASTANEDA MARY JANE G
2500 E HARMONY RD LOT 344
FORT COLLINS, CO 80528

CASTENADA MARIA
2500 E HARMONY RD LOT 119
FORT COLLINS, CO 80528

CASTILLO JOSE LUIS RODRIGUEZ
CACERES CARMEN AZUCENA MEDINA
2500 E HARMONY RD LOT 189
FORT COLLINS, CO 80528

CASTILLO LOPEZ WALTER ALEXANDER
CANALES FLORES WALKIRIA MARICELA
2500 E HARMONY RD LOT 5
FORT COLLINS, CO 80528

CASTILLO OSWALDO
2500 E HARMONY RD LOT 444
FORT COLLINS, CO 80528

CASTORENA CEISA M
2500 E HARMONY RD LOT 377
FORT COLLINS, CO 80528

CAYUCH MARIA SANDY SONTAY
2500 E HARMONY RD LOT 168
FORT COLLINS, CO 80528

CEJA MOJICA MA ELIZABETH
2500 E HARMONY RD LOT 81
FORT COLLINS, CO 80528

CEJACHAVEZ FERNANDO DEJESUS
2500 E HARMONY RD LOT 461
FORT COLLINS, CO 80528

CESAR ZACHERY C/AMY K
3226 YELLOWSTONE CIR
FORT COLLINS, CO 80525

CHALACA ANA M
PO BOX 303
JOHNSTOWN, CO 80534

CHAPARRO MANUEL JESUS VARGAS
2500 E HARMONY RD LOT 283
FORT COLLINS, CO 80528

CHAVEZ SARVELIO ANIBAL ROMERO
2500 E HARMONY RD LOT 252
FORT COLLINS, CO 80528

CHILEL RUDY DAVID CHAVEZ
RODRIGUEZ YESICA F CHAVEZ
2500 E HARMONY RD LOT 193
FORT COLLINS, CO 80528

CHRIST FELLOWSHIP CHURCH
OF FORT COLLINS
3850 ZIEGLER RD
FORT COLLINS, CO 80525

CHRISTENSEN RICHARD B/AMERICA E
3821 CARRICK RD
FORT COLLINS, CO 80525

CISNEROS CONTRERAS JOSE L
2500 E HARMONY RD LOT 290
FORT COLLINS, CO 80528

CISNEROS HERRERA MAYRA
1651 PAGOSA WAY
AURORA, CO 80011

CITY OF FORT COLLINS
300 LAPORTE AVE
FORT COLLINS, CO 80521

CITY OF FORT COLLINS
PO BOX 580
FORT COLLINS, CO 80522

CLARK JAMES/RANDE
CLARK MATTHEW
2500 E HARMONY RD LOT 72
FORT COLLINS, CO 80528

CLARK LEANN MARIE
CLARK CHUCKIE RAY
2500 E HARMONY RD LOT 89
FORT COLLINS, CO 80528

CLARKE STEPHEN E/ANGENETTE
3405 HIDDEN POND DR
FORT COLLINS, CO 80525

CLEFE LINDSEY ANNE
2500 E HARMONY RD LOT 125
FORT COLLINS, CO 80528

CLUVER ERIC L/STEPHANIE D
2833 STONEHAVEN DR
FORT COLLINS, CO 80525

CLYMER BETTY JANE
2500 E HARMONY RD LOT 335
FORT COLLINS, CO 80528

COBB TROY L
2500 E HARMONY RD LOT 437
FORT COLLINS, CO 80528

COLEMAN KEVIN W/RHONDA
2437 SUNSTONE DR
FORT COLLINS, CO 80525

COLLURA BENJAMIN/ASHLEY
3807 KENTFORD RD
FORT COLLINS, CO 80525

COMPTON CHRISTIAN S
2500 E HARMONY RD LOT 358
FORT COLLINS, CO 80528

CONRAD CHRISTINA GAY
2714 SUNSTONE DR
FORT COLLINS, CO 80525

CONWAY S MAUREEN
3013 STOCKBURY DR
FORT COLLINS, CO 80525

COON JEFFREY L
TRENTMAN LINDA K
3209 MESA VERDE ST
FORT COLLINS, CO 80525

COOPER DENNIS BLAKE/RICHELLE L
2903 STONEHAVEN DR
FORT COLLINS, CO 80525

CORDOVA- APOLONIO BARBARA
MOJICA ANA DELY CEJA
2500 E HARMONY RD LOT 197
FORT COLLINS, CO 80528

CORDOVA RAMIRO
OLIVAS LOUISANNA
2500 E HARMONY RD LOT 322
FORT COLLINS, CO 80528

CORREA RICARDO
2500 E HARMONY RD LOT 110
FORT COLLINS, CO 80528

CORREA ROSA
2500 E HARMONY RD LOT 205
FORT COLLINS, CO 80528

CORTES DANIEL CORNEJO
2500 E HARMONY RD LOT 200
FORT COLLINS, CO 80528

CORTEZ RICARDO
2500 E HARMONY RD LOT 146
FORT COLLINS, CO 80528

CORYELL LEONE S PROFIT SHARING
TRUST
3558 N COUNTY ROAD 25E
BELLVUE, CO 80512

COUCH MICHAEL WAYNE
CHESHIRE ASHLEY MARIE
2500 E HARMONY RD LOT 475
FORT COLLINS, CO 80528

COVAIS JOSEPHINE A
3921 CARRICK RD
FORT COLLINS, CO 80525

CRABTREE BRIAN
BARCORI NICOLE
3800 BROMLEY DR
FORT COLLINS, CO 80525

CROSBY JERALD M
BARRON KATHERINE E
4003 SUNSTONE WAY
FORT COLLINS, CO 80525

CROSS DIANE L
IDLER DARWIN G
2932 PADDINGTON RD
FORT COLLINS, CO 80525

CRUZ ELVA SOTO M
2500 E HARMONY RD LOT 304
FORT COLLINS, CO 80528

CRUZ PAUL E/DONNA M
2408 SUNRAY CT
FORT COLLINS, CO 80525

CRYSTAL CHARLES DEAN/MARCIE
L/ERIC MARK
3009 STONEHAVEN DR
FORT COLLINS, CO 80525

CUDDIHY KENDRA
2500 E HARMONY RD LOT 231
FORT COLLINS, CO 80528

CUNG CUONG G
2500 E HARMONY RD LOT 92
FORT COLLINS, CO 80528

CUNNINGHAM JASON ANDREW
MCGLOTHLEN GWENDOLYN ANN
1613 TRAILWOOD DR
FORT COLLINS, CO 80525

CUPPS TIM/MELANIE
1912 BROOKWOOD DR
FORT COLLINS, CO 80525

D AND K REAL PROPERTY II LLC
16284 COUNTY ROAD 76
EATON, CO 80615

DAIRON LAURA J/MICHAEL W
3909 MESA VERDE ST
FORT COLLINS, CO 80525

DAMONE JAMES MICHAEL
NOVAJOVSKY CASSANDRA K
3220 YELLOWSTONE CIR
FORT COLLINS, CO 80525

DANDREA MADLYN S
MEYER CAMERON T
4021 YELLOWSTONE CIR APT 7
FORT COLLINS, CO 80525

DANIEL RAYMOND J
4021 YELLOWSTONE CIR APT 1
FORT COLLINS, CO 80525

DARNELL AARON D/HOLLY L
2500 SUNSTONE DR
FORT COLLINS, CO 80525

DAVIES KEVIN M/JILL A
2806 WHITWORTH DR
FORT COLLINS, CO 80525

DAVIS JAMES MATTHEW
2500 E HARMONY RD LOT 312
FORT COLLINS, CO 80528

DAVIS JOHN A/KATHRYN E
3108 GRAND TETON PL
FORT COLLINS, CO 80525

DAVIS MERRITT W
1103 BATELEUR LN
FORT COLLINS, CO 80524

DE LA CRUZ MERJE CUCHO
SIMPSON ADAM
2500 E HARMONY RD LOT 20
FORT COLLINS, CO 80528

DECICCO VICTOR E
2500 E HARMONY RD LOT 214
FORT COLLINS, CO 80528

DEIBEL LYNNE CADY
3415 POND VIEW DR
FORT COLLINS, CO 80525

DEINES BURTON A
HOLTER-DEINES VANDALA L
3410 HIDDEN POND DR
FORT COLLINS, CO 80525

DELALUZ REBOLLO RICARDO
APOLONIO ADRIANA
2500 E HARMONY RD LOT 130
FORT COLLINS, CO 80528

DELANEY JANET A
4062 HARRINGTON CT
FORT COLLINS, CO 80525

DELGADO SERGIO
1628 AZALEA DR
FORT COLLINS, CO 80526

DEVINE JOSHUA J
2614 STONEHAVEN DR
FORT COLLINS, CO 80525

DIAZ CARLOS J
2500 E HARMONY RD LOT 298
FORT COLLINS, CO 80528

DIAZ JOSE ANTONIO
2500 E HARMONY RD LOT 195
FORT COLLINS, CO 80528

DIAZ JUAN
DIAZ ALICIA
2500 E HARMONY RD LOT 179
FORT COLLINS, CO 80528

DIAZ LUIS A
GARCIA RAMON
2500 E HARMONY RD LOT 449
FORT COLLINS, CO 80528

DIAZ MISTY
2500 E HARMONY RD LOT 316
FORT COLLINS, CO 80528

DIAZ NARCISSA A
2500 E HARMONY RD LOT 12
FORT COLLINS, CO 80528

DICKEY MARY JEAN/LEONARD B
4050 HARRINGTON CT
FORT COLLINS, CO 80525

DIGIALONARDO FELIX A
VIRGINIA
2703 STONEHAVEN DR
FORT COLLINS, CO 80525

DILL RYAN M/ALLYSON
2933 SUNSTONE DR
FORT COLLINS, CO 80525

DINO ROMEO/ZENAIDA B
2500 E HARMONY RD LOT 2
FORT COLLINS, CO 80528

DOMINGUEZ GASPAR GERARDO
2500 E HARMONY RD LOT 60
FORT COLLINS, CO 80528

DOMINGUEZ GERARDO
2500 E HARMONY RD LOT 210
FORT COLLINS, CO 80528

DOMINGUEZ MAYRA NATHALIE RUBIO
DOMINGUEZ MARIA ANGELICA RUBIO
2500 E HARMONY RD LOT 35
FORT COLLINS, CO 80528

DOVE STEVEN F/AMBER D
3903 GRAND CANYON ST
FORT COLLINS, CO 80525

DOVER SLEETER C/CATHY A/STACY
MARIE/GREGORY DONOVAN
4008 MESA VERDE ST
FORT COLLINS, CO 80525

DOWDY ERIC R/ANGELA L
3221 GRAND TETON PL
FORT COLLINS, CO 80525

DOWNEY PATRICIA L/ZACHARY T
2651 STONEHAVEN DR
FORT COLLINS, CO 80525

DUGGINS SIMS E
315 E 12TH AVE UNIT 146
ANCHORAGE, AK 99501

DUHADWAY MICHAEL E
LAURA L
2902 PADDINGTON RD
FORT COLLINS, CO 80525

DUONG THUAN P
2500 E HARMONY RD LOT 31
FORT COLLINS, CO 80528

DURAN KELLEY ANN
PEREZ ASUNCION
2500 E HARMONY RD LOT 91
FORT COLLINS, CO 80528

DURAN KELLEY ANN/GARCIA BRENDA
PEREZ ASUNCION
2500 E HARMONY RD LOT 469
FORT COLLINS, CO 80528

DUTRO WILLIAM J/CHERYL L
2603 PADDINGTON RD
FORT COLLINS, CO 80525

DUTTON JOHN PATRICK
DUTTON CATHERINE
2707 STOCKBURY DR
FORT COLLINS, CO 80525

DVORAK DEAN A/LAURA ANNE
2932 SUNSTONE DR
FORT COLLINS, CO 80525

DZUBERA JOHN/BEAN HEATHER L
3133 GRAND TETON PL
FORT COLLINS, CO 80525

EARNSHAW SYLVIA JUNG
2919 REDBURN DR
FORT COLLINS, CO 80525

EBIN PROPERTIES LLC
3449 BOXELDER DR
FORT COLLINS, CO 80524

EGAN KYLE
2500 E HARMONY RD LOT 407
FORT COLLINS, CO 80528

ELIZONDO OSCAR S REYNAGA
GUTIERREZ MARIA A MEDINA
2500 E HARMONY RD LOT 223
FORT COLLINS, CO 80528

ELLERBY RYAN ERIC
2500 E HARMONY RD LOT 48
FORT COLLINS, CO 80528

ELLIS LORI
2500 E HARMONY RD LOT 95
FORT COLLINS, CO 80528

ENGELS JOSEPH
2402 SUNRAY CT
FORT COLLINS, CO 80525

ENGELSTAD ANDREW J/MEGAN R
3221 YELLOWSTONE CIR
FORT COLLINS, CO 80525

ENGLISH RANCH SOUTH
HOMEOWNERS ASSN
2902 RIGDEN PKWY
FORT COLLINS, CO 80525

ENRRIQUEZ LETICIA AVENANO
2500 E HARMONY RD LOT 388
FORT COLLINS, CO 80528

ERIKSON STEPHEN
2500 E HARMONY RD LOT 285
FORT COLLINS, CO 80528

ESCAMILLA-NERIA JERONIMO
2500 E HARMONY RD LOT 8
FORT COLLINS, CO 80528

ESCARCEGA ALBINO DIAZ
2500 E HARMONY RD LOT 399
FORT COLLINS, CO 80528

ESCOBAR MARTIN PIVARAL
2500 E HARMONY RD LOT 176
FORT COLLINS, CO 80528

ESCOTO-MARQUEZ HECTOR
2500 E HARMONY RD LOT 323
FORT COLLINS, CO 80528

ESKIN BELINDA J/AVRAM A
4027 MESA VERDE ST
FORT COLLINS, CO 80525

ESTEVEZ ERIC
2500 E HARMONY RD LOT 326
FORT COLLINS, CO 80528

ESTRADA NORMA I
2025 N COLLEGE AVE LOT 301
FORT COLLINS, CO 80524

ETTE DONALD E
2500 E HARMONY RD LOT 225
FORT COLLINS, CO 80528

EVANS A MARC/SAMANTHA F
3238 GRAND CANYON ST
FORT COLLINS, CO 80525

FAHERTY COLIN M/MONICA R
2937 STOCKBURY DR
FORT COLLINS, CO 80525

FARIAS CARLOS A ALVAREZ
MAGANA IRIDIAN
2500 E HARMONY RD LOT 115
FORT COLLINS, CO 80528

FAUSTINO-CAMACHO JOSE LUIS
CORRAL RUEDA BRENDA LETICIA
2500 E HARMONY RD LOT 356
FORT COLLINS, CO 80528

FEIST DERON J/AMY A
2732 STONEHAVEN DR
FORT COLLINS, CO 80525

FERNANDEZ RAMON
2500 E HARMONY RD LOT 159
FORT COLLINS, CO 80528

FINLEY DEXTER R/SARAH A
3813 KENTFORD RD
FORT COLLINS, CO 80525

FISCHBECK STUART C/JULIE A
2720 SUNSTONE DR
FORT COLLINS, CO 80525

FISHER RANDALL/KRISTI TRUST
2603 SOUTHFIELD CT
FORT COLLINS, CO 80525

FISHKIND BRODY ADAM JOSEPH
FISHKIND BRODY GINA MARIE
2500 E HARMONY RD LOT 250
FORT COLLINS, CO 80528

FLORES MARTINEZ MANUEL
401 TIMBERLINE RD LOT 188
FORT COLLINS, CO 80524

FLORES MARTINEZ MARTIN OMAR
2500 E HARMONY RD LOT 369
FORT COLLINS, CO 80528

FLORES MIDA A
RODRIGUEZ GLORIA
2500 E HARMONY RD LOT 474
FORT COLLINS, CO 80528

FLORES RAMIREZ JOSE/ROSA
2500 E HARMONY RD LOT 307
FORT COLLINS, CO 80525

FORBES CHRISTOPHER J/DARCIE R
3914 CARRICK RD
FORT COLLINS, CO 80525

FORBES GERALD L/GWEN E
3121 YELLOWSTONE CIR
FORT COLLINS, CO 80525

FOREMAN CHRISTINA ELISE/ALAN
BRENT
2424 SUNSTONE DR
FORT COLLINS, CO 80525

FOREMAN PAUL MICHAEL
2500 E HARMONY RD LOT 149
FORT COLLINS, CO 80528

FOWLKES TERESA L
YSCO JASON C J
2500 E HARMONY RD LOT 224
FORT COLLINS, CO 80528

FOX AUSTIN
3233 GRAND CANYON ST
FORT COLLINS, CO 80525

FOX LISA G
SCHINDLER CYNTHIA A
2500 E HARMONY RD LOT 338
FORT COLLINS, CO 80528

FOX SARAH BETH
TOLLISON BAYLIS RAY
2820 PADDINGTON RD
FORT COLLINS, CO 80525

FRANKLIN DAVID L/EVELYN H
2644 STONEHAVEN DR
FORT COLLINS, CO 80525

FRANTA EMILY
BROWN GREGORY
2925 REDBURN DR
FORT COLLINS, CO 80525

FRATCHER ELLEN M
2500 E HARMONY RD LOT 394
FORT COLLINS, CO 80528

FRATES AIREAL
2500 E HARMONY RD LOT 380
FORT COLLINS, CO 80528

FRESHWATER JOHN C/CLARE L
2826 SUNSTONE DR
FORT COLLINS, CO 80525

FRISON ANNELLE
1126 RICHMOND DR
FORT COLLINS, CO 80526

FUJIWARA NANCY ANN
2500 E HARMONY RD LOT 84
FORT COLLINS, CO 80528

FULLBRIGHT JAMES L/COLLEEN L
4056 NEWBURY CT
FORT COLLINS, CO 80525

FULTON CINDY S
FOWLER JASON V
2500 E HARMONY RD LOT 226
FORT COLLINS, CO 80528

JOSE MANUEL
MAYO RAMIRO C
2500 E HARMONY RD LOT 230
FORT COLLINS, CO 80528

GALVAN RODRIGUEZ MARIO
2500 E HARMONY RD LOT 478
FORT COLLINS, CO 80528

GAMLIN JOHN P
SCHWANER ROXANE L
2645 STONEHAVEN DR
FORT COLLINS, CO 80525

GARCIA GUERRA CIDY A
MEDINA GUTIERREZ KARLA A
2500 E HARMONY RD LOT 481
FORT COLLINS, CO 80528

GARCIA PAUL
2500 E HARMONY RD LOT 378
FORT COLLINS, CO 80528

GENTZ DUANE/SHERRI
2832 SUNSTONE DR
FORT COLLINS, CO 80525

GISSLER ELISABETH B G/KLAUS D
2914 STONEHAVEN DR
FORT COLLINS, CO 80525

GLENN JAMES W/EMILY W
2642 NEWGATE CT
FORT COLLINS, CO 80525

GOMEZ JUAN PABLO
2500 E HARMONY RD LOT 173
FORT COLLINS, CO 80528

GONZALES EVA B
2500 E HARMONY RD LOT 109
FORT COLLINS, CO 80528

GALONGO-GREENWAY ANGELA NICOLE
LYNN
GREENWAY MICHAEL WAYNE
2500 E HARMONY RD LOT 104
FORT COLLINS, CO 80528

GALVEZ PEREZ YARELY
2500 E HARMONY RD LOT 301
FORT COLLINS, CO 80528

GAO WEI/LU GUILIN
3914 YOSEMITE CT
FORT COLLINS, CO 80525

GARCIA JOAN E
2500 E HARMONY RD LOT 128
FORT COLLINS, CO 80528

GARWOOD GARY A/KATHLEEN T
4050 NEWBURY CT
FORT COLLINS, CO 80525

GEORGE KASEY SAMUEL
2500 E HARMONY RD LOT 318
FORT COLLINS, CO 80528

GILLILAN KELLY H/CHI-YEN Y
3539 MUSKRAT CREEK DR
FORT COLLINS, CO 80528

GLESMANN MARLENE
2500 E HARMONY RD LOT 59
FORT COLLINS, CO 80528

GOMEZ MARIANO SOTO
2500 E HARMONY RD LOT 324
FORT COLLINS, CO 80528

GONZALES JUAN JOSE
2500 E HARMONY RD LOT 217
FORT COLLINS, CO 80528

GALVAN GUADALUPE
ESPINOZA LORENA
2500 E HARMONY RD LOT 194
FORT COLLINS, CO 80528

GAMBOA FLOR E/GRIJALVA EFREN
2500 E HARMONY RD LOT 37
FORT COLLINS, CO 80528

GARCIA EDUARDO
FALCON BRITTANY LYNN
2500 E HARMONY RD LOT 424
FORT COLLINS, CO 80528

GARCIA LUCIO
2500 E HARMONY RD LOT 57
FORT COLLINS, CO 80528

GARZA NANCY C
2500 E HARMONY RD LOT 241
FORT COLLINS, CO 80528

GESKE TODD C
3914 SUNSTONE WAY
FORT COLLINS, CO 80525

GINES-HERNANDEZ BASILIO
2500 E HARMONY RD APT LOT454
FORT COLLINS, CO 80528

GOLDFAIN DAVID B/COURTNEY S
3239 GRAND CANYON ST
FORT COLLINS, CO 80525

GONZALES CATHEY
2500 E HARMONY RD LOT 206
FORT COLLINS, CO 80528

GONZALEZ JAVIER SUAREZ
2500 E HARMONY RD LOT 161
FORT COLLINS, CO 80528

GONZALEZ PABLO ALEXANDER SONTAY
 LOYA BERNARDINO
 2500 E HARMONY RD LOT 300
 FORT COLLINS, CO 80528

GONZALEZ EDGAR ROLANDO SONTAY
 2500 E HARMONY RD LOT 170
 FORT COLLINS, CO 80528

GONZALEZ-NAJERA JAVIER A
 2500 E HARMONY RD LOT 471
 FORT COLLINS, CO 80528

GONZALEZ-NAJERA JAVIER A
 2500 E HARMONY RD LOT 470
 FORT COLLINS, CO 80528

GORMAN MATTHEW WESLEY
 2500 E HARMONY RD LOT 126
 FORT COLLINS, CO 80528

GRABER STEVAN T/KRISTEN E
 3915 GRAND CANYON ST
 FORT COLLINS, CO 80525

GRACELOVE LLC
 1625 NORTHBROOK DR
 FORT COLLINS, CO 80526

GRADIZ ANGEL R
 2500 E HARMONY RD LOT 404
 FORT COLLINS, CO 80528

GRANADOS HERNANDEZ CAROLINA
 BAUTISTA CRUZ J FELIX
 2500 E HARMONY RD LOT 215
 FORT COLLINS, CO 80528

GRANADOS SILVIA ROMERO
 2500 E HARMONY RD LOT 284
 FORT COLLINS, CO 80528

GRANT KIMBERLY L
 2500 E HARMONY RD LOT 165
 FORT COLLINS, CO 80528

GREISSEL ALEXANDER
 SALINAS ROSA
 2939 SUNSTONE DR
 FORT COLLINS, CO 80525

GRIFFIN JULIE DAWN
 2500 E HARMONY RD LOT 319
 FORT COLLINS, CO 80528

GRIJALVA EFREN
 2500 E HARMONY RD LOT 483
 FORT COLLINS, CO 80528

GRIMM JAMES W III/KELLY J
 3114 MESA VERDE ST
 FORT COLLINS, CO 80525

GUGGEMOS MARVIN
 GUGGEMOS KIMBERLY L
 2800 WHITWORTH DR
 FORT COLLINS, CO 80525

GUTIEREZ SAUL
 2500 E HARMONY RD LOT 465
 FORT COLLINS, CO 80528

GUTIERREZ ABRAHAM PADILLA
 2500 E HARMONY RD LOT 100
 FORT COLLINS, CO 80528

GUTIERREZ ABRAHAM PADILLA
 2500 E HARMONY RD LOT 99
 FORT COLLINS, CO 80528

GUTIERREZ JOSE LUIS MEDINA
 ENRIQUEZ KARINA C
 2500 E HARMONY RD LOT 85
 FORT COLLINS, CO 80528

HALLMARK TIMOTHY BLAKE
 1406 ALLISON DR
 LOVELAND, CO 80538

HALSEY GARY FRANK
 2500 E HARMONY RD LOT 192
 FORT COLLINS, CO 80528

HAMMER GREGORY N/LIANE M
 BENNETT
 2500 E HARMONY RD LOT 66
 FORT COLLINS, CO 80528

HAMPTON JAMES K
 HAMPTON AMY E
 2651 PADDINGTON RD
 FORT COLLINS, CO 80525

HANAWALT MICHAEL R/KAREN A
 ALLINGTON PAMELA
 2819 WHITWORTH DR
 FORT COLLINS, CO 80525

HANLON BARBARA R/REED M
 2930 REDBURN DR
 FORT COLLINS, CO 80525

HANSEN DANETTE D
 2500 E HARMONY RD LOT 332
 FORT COLLINS, CO 80528

HARBOUR JUSTIN RUTH/AARON D
 2413 SUNSTONE DR
 FORT COLLINS, CO 80525

HARMON MARK
 4063 NEWBURY CT
 FORT COLLINS, CO 80525

HARMONY MHP
 2500 E HARMONY RD LOT 447
 FORT COLLINS, CO 80528

HARMONY ROAD LLC
2500 E HARMONY RD OFC
FORT COLLINS, CO 80528

HARMONY ROAD LLC
31200 NORTHWESTERN HWY # 11
FARMINGTON HILLS, MI 48334

HARMS GEORGE C III/CATHERINE E
3145 YELLOWSTONE CIR
FORT COLLINS, CO 80525

HARRINGTON MICHAEL J/KATHRIN E
2826 STONEHAVEN DR
FORT COLLINS, CO 80525

HARRIS MARY
HARRIS WAYNE
2500 E HARMONY RD LOT 350
FORT COLLINS, CO 80528

HARRIS VIRGINIA L
2500 E HARMONY RD LOT 330
FORT COLLINS, CO 80528

HARTMAN CLAYTON E/KANDY L
812 WHITEHALL CT
FORT COLLINS, CO 80526

HARTMANN JUDITH REV TRUST (.50)
HARTMANN KENNETH R REV TRUST
(.50)
PO BOX 272442
FORT COLLINS, CO 80527

HASH DUSTIN H
MILLER JONES SARA J
2500 E HARMONY RD LOT 17
FORT COLLINS, CO 80528

HASKEW MARY FRANCES/SCOTT
MELTON
2549 SUNSTONE DR
FORT COLLINS, CO 80525

HASTINGS JUSTINE/HASTINGS DAVID
GOODMAN JEREMY
9651 COUNTY ROAD 20.8
TRINIDAD, CO 81082

HAY EL HAMIDI
2701 WHITWORTH DR
FORT COLLINS, CO 80525

HAYS LINDA L
2500 E HARMONY RD LOT 22
FORT COLLINS, CO 80528

HEGSTROM TIMOTHY C/SARAH R
2709 STONEHAVEN DR
FORT COLLINS, CO 80525

HELLER BRETT M
2500 E HARMONY RD LOT 113
FORT COLLINS, CO 80528

HELLMAN LEVI/ASHLEY
4008 CARRICK RD
FORT COLLINS, CO 80525

HELM AMORETTE
HELM JAMES
2500 E HARMONY RD LOT 348
FORT COLLINS, CO 80528

HENRION CARSON D
3208 GRAND CANYON ST
FORT COLLINS, CO 80525

HERMOSILLO ABELARDO GUTIERREZ
2500 E HARMONY RD LOT 425
FORT COLLINS, CO 80528

HERNANDEZ DEBBIE/MARIO
HERNANDEZ LETICIA
2500 E HARMONY RD LOT 186
FORT COLLINS, CO 80528

HERNANDEZ JOSE
HERNANDEZ CLAUDIO
2500 E HARMONY RD LOT 435
FORT COLLINS, CO 80528

HERNANDEZ JULIO CESAR
2500 E HARMONY RD LOT 246
FORT COLLINS, CO 80528

HERNANDEZ JULIO CESAR
2500 E HARMONY RD LOT 341
FORT COLLINS, CO 80528

HERNANDEZ ORLANDO/HERMINDA
2500 E HARMONY RD LOT 436
FORT COLLINS, CO 80528

HERNANDEZ ROBERTO
2500 E HARMONY RD LOT 61
FORT COLLINS, CO 80528

HERNANDEZ TARANGO MARISELA
2500 E HARMONY RD LOT 433
FORT COLLINS, CO 80528

HERNANDEZ VIRGINIA MARQUEZ
HERNANDEZ ARMANDO MARQUEZ
2500 E HARMONY RD LOT 87
FORT COLLINS, CO 80528

HERNANDEZ-TORRES JONATHAN J
HERNANDEZ-TORRES JOSE U
2500 E HARMONY RD LOT 10
FORT COLLINS, CO 80528

HIDDEN POND ESTATES
HOMEOWNERS ASSOCIATION INC
3380 HIDDEN POND DR
FORT COLLINS, CO 80525

HIGGINS RODNEY
1802 RED FOX PL
HIGHLANDS RANCH, CO 80126

HDSALBA M
 OVALLE JOSE ENRIQUE VELASCO
 2500 E HARMONY RD LOT 6
 FORT COLLINS, CO 80528

HOBSON KEVIN D/STEPHENIE D
 2918 REDBURN DR
 FORT COLLINS, CO 80525

HOLDREDGE MARGARET R LIVING
 TRUST
 4057 HARRINGTON CT
 FORT COLLINS, CO 80525

HOMBURG ROBERT CHARLES
 2909 HEARTHSTONE DR
 FORT COLLINS, CO 80528

HOWARD BRENDON CHARLES
 2500 E HARMONY RD LOT 123
 FORT COLLINS, CO 80528

HUNTER GLENN F
 HUNTER BONITA M
 2924 REDBURN DR
 FORT COLLINS, CO 80525

IBARRA JUANA TORRES
 2500 E HARMONY RD LOT 254
 FORT COLLINS, CO 80528

IVERSON JESSE N/KAREN M
 3014 STONEHAVEN DR
 FORT COLLINS, CO 80525

J AND K SWEET FAMILY TRUST
 3927 CARRICK RD
 FORT COLLINS, CO 80525

JANELLE JEFFREY M/LAUREL L
 2709 SUNSTONE DR
 FORT COLLINS, CO 80525

HIGHFIELD TIMOTHY MARSHAL
 GEIGER KORISA RENEE
 2900 REDBURN DR
 FORT COLLINS, CO 80525

HODGE JANETTE
 HASHAW CYNTHIA
 2500 E HARMONY RD LOT 325
 FORT COLLINS, CO 80528

HOLMES HAROLD DORR III
 SIGNS KATHERINE
 2721 SUNSTONE DR
 FORT COLLINS, CO 80525

HOOVER AMBER
 1902 MAINSAIL DR
 FORT COLLINS, CO 80524

HUMPHREY GUY/DEBORAH
 2832 PADDINGTON RD
 FORT COLLINS, CO 80525

HURTADO LUIS ALBERTO VILLALOBOS
 CASTILLO EVELYN MARQUEZ
 2500 E HARMONY RD LOT 340
 FORT COLLINS, CO 80528

IRVIN HERB L
 IRVIN JANET L
 3920 CARRICK RD
 FORT COLLINS, CO 80525

IVY GATE HOMEOWNERS ASSOCIATION
 300 BOARDWALK DR UNIT 6B
 FORT COLLINS, CO 80525

JACKSON ANGELA M
 3202 GRAND CANYON ST
 FORT COLLINS, CO 80525

JAQUEZ JORGE
 SORIANO MENDEZ MOISES
 2500 E HARMONY RD LOT 129
 FORT COLLINS, CO 80528

HINDE DAVID/NANCY
 2500 E HARMONY RD LOT 343
 FORT COLLINS, CO 80528

HODITS MICHAEL J/MARILYN K
 3939 SUNSTONE WAY
 FORT COLLINS, CO 80525

HOLTER SANDRA L
 PO BOX 272546
 FORT COLLINS, CO 80527

HOOVER MICHAEL J/MARGARET L
 3932 CARRICK RD
 FORT COLLINS, CO 80525

HUNN DAVID M/LIZA C P
 3945 SUNSTONE WAY
 FORT COLLINS, CO 80525

IBARRA JAIME DANIEL
 IBARRA ASHLEY ANN
 2500 E HARMONY RD LOT 98
 FORT COLLINS, CO 80528

ITZEP ABRAHAM
 6301 E ASPEN RIDGE CT
 FORT COLLINS, CO 80524

IXCOY BRENDI JOSEFINA SARAT
 TOMAS RANDY
 8317 PEAKVIEW DR
 FORT COLLINS, CO 80528

JACKSON SHAROL K
 RATH JOAN Y
 N4210 GONNERING CT
 KAUKAUNA, WI 54130

JAR PLUS 3 LLC
 LRR INVESTMENTS LLC
 1808 SEASHELL CT
 WINDSOR, CO 80550

JIM LINDSAY KRAMER
 FAMILY HOLDINGS LLC
 3509 SHALLOW POND DR
 FORT COLLINS, CO 80528

JELLINS LINDA M
 2500 E HARMONY RD LOT 354
 FORT COLLINS, CO 80528

JENSEN LEIF
 3303 GRAND CANYON CT
 FORT COLLINS, CO 80525

JIMENEZ EDGAR GARCIA
 CORDOVA MANUELA APOLONIO
 2500 E HARMONY RD LOT 397
 FORT COLLINS, CO 80528

JIMENEZ LUZ ELENA AVALOS
 2500 E HARMONY RD LOT 145
 FORT COLLINS, CO 80528

JOHNSON ANGELA K
 2409 SUNRAY CT
 FORT COLLINS, CO 80525

JOHNSON JARRETT WAYNE
 2500 E HARMONY RD LOT 68
 FORT COLLINS, CO 80528

JOHNSON JESSICA
 2500 E HARMONY RD LOT 244
 FORT COLLINS, CO 80528

JOHNSON JOAN K
 4021 YELLOWSTONE CIR APT 8
 FORT COLLINS, CO 80525

JOHNSON ROGENA SUE
 4027 SUNSTONE WAY
 FORT COLLINS, CO 80525

JONES DURL E/WENDY R
 2907 REDBURN DR
 FORT COLLINS, CO 80525

JONES KELDON L
 ROMAN NEREIDA E
 2531 SUNSTONE DR
 FORT COLLINS, CO 80525

JONES MARK A
 2614 SOUTHFIELD CT
 FORT COLLINS, CO 80525

JOSHI POOJA/PRAVI
 4021 YELLOWSTONE CIR APT 10
 FORT COLLINS, CO 80525

JOYAL RYAN/LACEY
 3209 GRAND CANYON ST
 FORT COLLINS, CO 80525

KADLICK SHAWN MICHAEL
 2414 SUNRAY CT
 FORT COLLINS, CO 80525

KANE PAMELA J TRUST
 800 COLORADO ST
 FORT COLLINS, CO 80524

KAREY LYNN HUNT LLC
 2656 PADDINGTON RD
 FORT COLLINS, CO 80525

KAUTZ MARCUS J/NANCY K
 WILLIAMS DAVID R JR
 4916 PUEBLO DR
 LAPORTE, CO 80535

KELLEY STEPHEN T/PATRICIA J
 3833 CARRICK RD
 FORT COLLINS, CO 80525

KELLOGG JAMES/BONNIE
 3124 SILVERWOOD DR
 FORT COLLINS, CO 80525

KEMPKE MARK J
 2645 SUNSTONE DR
 FORT COLLINS, CO 80525

KIDNEY CHARLES E/TERESA L
 3818 BROMLEY DR
 FORT COLLINS, CO 80525

KILTZ GERALD/CLAUDIA LIVING TRUST
 THE
 2927 STONEHAVEN DR
 FORT COLLINS, CO 80525

KING CHARLES L
 3001 STOCKBURY DR
 FORT COLLINS, CO 80525

KING JAMES D/BARBARA A
 2921 SUNSTONE DR
 FORT COLLINS, CO 80525

KINGDOM MICHAEL A
 3812 BROMLEY DR
 FORT COLLINS, CO 80525

KINKADE MICHAEL A
 KINKADE JACKLYN M
 2500 E HARMONY RD LOT 46
 FORT COLLINS, CO 80528

KIRKLAND DON
 724 MCGRAW DR
 FORT COLLINS, CO 80526

KIRKWOOD BRADY A/MEGAN A
 2702 STONEHAVEN DR
 FORT COLLINS, CO 80525

K
PAMELA ERBES
PO BOX 272688
FORT COLLINS, CO 80527

KOH HOY NIEW
HO YONG BOON
1828 SILVER LEAF DR
LOVELAND, CO 80538

KONDRATIEFF MAIYA L
2949 STOCKBURY DR
FORT COLLINS, CO 80525

KOPETS NATALIA
15763 SQUARE TOP LN
FONTANA, CA 92336

KORNFELD BRUCE W
PO BOX 270092
FORT COLLINS, CO 80527

KOTSIDES EDWARD K/LINDA A
3202 MESA VERDE ST
FORT COLLINS, CO 80525

KREIKEMEIER BRAD J/KELLIE K
3380 HIDDEN POND DR
FORT COLLINS, CO 80525

KULESA TERRANCE J/KATHLEEN M
3114 GRAND TETON PL
FORT COLLINS, CO 80525

KUNC FRANK
PO BOX 272362
FORT COLLINS, CO 80527

KURBJUN KARL W
HORKEY KRISTIN M
1304 PATTON ST
FORT COLLINS, CO 80524

KVASAGER CLAYTON J
PEGGY A
2814 STONEHAVEN DR
FORT COLLINS, CO 80525

KVIDERA DAVID L/KATHRYN R
2906 REDBURN DR
FORT COLLINS, CO 80525

LABERGE MASON JAMES
2500 E HARMONY RD LOT 391
FORT COLLINS, CO 80528

LACEY STEVEN B
3926 CARRICK RD
FORT COLLINS, CO 80525

LAHMANN RICKEY L
2500 E HARMONY RD LOT 255
FORT COLLINS, CO 80528

LAMAS ALEXIS G
PANDO JOEL
2500 E HARMONY RD LOT 275
FORT COLLINS, CO 80528

LANDA OSCAR
2500 E HARMONY RD LOT 262
FORT COLLINS, CO 80528

LANE BRIAN J
2500 E HARMONY RD LOT 33
FORT COLLINS, CO 80528

LANGFORD ELIJAH CHRISTOPHER
2500 E HARMONY RD LOT 443
FORT COLLINS, CO 80528

LARA ATRISTAIN CLAUDIA LORENA
2500 E HARMONY RD LOT 448
FORT COLLINS, CO 80528

LARSON MICHAEL S/MARY ANNE S
2803 STONEHAVEN DR
FORT COLLINS, CO 80525

LASKIE LIVING TRUST
2803 SUNSTONE DR
FORT COLLINS, CO 80525

LATZKE CRAIG/AIMEE
3908 MESA VERDE ST
FORT COLLINS, CO 80525

LE VU/CONNIE
2927 SUNSTONE DR
FORT COLLINS, CO 80525

LEANOS-MACIAS OLGA L
2500 E HARMONY RD LOT 155
FORT COLLINS, CO 80528

LEDESMA DOMINGO R
LEDESMA MARIA E
2500 E HARMONY RD LOT 311
FORT COLLINS, CO 80528

LEE TA WEI
1223 CARDONA WAY
SAN JOSE, CA 95131

LEFEBVRE KEVIN T
CHERYL A
2707 WHITWORTH DR
FORT COLLINS, CO 80525

LEMAY ELAINE A
2806 CRYSTAL CT
FORT COLLINS, CO 80525

LEMONS VICTORIANO R
2500 E HARMONY RD LOT 13
FORT COLLINS, CO 80528

LENSKOLD DANIEL J/KAREN E
3914 MESA VERDE ST
FORT COLLINS, CO 80525

LEON ISABEL MARCOS
2500 E HARMONY RD LOT 220
FORT COLLINS, CO 80528

LEONARD SARAH D/CHARLES E
2815 STONEHAVEN DR
FORT COLLINS, CO 80525

LESLIE STEVEN T/LINDA A
3132 YELLOWSTONE CIR
FORT COLLINS, CO 80525

LEWIS ROBERTA ANN
2448 SUNSTONE DR
FORT COLLINS, CO 80525

LIG PROPERTIES LLC
2644 PADDINGTON RD
FORT COLLINS, CO 80525

LIMB CHRISTINE MESHALLE
LIMB TERRY JAMES
2500 E HARMONY RD LOT 97
FORT COLLINS, CO 80528

LIMB DAVID JOHN
FOREMAN WILLIAM LLOYD
25292 E INDORE DR
AURORA, CO 80016

LINDGREN IRENE KATHERINE
2500 E HARMONY RD LOT 106
FORT COLLINS, CO 80528

LLOYD CHRISTOPHER EUGENE
2500 E HARMONY RD LOT 413
FORT COLLINS, CO 80528

LOADER PATRICK J/MICHELLE D
2500 E HARMONY RD LOT 203
FORT COLLINS, CO 80528

LOBATO JUANITA
2500 E HARMONY RD LOT 221
FORT COLLINS, CO 80528

LOCKHART R BRUCE
2500 E HARMONY RD LOT 71
FORT COLLINS, CO 80528

LOCKWOOD FAMILY LIVING TRUST THE
2720 STONEHAVEN DR
FORT COLLINS, CO 80525

LOMBARDI CHRIS
2650 STONEHAVEN DR
FORT COLLINS, CO 80525

LONG BRENDAN K
2639 PADDINGTON RD
FORT COLLINS, CO 80525

LOPEZ BREANN MARGARET
LOPEZ JR ERNESTO
2500 E HARMONY RD LOT 458
FORT COLLINS, CO 80528

LOPEZ CHARLOTTE
2500 E HARMONY RD LOT 274
FORT COLLINS, CO 80528

LOPEZ CHRISTINA
2500 E HARMONY RD LOT 185
FORT COLLINS, CO 80528

LOPEZ EDGAR MENDEZ
2500 E HARMONY RD LOT 292
FORT COLLINS, CO 80528

LOPEZ JESUS ACEVEDO
2500 E HARMONY RD LOT 440
FORT COLLINS, CO 80528

LOPEZ MARIA E
PO BOX 337472
GREELEY, CO 80633

LOPEZ MARIA LOPEZ
2500 E HARMONY RD LOT 7
FORT COLLINS, CO 80528

LOPEZ NOEMI/ISAAC
LOPEZ VILLAGRANA MARTIN
2500 E HARMONY RD LOT 286
FORT COLLINS, CO 80528

LOPEZ REYES NANCY
GARCIA MARVIN
2500 E HARMONY RD LOT 351
FORT COLLINS, CO 80528

LORD STEPHEN E
3215 GRAND CANYON ST
FORT COLLINS, CO 80525

LOWES HIW INC
1000 LOWES BLVD
MOORESVILLE, NC 28117

LUCAS ANDREA C
2512 SUNSTONE DR
FORT COLLINS, CO 80525

LUERS SCOTT
COULTHARD L BREANN
2500 E HARMONY RD LOT 30
FORT COLLINS, CO 80528

LUNA LUZ MARIA GARCIA
2500 E HARMONY RD LOT 352
FORT COLLINS, CO 80528

LURKER BENJAMIN C/SHEWONYUI SP
3832 CARRICK RD
FORT COLLINS, CO 80525

LYNCH PEGGY A
56946 COUNTY ROAD 23
CARR, CO 80612

MADISON KARYN D
2901 REDBURN DR
FORT COLLINS, CO 80525

MADRID NANCY TREVIZO/MATTHEW A
2500 E HARMONY RD LOT 166
FORT COLLINS, CO 80528

MAFFETT STEPHEN C/RACHELE D
2627 SOUTHFIELD CT
FORT COLLINS, CO 80525

MALCOM MARK W/PATRICIA J
4009 SUNSTONE WAY
FORT COLLINS, CO 80525

MALONEY PAUL/TAYLOR
2632 SOUTHFIELD CT
FORT COLLINS, CO 80525

MALTBY JAMES D/TERESA E
3914 GRAND CANYON ST
FORT COLLINS, CO 80525

MANRIQUEZ ARMANDO TAPIA
2500 E HARMONY RD LOT 299
FORT COLLINS, CO 80528

MARCONI MARIO CARLOS
MARCONI MARIA JULIA
2938 PADDINGTON RD
FORT COLLINS, CO 80525

MARCY DAVID D/SHAUNA L
3232 MESA VERDE ST
FORT COLLINS, CO 80525

MARKLEY ERIC T/JENNIFER L
3214 GRAND TETON PL
FORT COLLINS, CO 80525

MARLOW TIFFANY
2500 E HARMONY RD LOT 19
FORT COLLINS, CO 80528

MARQUISS ROPER/OSMARLY
3027 STONEHAVEN DR
FORT COLLINS, CO 80525

MARTIN BRADLEY SCOTT
2500 E HARMONY RD LOT 55
FORT COLLINS, CO 80528

MARTIN ERICK HOWARD
2944 SUNSTONE DR
FORT COLLINS, CO 80525

MARTIN MELISA J/MELISA JILL
2524 SUNSTONE DR
FORT COLLINS, CO 80525

MARTINEZ COLLADO ADRIANA
2500 E HARMONY RD LOT 426
FORT COLLINS, CO 80528

MARTINEZ ERENDIRA
PINDCHO MACRINA MATUS
2500 E HARMONY RD LOT 393
FORT COLLINS, CO 80528

MARTINEZ JUAN C
2500 E HARMONY RD LOT 360
FORT COLLINS, CO 80528

MARTINEZ KIMBERLY
1144 W 8TH ST
LOVELAND, CO 80537

MARTINEZ MARTINEZ RAUL
2500 E HARMONY RD LOT 468
FORT COLLINS, CO 80528

MARTINEZ PIZARRO HAROLD A
2500 E HARMONY RD LOT 361
FORT COLLINS, CO 80528

MARTINEZ SHEILA N
DIAZ JONATHAN
2500 E HARMONY RD LOT 368
FORT COLLINS, CO 80528

MARTINEZ TRISHA
MARTINEZ ROBERT
2500 E HARMONY RD LOT 162
FORT COLLINS, CO 80528

MARTINEZ-CARREON LUIS C
2500 E HARMONY RD LOT 347
FORT COLLINS, CO 80528

MASSARO ROSE MARIE
JOHN
3903 MESA VERDE ST
FORT COLLINS, CO 80525

MASTERS JACOB EUGENE
ESPINOZA LISA MICHELLE
2500 E HARMONY RD LOT 376
FORT COLLINS, CO 80528

MATEOS-MORONES JUAN C
2500 E HARMONY RD LOT 79
FORT COLLINS, CO 80528

MATINEZ SHEILA
2500 E HARMONY RD LOT 96
FORT COLLINS, CO 80528

MARRA KOICHI
TOSHIE
4021 MESA VERDE ST
FORT COLLINS, CO 80525

MATTHEWS DAVID
2500 E HARMONY RD LOT 229
FORT COLLINS, CO 80528

MATTHEWS PHILIP A
818 W MAGNOLIA ST
FORT COLLINS, CO 80521

MATTHEWS TIMOTHY L/STEPHANIE L
3214 MESA VERDE ST
FORT COLLINS, CO 80525

MATURNO STEVEN WILLIAM
KENT EMILY GENE
2939 STONEHAVEN DR
FORT COLLINS, CO 80525

MAULSBY REID J/MEGAN L
2712 WHITWORTH DR
FORT COLLINS, CO 80525

MAYNARD LYNN FRANCES
MAYNARD FRANCES
2500 E HARMONY RD LOT 296
FORT COLLINS, CO 80528

MCCORMACK BRANDON ERIN
MCCORMACK CHRISTOPHER GABRIEL
2500 E HARMONY RD LOT 362
FORT COLLINS, CO 80528

MCDONALD DREW VINCENT
2518 SUNSTONE DR
FORT COLLINS, CO 80525

MCGUFFIN SHARLA R/TYSON R
3909 GRAND CANYON ST
FORT COLLINS, CO 80525

MCGUIRE JOE
2500 E HARMONY RD LOT 142
FORT COLLINS, CO 80528

MCGUIRE JOSEPH MICHAEL
MCGUIRE DEREK WAYNE
2500 E HARMONY RD LOT 463
FORT COLLINS, CO 80528

MCGUIRE PAULINE
2500 E HARMONY RD LOT 263
FORT COLLINS, CO 80528

MCKELLIN DANIEL P
2500 E HARMONY RD LOT 389
FORT COLLINS, CO 80528

MCLANE DOUGLAS/CHIA
2401 SUNSTONE DR
FORT COLLINS, CO 80525

MCLEAN MOLLY
2500 E HARMONY RD LOT 456
FORT COLLINS, CO 80528

MCLEAN RYAN C
TAYLOR JENNIFER L
3325 POND VIEW CT
FORT COLLINS, CO 80525

MCNEECE KEVIN E
2500 E HARMONY RD LOT 342
FORT COLLINS, CO 80528

MCNITT KIM M
17393 US HIGHWAY 138
JULESBURG, CO 80737

MEHL JEFF/BRITNI
4015 SUNSTONE WAY
FORT COLLINS, CO 80525

MEJIA EDGAR MISAEAL
403 12TH AVE APT D
GREELEY, CO 80631

MEJIA EDGAR MISAEAL
2500 E HARMONY RD LOT 281
FORT COLLINS, CO 80528

MEJIA RODRIGUEZ MARTIN
2500 E HARMONY RD LOT 280
FORT COLLINS, CO 80528

MELBY PETER C/AMANDA L
3927 GRAND CANYON ST
FORT COLLINS, CO 80525

MELVIN BRYAN W/SHARON
2627 PADDINGTON RD
FORT COLLINS, CO 80525

MENDEZ HIRAM MARTINEZ
401 N TIMBERLINE RD LOT 102
FORT COLLINS, CO 80524

MENDOZA GONZALEZ CRUZ R
LOPEZ REBECCA
2500 E HARMONY RD LOT 134
FORT COLLINS, CO 80528

MENG ASHLEY RAE
HARDER JOHN LEVI
2500 E HARMONY RD LOT 3
FORT COLLINS, CO 80528

MERCADO RICHARD
2500 E HARMONY RD LOT 43
FORT COLLINS, CO 80528

MESERVE ROBERT D
2713 WHITWORTH DR
FORT COLLINS, CO 80525

MEYER SASCHA/CAROLYN JOY
3908 GRAND CANYON ST
FORT COLLINS, CO 80525

MILLER DANIEL D/ANGELA M
3220 MESA VERDE ST
FORT COLLINS, CO 80525

MILLER JASON B/WHITNEY D
3126 GRAND TETON PL
FORT COLLINS, CO 80525

MILNER GREGORY P
MILNER JENNIFER C
707 W 4TH ST
LOVELAND, CO 80537

MINOR DONNA M
MINOR ROBERT F
2500 E HARMONY RD LOT 74
FORT COLLINS, CO 80528

MIRANDA RAFAEL
2500 E HARMONY RD LOT 158
FORT COLLINS, CO 80528

MISTEREK BRAD
2519 SUNSTONE DR
FORT COLLINS, CO 80525

MITCHELL SUE ANNE
LASHARR TAMMARI ANN
2500 E HARMONY RD LOT 441
FORT COLLINS, CO 80528

MIX DANIEL T/KELLY A
3227 GRAND TETON PL
FORT COLLINS, CO 80525

MOBILE HOME MARKETING LLC
PO BOX 1615
LOVELAND, CO 80539

MOJICA ANA DELY CEJA
6407 BLACK HILLS AVE
LOVELAND, CO 80538

MOJICA ANA DELY CEJA
2500 E HARMONY RD LOT 45
FORT COLLINS, CO 80528

MOJICA MA ELIZABETH CEJA
MOJICA JAVIER SEJA
2500 E HARMONY RD LOT 82
FORT COLLINS, CO 80528

MOJICA MA ELIZABETH CEJA
URIBE ALMA DELIA RODRIGUEZ
2500 E HARMONY RD LOT 248
FORT COLLINS, CO 80528

MONACELLI KENNETH R
2500 E HARMONY RD LOT 32
FORT COLLINS, CO 80528

MONDRAGON CECILIA
FLOREZ THERESA
2500 E HARMONY RD LOT 9
FORT COLLINS, CO 80528

MONTELONGO MARIBEL
2500 E HARMONY RD LOT 257
FORT COLLINS, CO 80528

MONTELONGO-QUIJANO CARLOS
MIGUEL
2500 E HARMONY RD LOT 408
FORT COLLINS, CO 80528

MONTES ANGEL HERNANDEZ
2500 E HARMONY RD LOT 163
FORT COLLINS, CO 80528

MOONEY JAMES E
ANGELA M
2807 STOCKBURY DR
FORT COLLINS, CO 80525

MORALES JUANA
2500 E HARMONY RD LOT 132
FORT COLLINS, CO 80528

MORALES LEONEL ROJAS
2500 E HARMONY RD LOT 199
FORT COLLINS, CO 80528

MORENO ELDE EVELIO
SUYAPA MARIA BRITO DE MORENO
5152 MAIDENHEAD DR
WINDSOR, CO 80550

MORGAN BRITTNEY
2500 E HARMONY RD LOT 83
FORT COLLINS, CO 80528

MORGAN FAMILY REVOCABLE TRUST
3120 MESA VERDE ST
FORT COLLINS, CO 80525

MORRIS KELLY
2500 E HARMONY RD LOT 11
FORT COLLINS, CO 80528

MORSE ERIK R/EMILY K
3915 CARRICK RD
FORT COLLINS, CO 80525

MOTLEY NEIL/JILL
3903 SUNSTONE WAY
FORT COLLINS, CO 80525

MSS II LLC
8205 W 20TH ST
GREELEY, CO 80634

MUELLER RENTALS 2609 LLC
6138 HAWKS PERCH LN
FORT COLLINS, CO 80528

MUELLER TONI L
2500 E HARMONY RD LOT 420
FORT COLLINS, CO 80528

MULLEN LORRAINE M/GERALD K
3806 CARRINGTON RD
FORT COLLINS, CO 80525

MUNOZ BLANCA
2500 E HARMONY RD LOT 460
FORT COLLINS, CO 80528

MUNOZ MAYRA
MUNOZ JAIRO
2500 E HARMONY RD LOT 276
FORT COLLINS, CO 80528

MUNOZ MEDINA ERIK A/RIVERA
HERRERA PAOLA
2500 E HARMONY RD LOT 136
FORT COLLINS, CO 80528

MUNOZ SUSANA M PHD
2932 STONEHAVEN DR
FORT COLLINS, CO 80525

MURRAY WILLIAM R/MARY
3008 STONEHAVEN DR
FORT COLLINS, CO 80525

NAKANO JASON
NAKANO JACQUELINE
2500 E HARMONY RD LOT 147
FORT COLLINS, CO 80528

NANNINGA DAVID J
NANNINGA KATIE L
2414 PALOMINO DR
FORT COLLINS, CO 80525

NARAYANAN RAVIKUMAR S
2944 STONEHAVEN DR
FORT COLLINS, CO 80525

NAVA MARIA
CASTILLO BECKY LOYA
2500 E HARMONY RD LOT 438
FORT COLLINS, CO 80528

NDIRA INC FBO
KIRKLAND DONALD E TRAD IRA
1070 W CENTURY DR STE 101
LOUISVILLE, CO 80027

NEW HACK H/CHIN YEW L
3208 YELLOWSTONE CIR
FORT COLLINS, CO 80525

NIELSEN DARYL L
BARBARA K
3002 STONEHAVEN DR
FORT COLLINS, CO 80525

NIEMI PAUL V
SHARMAN M
PO BOX 270307
FORT COLLINS, CO 80527

NITTMANN BRENT
VICTOR ELLEN
4224 E 130TH CIR
THORNTON, CO 80241

NIX THOMAS E IV/JOY L
2915 SUNSTONE DR
FORT COLLINS, CO 80525

NOWLAND MATTHEW PAUL/ERIN C
3411 HIDDEN POND DR
FORT COLLINS, CO 80525

NTBK PROPERTIES BOARDWALK LLC
1117 S 11TH ST
MONTROSE, CO 81401

NULL
NULL
2506 SUNSTONE DR
FORT COLLINS, CO 80525

NULL
NULL
3909 GLACIER CT
FORT COLLINS, CO 80525

NULL
NULL
3202 GRAND TETON PL
FORT COLLINS, CO 80525

NUNGUIA NOE
2500 E HARMONY RD LOT 272
FORT COLLINS, CO 80528

OBERLANDER MICHAEL PAUL
ANGELA MARIE
2436 SUNSTONE DR
FORT COLLINS, CO 80525

OBESTER MICHAEL/ANDREA
REVOCABLE TRUST
3227 GRAND CANYON ST
FORT COLLINS, CO 80525

OBRIEN SEAN
2500 E HARMONY RD LOT 277
FORT COLLINS, CO 80528

OLANDER SEAN R/MICHELLE R
3203 GRAND CANYON ST
FORT COLLINS, CO 80525

OLSEN JESSE DALE
SARA H
3126 MESA VERDE ST
FORT COLLINS, CO 80525

OLSON REVOCABLE LIVING TRUST
3237 SUMMER WIND LN NO 1304
HIGHLANDS RANCH, CO 80129

OMARA JASON M/ALLYSON C
2725 WHITWORTH DR
FORT COLLINS, CO 80525

OPLAND DAWNETTA R
2812 WHITWORTH DR
FORT COLLINS, CO 80525

OROZCO ANA M
2500 E HARMONY RD LOT 211
FORT COLLINS, CO 80528

ORTIZ DURAN UBALDO
2500 E HARMONY RD LOT 432
FORT COLLINS, CO 80528

ORTIZ HERNANDEZ OCTAVIO
PO BOX 1883
FORT LUPTON, CO 80621

ORTIZ JASON/DEANNA
3103 ZION CT
FORT COLLINS, CO 80525

ORTIZ SALAVADOR BARCENAS
ORTIZ SALAVADOR
2500 E HARMONY RD LOT 383
FORT COLLINS, CO 80528

OVERMYER PAUL/IRENE
2639 STONEHAVEN DR
FORT COLLINS, CO 80525

PADILLA GUIERRREZ JOSE D
2500 E HARMONY RD LOT 411
FORT COLLINS, CO 80528

PANDO LUIS CARLOS
2500 E HARMONY RD LOT 63
FORT COLLINS, CO 80528

PANG HERMAN H
3139 YELLOWSTONE CIR
FORT COLLINS, CO 80525

PANZO ELENA
2500 E HARMONY RD LOT 247
FORT COLLINS, CO 80528

PANZO GINEZ PATRICIA
2500 E HARMONY RD LOT 103
FORT COLLINS, CO 80528

PASCHALL JOHN WESLEY III/KATHRYN
ANN
2931 REDBURN DR
FORT COLLINS, CO 80525

PASTORE EUGENE H
PASTORE ELIZABETH A
2500 E HARMONY RD LOT 431
FORT COLLINS, CO 80528

PASTRANA JORGE
ARAGONEZ CECILIA
2500 E HARMONY RD LOT 184
FORT COLLINS, CO 80528

PAWLAK SUSAN L/ROBERT M
4014 MESA VERDE ST
FORT COLLINS, CO 80525

PEACHER TIMOTHY W/COURTNEY R
2500 E HARMONY RD LOT 58
FORT COLLINS, CO 80528

PEARSON LYNNE A
STRANGE KRISTIN
4021 YELLOWSTONE CIR APT 9
FORT COLLINS, CO 80525

PEDROSA ANDREA
2454 SUNSTONE DR
FORT COLLINS, CO 80525

PEREZ FRANK J
1822 RANGEVIEW DR
FORT COLLINS, CO 80524

PEREZ GALVEZ JOSE DE JESUS
400 HICKORY ST LOT 167
FORT COLLINS, CO 80524

PEREZ HUMBERTO GALVEZ
MENDOZA GONAZLEZ BRENDA I
2500 E HARMONY RD LOT 133
FORT COLLINS, CO 80528

PEREZ LORENZO
2500 E HARMONY RD LOT 390
FORT COLLINS, CO 80528

PEREZ MARIA L RIVERA
RIVERA PABLO HERRERA
2500 E HARMONY RD LOT 144
FORT COLLINS, CO 80528

PEREZ OLGA
2500 E HARMONY RD LOT 336
FORT COLLINS, CO 80528

PEREZ REGALADO CLAUDIA I
2500 E HARMONY RD LOT 245
FORT COLLINS, CO 80528

PEREZ VAZQUEZ JUANA
CABRERA ALARCON JORGE FELICIANO
2500 E HARMONY RD LOT 406
FORT COLLINS, CO 80528

PETERS JANE L
2807 WHITWORTH DR
FORT COLLINS, CO 80525

PETERSEN JOHN T/KATHLEEN S
3920 GRAND CANYON ST
FORT COLLINS, CO 80525

PETERSEN PAUL ARNO/STACY MICHELLE
2814 SUNSTONE DR
FORT COLLINS, CO 80525

PETERSON JASON
2500 E HARMONY RD LOT 209
FORT COLLINS, CO 80528

PETERSON LAURA KATHLEEN
2418 SUNSTONE DR
FORT COLLINS, CO 80525

PETERSON STEVEN KYLE/PAMELA ANNE
3308 GRAND CANYON CT
FORT COLLINS, CO 80525

PEYROT SUZANNE MARIE
2500 E HARMONY RD LOT 282
FORT COLLINS, CO 80528

PGROBINSON FAMILY LLC
7755 CENTER AVE STE 300
HUNTINGTON BEACH, CA 92647

PICKETT JASON C/IVY A
3203 YELLOWSTONE CIR
FORT COLLINS, CO 80525

PICKETT SETH J/BETH A
3227 YELLOWSTONE CIR
FORT COLLINS, CO 80525

PINO RONALD L
2500 E HARMONY RD LOT 462
FORT COLLINS, CO 80528

PIVARAL MARTIN
VELASQUEZ ZOILA BEATRIZ TETZEN
2500 E HARMONY RD LOT 410
FORT COLLINS, CO 80528

PIVARAL MARTIN
2500 E HARMONY RD LOT 54
FORT COLLINS, CO 80528

PIVONKA BEATRIZ
4032 MESA VERDE ST
FORT COLLINS, CO 80525

PLISKO JEREMY M
PLISKO SARAH L
3244 GRAND CANYON ST
FORT COLLINS, CO 80525

POPE LINDA S
TERRY D
3820 CARRICK RD
FORT COLLINS, CO 80525

PORTER JOEY G PROFIT SHARING
PLAN AND TRUST
2613 BISON RD
FORT COLLINS, CO 80525

POUDRE R-1 SCHOOL DISTRICT
2407 LAPORTE AVE
FORT COLLINS, CO 80521

POUDRE RIVER PUBLIC LIBRARY
DISTRICT
201 PETERSON ST
FORT COLLINS, CO 80524

POULSEN ANDREW S/KRISTI L
3232 GRAND CANYON ST
FORT COLLINS, CO 80525

POWELL DOUGLAS J/JENNIFER
2700 WHITWORTH DR
FORT COLLINS, CO 80525

PRESTIGE RENTALS LLC
6001 HUNTINGTON HILLS CT
FORT COLLINS, CO 80525

PRIMO BRIAN L/DEBORAH L
2603 SUNSTONE DR
FORT COLLINS, CO 80525

PROPIEADADES DEL NORTE LLC
PO BOX 389
FARMINGTON, NM 87499

QUAN ROBERT B
SODANO NICOLE E
2724 WHITWORTH DR
FORT COLLINS, CO 80525

QUESADA REENA
2500 E HARMONY RD LOT 355
FORT COLLINS, CO 80528

QUEZADA VICENTE
MORALES RODRIGUEZ INOCENCIO
2500 E HARMONY RD LOT 94
FORT COLLINS, CO 80528

QUEZADA VICENTE
RAMOS ALEJANDRA PEREA
2500 E HARMONY RD LOT 228
FORT COLLINS, CO 80528

QUINN MARK J
LAUZON AURIEL R
2500 E HARMONY RD LOT 208
FORT COLLINS, CO 80528

QUINTANA EFRAIN PRIETO
2500 E HARMONY RD LOT 418
FORT COLLINS, CO 80528

QUIROZ MIGUEL ANGEL REGALADO
2500 E HARMONY RD LOT 422
FORT COLLINS, CO 80528

RACZ JOHANNAH R
2415 SUNRAY CT
FORT COLLINS, CO 80525

RADER ALLAN/SUSAN
2500 E HARMONY RD LOT 473
FORT COLLINS, CO 80528

RADY SHARON K
2638 SOUTHFIELD CT
FORT COLLINS, CO 80525

RAMIREZ MARITZA P VELASQUEZ
RAMIREZ CLAUDIA BEATRIZ VELASQUEZ
2500 E HARMONY RD LOT 373
FORT COLLINS, CO 80528

RAMSEY MATTHEW T/ANGELA S
2632 PADDINGTON RD
FORT COLLINS, CO 80525

READ BRENT M/JANA L
3932 SUNSTONE WAY
FORT COLLINS, CO 80525

REIMER BARBARA R
3007 STOCKBURY DR
FORT COLLINS, CO 80525

REYES MENDEZ MARTIN
REYES ANA
2500 E HARMONY RD LOT 36
FORT COLLINS, CO 80528

RGMZ FRONT RANGE VILLAGE OP 3 SP
LLC
DEPT 365
SCOTTSDALE, AZ 85261

RHP VENTURE HOLDINGS LLC
2500 E HARMONY RD LOT 363
FORT COLLINS, CO 80528

RICE JOSHUA/ELLA
4063 HARRINGTON CT
FORT COLLINS, CO 80525

RICHARDSON RENE
4021 YELLOWSTONE CIR UNIT 5
FORT COLLINS, CO 80525

RAGIN HERMAN JR/THERESA DIANA
BACA
2813 WHITWORTH DR
FORT COLLINS, CO 80525

RAMIREZ PRADO JOSE GUADALUPE
ALVAREZ LUIS
2500 E HARMONY RD LOT 266
FORT COLLINS, CO 80528

RANGEL JOSHUA
VELASCO ESMERALDA MARGARITA
2500 E HARMONY RD LOT 50
FORT COLLINS, CO 80528

REESE CHARLES BRENT
REESE SARA BERNTSON
2500 E HARMONY RD LOT 15
FORT COLLINS, CO 80528

REMLEY REBECCA/DEVIN
2808 PADDINGTON RD
FORT COLLINS, CO 80525

REYES SANCHEZ NINFA
PULIDO-MARIN SALVADO
2500 E HARMONY RD LOT 396
FORT COLLINS, CO 80528

RHOADS KENNETH R/TAMRA A
2602 STONEHAVEN DR
FORT COLLINS, CO 80525

RICE BEAU BRANDON/KATELYN MARIE
2801 STOCKBURY DR
FORT COLLINS, CO 80525

RICHARD JEFFREY ALLEN
LOROFF CLAUDIA MICHAELA
2938 STONEHAVEN DR
FORT COLLINS, CO 80525

RICHEY CATHERINE E
2500 E HARMONY RD LOT 253
FORT COLLINS, CO 80528

RAMIREZ LIDIA BARRON
2500 E HARMONY RD LOT 180
FORT COLLINS, CO 80528

RAMOS LATOYA MARIE
ORTIZ PEREZ EMILIO Z
2500 E HARMONY RD LOT 374
FORT COLLINS, CO 80528

RDF 247 HARMONY FORT COLLINS CO
LLC
1240 N KIMBALL AVE
SOUTHLAKE, TX 76092

REGALADO QUIROZ MIGUEL ANGEL
2500 E HARMONY RD LOT 477
FORT COLLINS, CO 80528

REYES ANA E REYES
MENDEZ MARTIN
2500 E HARMONY RD LOT 371
FORT COLLINS, CO 80528

RGMZ FRONT RANGE VILLAGE OF 2 SH
LLC
PO BOX 4900
SCOTTSDALE, AZ 85261

RHOADS THOMAS R/TAMARA L
2926 STONEHAVEN DR
FORT COLLINS, CO 80525

RICE JERRY W/CAROL J
2821 STONEHAVEN DR
FORT COLLINS, CO 80525

RICHARDS KEVIN B/MELISSA B
3903 YOSEMITE CT
FORT COLLINS, CO 80525

RICHMOND TODD WILLIAM/HEIDI
MARIE
3903 GLACIER CT
FORT COLLINS, CO 80525

RINELLA JAMES MARTIN/LINDA DIANE
3233 YELLOWSTONE CIR
FORT COLLINS, CO 80525

RITZ T GRANT/JANET E
4411 ELLIOT PL
LOVELAND, CO 80538

ROBERTS CLAYTON D/CHERYL L
3215 GRAND TETON PL
FORT COLLINS, CO 80525

ROBERTS TIMOTHY/RACHEL
2915 STONEHAVEN DR
FORT COLLINS, CO 80525

ROBINSON MARQUIETTA
2500 E HARMONY RD LOT 207
FORT COLLINS, CO 80528

ROBY JEFFERY T
ROBY SANDRA A
2500 E HARMONY RD LOT 339
FORT COLLINS, CO 80528

RODAMMER FRANCES MAE
ROBERTSON CINDY LOU
4062 KINGSLEY CT
FORT COLLINS, CO 80525

RODENBERGER MYRNA J/JAMES F
259 BOATTAIL DR
FORT COLLINS, CO 80524

RODIONOV MILENA/OLEG
2913 MIDDLESBOROUGH CT
FORT COLLINS, CO 80525

RODRIGUEZ ALFONSO A/
JUANITA I
2614 PADDINGTON RD
FORT COLLINS, CO 80525

RODRIGUEZ AMOS JAY
2500 E HARMONY RD LOT 480
FORT COLLINS, CO 80528

RODRIGUEZ FABIAN
GUTIERREZ REYNA
2500 E HARMONY RD LOT 138
FORT COLLINS, CO 80528

RODRIGUEZ HILDA CYNTHIA ROMERO
URIBE JUAN ZAMORANO
2500 E HARMONY RD LOT 349
FORT COLLINS, CO 80528

RODRIGUEZ JAVIER SANCHEZ
2500 E HARMONY RD LOT 375
FORT COLLINS, CO 80528

RODRIGUEZ JOSE A MENDOZA
2500 E HARMONY RD LOT 232
FORT COLLINS, CO 80528

RODRIQUEZ VALLEJO JUAN
GONZALEZ MARIA ESTHER
2500 E HARMONY RD LOT 308
FORT COLLINS, CO 80528

ROESENER RICHARD
ROESENER LINDA
3902 MESA VERDE ST
FORT COLLINS, CO 80525

ROMERO RODRIGUEZ MAGDALENA
RODRIGUEZ VALLEJO ROBERTO
2500 E HARMONY RD LOT 258
FORT COLLINS, CO 80528

ROMO ARNE C/LILI
3915 GLACIER CT
FORT COLLINS, CO 80525

ROMUALDO DE MONTES MARIA C
2500 E HARMONY RD LOT 172
FORT COLLINS, CO 80528

ROMUALDO DEMONTES MARIA C
2500 E HARMONY RD LOT 178
FORT COLLINS, CO 80528

ROMUALDO JAZMIN
2500 E HARMONY RD LOT 357
FORT COLLINS, CO 80528

ROSALES MARIA
4240 FESCUE DR
LOVELAND, CO 80537

ROSELLE JEROME B
ROSELLE DARLA J
3314 GRAND CANYON CT
FORT COLLINS, CO 80525

ROSELLE JEROME B/DARLA J
3314 GRAND CANYON CT
FORT COLLINS, CO 80525

ROTH GARY L/SHARON A
4021 YELLOWSTONE CIR APT 6
FORT COLLINS, CO 80525

ROYAL JONATHAN ROBERT/ELIZABETH
2708 STONEHAVEN DR
FORT COLLINS, CO 80525

RPT REALTY L P
PO BOX 4900 DEPT 365
SCOTTSDALE, AZ 85261

RPT REALTY LP
19 W 44TH ST STE 1002
NEW YORK, NY 10036

RUBEN RIVERA
2150 W 15TH ST APT 302C
LOVELAND, CO 80538

RUIZ AN

REID ALISON R
2500 E HARMONY RD LOT 384
FORT COLLINS, CO 80528

RUIZ SOFIA C
MIXTEGA ISMAEL PASTELIN
2500 E HARMONY RD LOT 327
FORT COLLINS, CO 80528

RYSSMAN TRACEY/ORIN L
2814 PADDINGTON RD
FORT COLLINS, CO 80525

SANCHEZ GAMEZ JUAN M
MORALES O MARIA
2500 E HARMONY RD LOT 242
FORT COLLINS, CO 80528

SANNES CATHY K
3806 BROMLEY DR
FORT COLLINS, CO 80525

SAUVAGEAU TROY D/HALEY C
3003 STONEHAVEN DR
FORT COLLINS, CO 80525

SCHOONOVER RICHARD C
DEBRA S
2908 STONEHAVEN DR
FORT COLLINS, CO 80525

SCHUTZIUS ROBERT A/TRISHA R
3208 MESA VERDE ST
FORT COLLINS, CO 80525

SEEST CHARLES M/CAROL A
3127 GRAND TETON PL
FORT COLLINS, CO 80525

SHIELDS ROBERT/WENDY LIVING TRUST
3309 GRAND CANYON CT
FORT COLLINS, CO 80525

RUIZ JOHN PAUL
2500 E HARMONY RD LOT 49
FORT COLLINS, CO 80528

RUSCH RUSSELL D/LISA P
2500 E HARMONY RD LOT 75
FORT COLLINS, CO 80528

SANCHEZ ADAN MORALES
2500 E HARMONY RD LOT 429
FORT COLLINS, CO 80528

SANCHEZ MARIA F
2500 E HARMONY RD LOT 181
FORT COLLINS, CO 80528

SARAT HERNANDEZ FELISA FLORINDA
2500 E HARMONY RD LOT 150
FORT COLLINS, CO 80528

SCHICK CAROLYN L
2726 STONEHAVEN DR
FORT COLLINS, CO 80525

SCHULENBERG CLIFFORD D/JILL E
2537 SUNSTONE DR
FORT COLLINS, CO 80525

SEARLE FREDERICK G/KAREN L
2715 SUNSTONE DR
FORT COLLINS, CO 80525

SEPULVEDA GRISELDA
TLALMANALCO JOSE LUIS
2500 E HARMONY RD LOT 121
FORT COLLINS, CO 80528

SHIMKUS JUDY E
2500 E HARMONY RD LOT 137
FORT COLLINS, CO 80528

RUIZ OSEAS SANCHEZ
MACRINA MATUS PINACHO
2500 E HARMONY RD LOT 188
FORT COLLINS, CO 80528

RUTHEVEN THOMAS K/LARA M
4002 CARRICK RD
FORT COLLINS, CO 80525

SANCHEZ ADRIAN URUETA
2500 E HARMONY RD LOT 141
FORT COLLINS, CO 80528

SANCHEZ RUIZ OSEAS
MATUS PINACHO MACRINA
2500 E HARMONY RD LOT 187
FORT COLLINS, CO 80528

SASSAFRAS RIVER LIMITED LLLP
2111 LINDEN LAKE RD
FORT COLLINS, CO 80524

SCHMIDT LORI
BRIGHT JUDY
2500 E HARMONY RD LOT 183
FORT COLLINS, CO 80528

SCHULTZ LYNN
2500 E HARMONY RD LOT 70
FORT COLLINS, CO 80528

SEDELMEIER AARON D
ASBURY KATHLEEN R
3324 POND VIEW CT
FORT COLLINS, CO 80525

SHARP JANE/DANIEL AUSTIN
2925 STOCKBURY DR
FORT COLLINS, CO 80525

SHIPLEY BRIAN T/SHELLEY A
2801 WHITWORTH DR
FORT COLLINS, CO 80525

SHOM KAREN M
2500 E HARMONY RD LOT 445
FORT COLLINS, CO 80528

SHORT SHAWN ALLEN
2500 E HARMONY RD LOT 439
FORT COLLINS, CO 80528

SHUTE JENNIFER L
2621 SUNSTONE DR
FORT COLLINS, CO 80525

SIAS CARLOS
2500 E HARMONY RD LOT 67
FORT COLLINS, CO 80528

SIGDA MARK
KERVIN DANIELA D
6226 TILDEN ST
FORT COLLINS, CO 80528

SILVA RENE/EVELYN
2419 SUNSTONE DR
FORT COLLINS, CO 80525

SILVA VICTORIA ALISSE
MARION DRAKE
2500 E HARMONY RD LOT 116
FORT COLLINS, CO 80528

SIMMS RONALD S/KENDRA R
3908 YOSEMITE CT
FORT COLLINS, CO 80525

SIMPSON CINDY A
2638 STONEHAVEN DR
FORT COLLINS, CO 80525

SIMS WILLIAM E III/SHIRLEY R
2500 E HARMONY RD LOT 160
FORT COLLINS, CO 80528

SIMSKE STEVEN J/TERESA G
3724 ROCHDALE DR
FORT COLLINS, CO 80525

SKINNER NICHOLAS J/LAUREN A
2713 STOCKBURY DR
FORT COLLINS, CO 80525

SLOAN MALINDA M
4051 HARRINGTON CT
FORT COLLINS, CO 80525

SMITH ANTHONY E
1721 W HARMONY RD UNIT 106
FORT COLLINS, CO 80526

SMITH BRADLEY J/KATHRYN SK
2832 STONEHAVEN DR
FORT COLLINS, CO 80525

SMITH JAMIE T/AMANDA R
3921 SUNSTONE WAY
FORT COLLINS, CO 80525

SMITH VERN R
SMITH SYDNEY
2500 E HARMONY RD LOT 293
FORT COLLINS, CO 80528

SMITHHISLER CHRISTOPHER M/FAITH R
3102 ZION CT
FORT COLLINS, CO 80525

SMREKAR DANA R
8007 RIDGE RD
ARVADA, CO 80002

SORENSEN CHRISTOPHER C/AUDREY C
3138 GRAND TETON PL
FORT COLLINS, CO 80525

SPAUDE AARON
2461 SUNSTONE DR
FORT COLLINS, CO 80525

SPINAS FAMILY TRUST
2639 SUNSTONE DR
FORT COLLINS, CO 80525

SREERAMA NARASIMHA/ROOPA
2602 PADDINGTON RD
FORT COLLINS, CO 80525

SS-LLC
1630 S COLLEGE AVE
FORT COLLINS, CO 80525

STADELMAIER STEVEN R/CODY
3318 POND VIEW CT
FORT COLLINS, CO 80525

STARCHER BRUCE
1430 WILLAMETTE ST UNIT 765
EUGENE, OR 97401

STARK JADE
ELMER RACHEL
2500 E HARMONY RD LOT 120
FORT COLLINS, CO 80528

STARLIN GREG A/LEANN S
2425 SUNSTONE DR
FORT COLLINS, CO 80525

STARLING TRUST
3902 GRAND CANYON ST
FORT COLLINS, CO 80525

STAUBO BRIANNA JEAN
2443 SUNSTONE DR
FORT COLLINS, CO 80525

STAUFFER DARRIS B/SUSAN S
3215 YELLOWSTONE CIR
FORT COLLINS, CO 80525

STEELE ROBERT C
2500 E HARMONY RD LOT 313
FORT COLLINS, CO 80528

STEGNER MICHAEL/SAMANTHA
2500 E HARMONY RD LOT 90
FORT COLLINS, CO 80528

STEIN IRENE F
4050 KINGSLEY CT
FORT COLLINS, CO 80525

STILSON FRANK W/BARBARA A
2500 E HARMONY RD LOT 321
FORT COLLINS, CO 80528

STODDARD ANDREW P
STODDARD ROSEMARY B
2813 STOCKBURY DR
FORT COLLINS, CO 80525

STRANG JAMES CLAYTON/TRINA LYNN
2500 E HARMONY RD LOT 235
FORT COLLINS, CO 80528

STRATHMAN DAVID REVOCABLE TRUST
2919 STOCKBURY DR
FORT COLLINS, CO 80525

STROTKINE OLEG/SEIIDOVA SAIDA
3109 ZION CT
FORT COLLINS, CO 80525

STURGILL CHARLES DARVIN
2808 SUNSTONE DR
FORT COLLINS, CO 80525

SUBSTANTIAL BUILDING LLC
1829 CHESAPEAKE CT
FORT COLLINS, CO 80524

SUMNER ZACHARY A/COLLEEN
3139 GRAND TETON PL
FORT COLLINS, CO 80525

SUTTON RONALD JOSEPH/DIANE LYNN
4014 CARRICK RD
FORT COLLINS, CO 80525

SUTTON SALLY J
3126 YELLOWSTONE CIR
FORT COLLINS, CO 80525

SVENDSEN FAMILY TRUST
2913 STOCKBURY DR
FORT COLLINS, CO 80525

SWIECICKI SASHA R
SWIECICKI EMIL J
2827 SUNSTONE DR
FORT COLLINS, CO 80525

SYDOW BRANDY L
SYDOW BRENT A
57 PAJARO WAY
GREELEY, CO 80634

SZOSTAK DAVID MATTHEW
MENDOZA SUSANA A
4147 N MASON AVE
CHICAGO, IL 60634

TAKACS LORI MICHELLE
2620 STONEHAVEN DR
FORT COLLINS, CO 80525

TARGET CORPORATION
PO BOX 9456
MINNEAPOLIS, MN 55440

TAYLOR WENDY LOUISE
2500 E HARMONY RD LOT 261
FORT COLLINS, CO 80528

TEJADA ROLANDO
TEJADA MARIA LOURDES
3221 MESA VERDE ST
FORT COLLINS, CO 80525

TENBRINK NANCY S/STEPHEN C
2703 SUNSTONE DR
FORT COLLINS, CO 80525

THACKER ROBERT P
CURRY ALAENA
2500 E HARMONY RD LOT 264
FORT COLLINS, CO 80528

THAYER TIMOTHY N/GINA T
3120 GRAND TETON PL
FORT COLLINS, CO 80525

THOMAS BONNY JEAN LIVING TRUST
THE
2909 SUNSTONE DR
FORT COLLINS, CO 80525

THOMAS EDWIN
2500 E HARMONY RD LOT 175
FORT COLLINS, CO 80528

THOMAS JOHN ALLEN
2500 E HARMONY RD LOT 279
FORT COLLINS, CO 80528

THOMAS JOSHUA
2500 E HARMONY RD LOT 303
FORT COLLINS, CO 80528

THOMPSON CHELSEA VICTORIA/CRAIG
AARON
2627 SUNSTONE DR
FORT COLLINS, CO 80525

T
RK D

BLOCH TIFFANY J
2921 STONEHAVEN DR
FORT COLLINS, CO 80525

TILEY CLAUDETTE A
3220 MICHELLE LN
FORT COLLINS, CO 80525

TMMM PROPERTY MANAGEMENT
3071 MAJESTIC VIEW DR
TIMNATH, CO 80547

TOMAS A ANGELICA M
HERRERA S JOSIAS
2500 E HARMONY RD LOT 442
FORT COLLINS, CO 80528

TOMAS FELMAN GEOVANY
TOMAS GABRIELA YESSANIA
2500 E HARMONY RD LOT 359
FORT COLLINS, CO 80528

TORKILDSON COURTNEY L
3144 YELLOWSTONE CIR
FORT COLLINS, CO 80525

TORRANS LEONARD W
TORRANS ADELINA
2500 E HARMONY RD LOT 317
FORT COLLINS, CO 80528

TORRES PATRICO OMAR
2500 E HARMONY RD LOT 297
FORT COLLINS, CO 80528

TOSCH WILLIAM C RESIDENCE TRUST
2213 WEATHERSTONE CIR
LITTLETON, CO 80126

TOWNES ELISE DANIELLE
2500 E HARMONY RD LOT 287
FORT COLLINS, CO 80528

TRAN HERMILA
AGUILAR LUGO GERARDO
2500 E HARMONY RD LOT 401
FORT COLLINS, CO 80528

TRAN HERMILA
2702 SUNSTONE DR
FORT COLLINS, CO 80525

TRAN MINH DUC
2500 E HARMONY RD LOT 467
FORT COLLINS, CO 80528

TRAN NGAN T T
3221 GRAND CANYON ST
FORT COLLINS, CO 80525

TRAN TICH VIET
2500 E HARMONY RD LOT 309
FORT COLLINS, CO 80528

TRAN TRISTAN X
2500 E HARMONY RD LOT 143
FORT COLLINS, CO 80528

TREVIZO MYRA N
2500 E HARMONY RD LOT 56
FORT COLLINS, CO 80528

TREWARtha STACEY B/JOHN
3915 SUNSTONE WAY
FORT COLLINS, CO 80525

TROCK DAVID ALAN
2500 E HARMONY RD LOT 472
FORT COLLINS, CO 80528

TRUE ROBERT D
2500 E HARMONY RD LOT 114
FORT COLLINS, CO 80528

TU CHI
2914 SUNSTONE DR
FORT COLLINS, CO 80525

TURNER KURTIS W
2500 E HARMONY RD LOT 117
FORT COLLINS, CO 80528

TURNER WADE/CASSANDRA
3127 YELLOWSTONE CIR
FORT COLLINS, CO 80525

TURTSCHER JAMES D/APRIL E
2638 PADDINGTON RD
FORT COLLINS, CO 80525

URQUHART KARA
URQUHART MICAH A
2500 E HARMONY RD LOT 151
FORT COLLINS, CO 80528

USSERY JOHN
TEMPLETON MARY
2500 E HARMONY RD LOT 294
FORT COLLINS, CO 80528

VALDEZ E ROSA MARIA
ALCALA A FELIX
2500 E HARMONY RD LOT 39
FORT COLLINS, CO 80528

VALDEZ MARY V
2615 SOUTHFIELD CT
FORT COLLINS, CO 80525

VALDEZ RICHARD L/JACQUELINE E
3812 CARRINGTON RD
FORT COLLINS, CO 80525

VALDEZ ROSA MARIA
GARCIA EDNA
2500 E HARMONY RD LOT 40
FORT COLLINS, CO 80528

VALENCIA JODI
2500 E HARMONY RD LOT 269
FORT COLLINS, CO 80528

VAN SHAAR JAMES R/CAROL L
2621 PADDINGTON RD
FORT COLLINS, CO 80525

VARGAS GUADALUPE J
2500 E HARMONY RD LOT 273
FORT COLLINS, CO 80528

VAZQUEZ RENE
2500 E HARMONY RD LOT 455
FORT COLLINS, CO 80528

VELASQUEZ SARA
2500 E HARMONY RD LOT 182
FORT COLLINS, CO 80528

VOIT BELINDA
2542 SUNSTONE DR
FORT COLLINS, CO 80525

WAGNER LORIE K
LOPEZ PATRICK M
2500 E HARMONY RD LOT 78
FORT COLLINS, CO 80528

WARR GLADYS
WARR WENDY
2500 E HARMONY RD LOT 47
FORT COLLINS, CO 80528

WEINLAND NATHAN W
CLORIES Y
2938 SUNSTONE DR
FORT COLLINS, CO 80525

WESTFIELD-HARMONY LLLP
4221 BRIGHTON BLVD
DENVER, CO 80216

VAN BUI HUYNH
NGUYEN KIEU OANH HOAI
2208 BALDWIN ST
FORT COLLINS, CO 80528

VANATTA ERIC DEAN/SHERRY BETH
3208 GRAND TETON PL
FORT COLLINS, CO 80525

VARN THERESA G/WILLIAM B
4021 YELLOWSTONE CIR UNIT 3
FORT COLLINS, CO 80525

VELASQUEZ MARITZA
GAUDET ANTHONY/ALESIA
2500 E HARMONY RD LOT 93
FORT COLLINS, CO 80528

VETTER NANCY
VETTER TRAVIS/VETTER TOM
2500 E HARMONY RD LOT 289
FORT COLLINS, CO 80528

WADE ALAN J/JENNIFER A
3132 GRAND TETON PL
FORT COLLINS, CO 80525

WANG PU/DONGYAN
6168 DOLAN CT
FORT COLLINS, CO 80528

WARREN MCKAYLA
2500 E HARMONY RD LOT 450
FORT COLLINS, CO 80528

WELCH KIMBERLY J REV TRUST(.50)
WELCH THOMAS L REV TRUST (.50)
4033 MESA VERDE ST
FORT COLLINS, CO 80525

WHITE KELLY
2500 E HARMONY RD LOT 27
FORT COLLINS, CO 80528

VAN RY JOSHUA JACOB
FITTINGER ALEXIS ANNE
2500 E HARMONY RD LOT 268
FORT COLLINS, CO 80528

VANDEEST TERRY DWAYNE
2500 E HARMONY RD LOT 270
FORT COLLINS, CO 80528

VAZQUEZ ELVIRA B
MARQUZ ORALIA
2500 E HARMONY RD LOT 385
FORT COLLINS, CO 80528

VELASQUEZ MARITZA P
2500 E HARMONY RD LOT 364
FORT COLLINS, CO 80528

VIGIL JOSE R III
MENDOZA ROXANNE J
2500 E HARMONY RD LOT 237
FORT COLLINS, CO 80528

WAGAMAN CRYSTAL L
2500 E HARMONY RD LOT 16
FORT COLLINS, CO 80528

WARNER JANET L
2913 REDBURN DR
FORT COLLINS, CO 80525

WEBB JOHN D/DAYLENE S
3819 KENTFORD RD
FORT COLLINS, CO 80525

WELLS ROBERT L
2500 E HARMONY RD LOT 196
FORT COLLINS, CO 80528

WHITE-PATARINO ALEC
PASCHALL ANGELA
2431 SUNSTONE DR
FORT COLLINS, CO 80525

WHITTING STACY S/STEPHEN E
PO BOX G
FORT COLLINS, CO 80522

WHITLEY MICHAEL D
2914 PADDINGTON RD
FORT COLLINS, CO 80525

WICKRAMASINGHE SUMITH RANIL
QIAN XIANGHONG
2802 SUNSTONE DR
FORT COLLINS, CO 80525

WILCOX BREANNA RENEE
2500 E HARMONY RD LOT 26
FORT COLLINS, CO 80528

WILLIAMS MERRESA L/KELLY L
2500 E HARMONY RD LOT 353
FORT COLLINS, CO 80528

WILLIAMS RHONDA-LEA/LEROY
2500 E HARMONY RD LOT 213
FORT COLLINS, CO 80528

WILSON LEE C
SHAFER-WILSON CYNTHIA
334 APPLE DR
BASALT, CO 81621

WILSON MICHAEL P/JANNA E
2820 STONEHAVEN DR
FORT COLLINS, CO 80525

WILSON PEGGY
2500 E HARMONY RD LOT 427
FORT COLLINS, CO 80528

WILWILLIAMSON ALEX L
STEVENSON ROBIN ELLIOTT
2657 PADDINGTON RD
FORT COLLINS, CO 80525

WINNETT DAVID R/LISA S
2500 E HARMONY RD LOT 485
FORT COLLINS, CO 80528

WISCHOW RENE ESTES
2809 STONEHAVEN DR
FORT COLLINS, CO 80525

WITT DUSTIN
2500 E HARMONY RD LOT 421
FORT COLLINS, CO 80528

WOJAHN JUHL
CLAYPOOL ELIZABETH
2632 STONEHAVEN DR
FORT COLLINS, CO 80525

WONG BEN Y
2912 REDBURN DR
FORT COLLINS, CO 80525

WOOD STEVE
2500 E HARMONY RD LOT 227
FORT COLLINS, CO 80528

WOODARD GENEVIEVE
HILLER MARIANNE
2500 E HARMONY RD LOT 329
FORT COLLINS, CO 80528

WOODARD JENNA E
3825 KENTFORD RD
FORT COLLINS, CO 80525

WOODLAND PARK
TOWNHOMES OWNERS SUBASSOC
PO BOX 270412
FORT COLLINS, CO 80525

WOODLAND PARK ESTATES
HOMEOWNERS ASSOCIATION INC
8101 E PRENTICE AVE STE 815
ENGLEWOOD, CO 80111

WOOLHISER KATHRYN B
2833 SUNSTONE DR
FORT COLLINS, CO 80525

WORFORD DAVID L/CHERIE L
3909 YOSEMITE CT
FORT COLLINS, CO 80525

WYLIE EULOGIA M
2500 E HARMONY RD LOT 278
FORT COLLINS, CO 80528

WYMAN PAMELA S
3025 STOCKBURY DR
FORT COLLINS, CO 80525

YOFANI MARISOL SOLORZANO
2500 E HARMONY RD LOT 88
FORT COLLINS, CO 80528

YOUNG DAVID L TRUST
3432 CARLTON AVE
FORT COLLINS, CO 80525

YURT ROY JASON/TAWNYA SHEREE
2721 STONEHAVEN DR
FORT COLLINS, CO 80525

ZAMARRON CRYSTAL
14155 JULLIARD ST NE
COLUMBUS, MN 55025

ZANDER GREGORY A
4063 KINGSLEY CT
FORT COLLINS, CO 80525

ZEPEDA FRANCISCO
2500 E HARMONY RD LOT 314
FORT COLLINS, CO 80528

Item 22.

ZEPEDA FRANCISCO
2500 E HARMONY RD LOT 315
FORT COLLINS, CO 80528

ZICK J BRIAN/CAROL D
3226 MESA VERDE ST
FORT COLLINS, CO 80525

ZIEGLER ENT LLC
6341 FAIRGROUNDS AVE STE 200
WINDSOR, CO 80550

ZOMER BEN M
DI CAMILLO FABIANA
2943 STOCKBURY DR
FORT COLLINS, CO 80525

ZUNIGA MARCELINO/JORGE M
2500 E HARMONY RD LOT 236
FORT COLLINS, CO 80528

ZUNIGA OSCAR A/JANET N
4026 MESA VERDE ST
FORT COLLINS, CO 80525

ZUNIGA VICTOR M/HEIDI A
2626 STONEHAVEN DR
FORT COLLINS, CO 80525

ZWISLER DAVID L/ROBIN A
3245 GRAND CANYON ST
FORT COLLINS, CO 80525

JEFF & KRISTIN GRAZIER
3767 CARRINGTON RD
FORT COLLINS, CO 80525

BRENT & ELLEN NITTMANN
3408 POND VIEW CT
FORT COLLINS, CO 80525

Notices of Appeal

Filed by

Lacey Joyal
and
Craig Latzke

April 5, 2023

NOTICE OF APPEAL

FOR CITY CLERK'S
USE ONLY:
DATE FILED: 4-5-2023
INITIALS:

Action Being Appealed: Zielger Corbett ODP
MJA 220004

Date of Action: Mar 23, 2023 Decision Maker: Planning and Zoning Commission

Appellant/Appellant Representative (if more than one appellant):

Name: Lacey Joyal Phone #: (970) 231-8273
Address: 3209 Grand Canyon ST Email: lacey_joyal@yahoo.com
Fort Collins, CO 80525

INSTRUCTIONS

For each allegation marked below, attach a separate summary of the facts contained in the record which support the allegation of no more than two pages, Times New Roman 12-point font. Please restate allegation at top of first page of each summary.

GROUND S FOR APPEAL

The Decision Maker committed one (1) or more of the following errors (check all that apply):

- Failure to properly interpret and apply relevant provisions of the City Code, the Land Use Code, and Charter. List relevant Code and/or Charter provision(s) here, by specific Section and subsection/ subparagraph:
 Land Use Code 1.2.2 (Purpose)
 Land Use Code 3.b.3 (Street pattern and Connectivity Standards)
 FC City Code Policy LIV 4.2 (Compatibility)

Failure to conduct a fair hearing in that:

- (a) The Board, Commission, or other Decision Maker exceeded its authority or jurisdiction as contained in the Code or Charter. [New evidence not allowed]
- (b) The Board, Commission or other Decision Maker substantially ignored its previously established rules of procedure. [New evidence not allowed]
- (c) The Board, Commission or other Decision Maker considered evidence relevant to its findings which was substantially false or grossly misleading. [New evidence allowed]
- (d) The Board, Commission or other Decision Maker improperly failed to receive all relevant evidence offered by the appellant. [New evidence allowed]
- (e) The Board, Commission or other Decision Maker was biased against the appellant by reason of a conflict of interest or other close business, personal or social relationship that interfered with the Decision Maker's independence of judgment. [New evidence allowed]

NEW EVIDENCE

All new evidence the appellant wishes Council to consider at the hearing on the appeal must be submitted to the City Clerk within seven (7) calendar days after the deadline for filing a Notice of Appeal and must be clearly marked as new evidence. No new evidence will be received at the hearing in support of these allegations unless it is submitted to the City Clerk by the deadline (7 days after the deadline to file appeal) or offered in response to questions posed by Councilmembers at the hearing.

APPELLANTS

Parties-in-interest have the right to file an appeal.

A party-in-interest is a person who, or organization which, has standing to appeal the final decision of a board, commission or other decision maker. Such standing to appeal is limited to the following:

- The applicant.
- Anyone who owns or occupies the property which was the subject of the decision made by the board, commission or other decision maker.
- Anyone who received the mailed notice of, or spoke at, the hearing of the board, commission or other decision maker.
- Anyone who provided written comments to the appropriate City staff for delivery to the board, commission or other decision maker prior to or at the hearing on the matter that is being appealed.
- A City Councilmember.

Signature: <i>Lacey Joyal</i>	Date: <i>4/5/23</i>
Name: <i>Lacey Joyal</i>	Email: <i>lacey_joyal@yahoo.com</i>
Address: <i>3209 Grand Canyon ST</i>	Phone #: <i>(970) 231-8273</i>
Describe how you qualify as a party-in-interest: <i>Any One who received mailed notice...</i>	

Signature: <i>Tamara Burnside</i>	Date: <i>4/5/23</i>
Name: <i>Tamara Burnside</i>	Email: <i>tamburn@comcast.net</i>
Address: <i>3902 Glacier Ct.</i>	Phone #: <i>970-310-9977</i>
Describe how you qualify as a party-in-interest: <i>mail from the City</i>	

Signature:	Date:
Name:	Email:
Address:	Phone #:
Describe how you qualify as a party-in-interest:	

ATTACH ADDITIONAL SIGNATURE SHEETS AS NECESSARY

April 5, 2023

Fort Collins City Council Members
City Hall
300 Laporte Ave
Fort Collins CO 80521

RE: Notice of appeal for the ODP Major Amendment Decision MJA220004.

Dear City of Fort Collins Council Members,

This appeal is made by a cohort of residents of the affected neighborhoods near the Ziegler/Corbett ODP. This written notice of appeal is filed within the required 14 calendar days following the decision made March 23, 2023 by the Planning and Zoning Commission. The commission vote in favor of MJA220004.

We believe the Planning and Zoning commission is not applying these three relevant provisions of the City Code, the Land Use Code and charter to the Major Amendment MJA220004:

1. Land Use Code 1.2.2-Purpose

(K) “Fostering a **more rational** pattern of relationship among residential, business, and industrial uses for the mutual benefit of all.” (emphasis mine)

2. City of Fort Collins Land Use Code

3.6.3 - Street Pattern and Connectivity Standards

(E) Distribution of Local Traffic to Multiple Arterial Streets. *All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.*

The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels. *All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.*

3. City of Fort Collins City Code

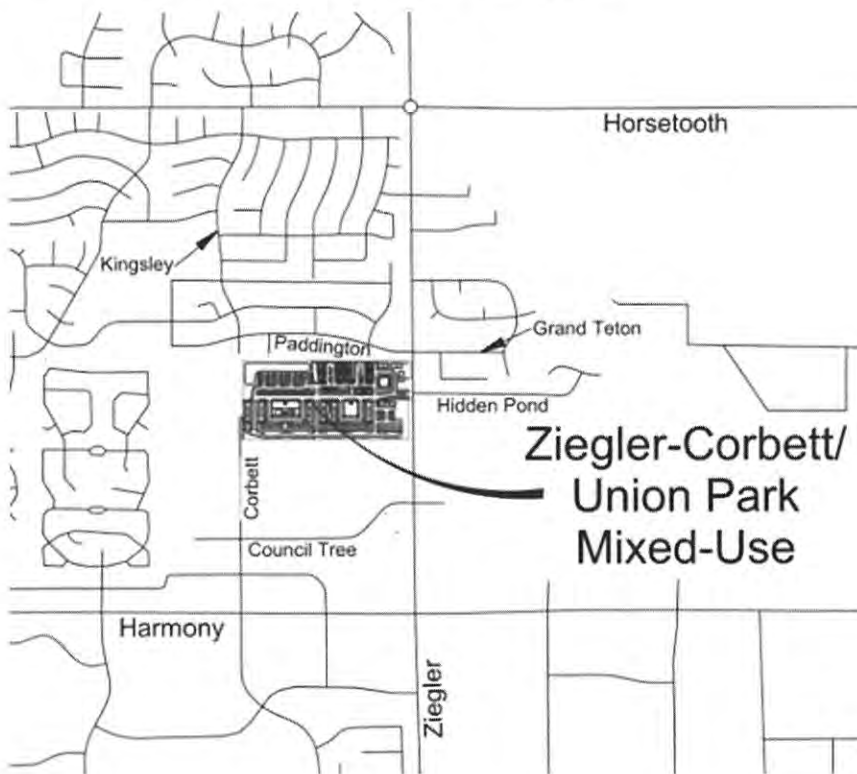
POLICY LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT

Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by:

- Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood;

Further, we believe the P&Z Commission neglected (or diluted) pertinent facts in the privately funded traffic study. Additionally, we believe the traffic study is lacking traffic queuing studies pertinent to the proposed traffic solution.

Please refer to this map for understanding the Ziegler/Corbett corridor. Understanding the minor streets is essential to understanding this appeal.



Summary of Facts Regarding Land Use Code 1.2.2-Purpose (Fostering a more rational pattern of relationship...)

From the March 23rd hearing, many committee members and members of the public asked for common sense to prevail. The Major Amendment puts a light at Hidden Pond/Ziegler. It is likely the cheapest means to an end for the applicant, ie the minimum necessary to gain committee approval. Yet it makes no rational sense and doesn't follow the Master Street Plan. The natural connector in the MSP is at Paddington/Grand Teton and Ziegler, just 400ft farther north than the proposal of a traffic light at Hidden Pond. This 400ft makes the placement of the light awkward, and frankly, janky. It does not serve the hundreds of residents and homes of English Ranch or Woodland Park.

Long-time residents of these neighborhoods have waited patiently for the Paddington/Ziegler intersection to be developed so that a light would go in—organically and naturally with development. That the light would be suggested at Hidden Pond is irrational and a mockery of the residents who have endured difficult traffic conditions for years. If this amendment prevails, it will do the opposite of “fostering a more rational pattern...” It will have allowed the developer to undermine the planning principles of our city.

Summary of Facts Regarding City of Fort Collins Land Use Code 3.6.3 - Street Pattern and Connectivity Standards

All development needs access. The original ODP (2/2022) was granted “Alternative Compliance” to replace a local street connection south of the English Ranch neighborhood with a bike/pedestrian-only connection. That is, *cars* couldn't access the new development, but bikes/pedestrians could. This was partially due to a “hole” in developed acreage (the “Young parcel”), and partially due to 2010 Master Street Plan update that made unclear the legal use of Paddington or Edmonds (or other streets in English Ranch) for connected use. The City Planner, Ryan Mounce, used this exact language in the materials for the P&Z committee: “Staff also felt absent **Council** guidance, a local street connection could duplicate a condition which stakeholders and City Council had previously taken action to remove.”

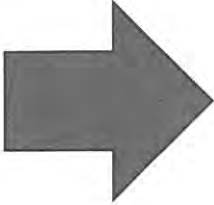
We believe the Major Amendment was just that—major. It adds many acres of land, the “Young parcel,” and by so doing fills the “hole.” It opens traffic mobility. An “Alternate Compliance” should no longer be considered. Full compliance should be natural and frankly, mandatory for a development of this size and use. With the large additional acreage, it needs additional access. It simply doesn't meet these guidelines (LUC 3.6.3, *E&F*) for access: “All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection.” And to and from at “least three (3) arterial streets.”

Regarding the 2010 change to the MSP, City Planner Ryan Mounce provided this documentation from those hearings.

\$75,000 for a neighborhood traffic calming plan along Corbett Drive through 2015. A section of the agreement related to streets also notes the potential for a street connection to the English Ranch:



"It is understood and agreed that future development(s) may connect the public street system in the English Ranch neighborhood with this Development, and that such connectivity has the potential to allow cut-through traffic and other perceived negative impacts to the English Ranch neighborhood. In recognition of this potential and in response to comments at public meetings preceding the Development's PDP approval, City staff and representatives of the Developer considered a variety of traffic calming options for the neighborhood that can be implemented in the future when the street connections are completed."



The draft Master Street Plan appendix outlines the preliminary staff analysis. All the data is not in yet, but a preliminary recommendation is that the Corbett connector street connection be removed from the MSP. A local street connection from within the currently vacant property may still be necessary and required by the Land Use Code at the time the vacant property south of English Ranch develops, regardless of the removal of the collector street designation from the MSP. The decision about street access and connections will be made after input from the neighborhood and developer, in conjunction with the submittal of a development plan for the vacant property. An initial list of positives and negatives associated with the Corbett Drive extension is below. This list, as well as the overall analysis, will be updated based on input received in December.

This documents that the residents of English Ranch "understood" that future developments like this one, would REQUIRE connections to the public street system. (They literally made a list of a variety of traffic calming options and money (\$75K!) to fund them once new developments were "COMPLETED.") **City Council should affirm** the use of Kingsley or Edmonds or other desirable streets for connection use for this Major Amendment. We are attaching a picture of the ODP (provided by Ryan Mounce) with the green arrows suggesting possible streets of ingress/egress. Kingsley is the left-most arrow, Edmonds is the middle arrow. Allowing either of these streets as connectors would serve the LUC 3.6.3, E& F mandate. They would also, more importantly, feed to a more rational light at Ziegler. These English Ranch connectors will better serve the residents and businesses of this development as well.



Summary of Facts Regarding City of Fort Collins City Code POLICY LIV 4.2

LIV 4.2 asks that developers try "Continuing established block patterns and streets to improve access to services"

Woodland Park and Hidden Pond have been onerously left-out of access to nearby schools and parks. The afore-mentioned MSP change in 2010 broke the traffic connector (Corbett) from these neighborhoods to their schools, Traut Core Knowledge Elementary and Preston Middle School. Additionally, because of the volume of traffic through Ziegler, and lack of a traffic signals, these neighborhoods don't have access to their closest park (English Ranch Park) or their neighborhood elementary school, Linton Elementary. Because parents must drive their children to school (riding a bike or walking is just too dangerous), parents have opted to drive their children elsewhere. Parents have chosen Liberty, Kruse, Traut, and O'Dea elementaries over their neighborhood school. Frankly, Linton could have used the enrollment these subdivisions could have provided had there been a safe way to walk/bike to school.

Summary of Facts from the Privately Funded Traffic Study (Delich)

An independent traffic study was performed by Delich Associates prepared for Landmark Homes.

Fact 1: The traffic study **agrees** that a light is needed at the Ziegler/Paddington-Grand Teton intersection.

From the private traffic study, referring to the Ziegler/Paddington-Grand Teton intersection, it states (p. 9): “It is acknowledged that the calculated delay for the minor street left turns is high, especially in the afternoon peak hour. This is due to high through volumes on Ziegler Road. **There is little that can be done to alleviate this condition except signalization of the Ziegler/Paddington-Grand Teton intersection.**”

Fact 2: With the proposed traffic signal at Hidden Pond, the city still fails its Woodland Park and English Ranch neighbors.

We are reprinting the findings of the traffic study here, snippets only of the impacted neighborhoods.

Table 3, Short-Range (2028) peak hour operation (Current traffic configuration, ie a stop sign at Hidden Pond)

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Paddington-Grand Teton (stop sign)	OVERALL	A	A
	EB LT/T/RT	C	D
	WB LT/T/RT	F (109.9 secs)	F (166.9 secs)
	NB LT	B	B
	SB LT	B	B
	OVERALL	A	A



Table 4: Long Range (2045) Background Peak Hour Operation (With a stop sign at Hidden Pond)

Ziegler/Paddington-Grand Teton (stop sign)	OVERALL	A	A
	EB LT/T/RT	F (59.3 secs)	F (255.3 secs)
	WB LT/T/RT	F (396.6 secs)	F (518.4 secs)
	NB LT	B	C
	SB LT	B	C
	OVERALL	A	A



Table 5: Short Range (2028) Total Peak Hour Operation (With a signal at Hidden Pond, per the Major Amendment)

Ziegler/Paddington-Grand Teton (stop sign)	OVERALL	D	C
	EB LT/T/RT	C	E (38.9 secs)
	WB LT/T/RT	F (182.7 secs)	F (275.8 secs)
	NB LT	B	C
	SB LT	B	B
	OVERALL	A	A



Table 6: Long Range (2045) Total Peak Hour Operation (With a signal at Hidden Pond, per the Major Amendment)

	OVERALL	A	D
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	F (85.7 secs)	F (476.9 secs)
	WB LT/T/RT	F (648.7 secs)	F (723.7 secs)
	NB LT	C	C
	SB LT	B	C
	OVERALL	A	B
	WR I T/RT	A	R



We find it onerous that the P&Z committee would neglect or dilute these findings. Even in the short-range study, residents of Woodland Park or English Ranch can expect 3 minutes (AM) or 4.5 minutes (PM) to enter/exit their subdivision. This isn't acceptable at any level. If proper controls are not put in with this development, **THE CITY WILL** have to intervene in the future. These findings reinforce the need for a light at Paddington-Grand Teton/Ziegler. The residents in these neighborhoods need a controlled entrance/exit to their neighborhoods. Additionally, while our English Ranch neighbors have several choices for ingress/egress, the residents of Woodland Park can only enter/exit onto Ziegler. They have no other option. Also, the traffic study did not include any verbiage to note that many Grand Teton neighbors choose to enter/exit at Mesa Verde because of the current difficulty at Grand Teton/Ziegler. Likewise, our English Ranch neighbors choose other routes to enter/exit other than Paddington. Traffic on minor streets (like Grand Teton) may not be completely accounted for because of these behavior patterns.

Fact 3: Additionally, and importantly, we find the traffic study lacked a comprehensive queue length study. Per the major amendment, there is only 400 ft between Hidden Pond and Paddington-Grand Teton along the Ziegler corridor. We believe its possible that with the proposal of the light at Hidden Pond, when south-bound traffic is stopped at a red light, traffic could potentially queue back into the Paddington intersection. This would effectively block south-bound traffic from Paddington or Grand Teton. Residents will be blocked from entering/exiting their subdivisions!

The Federal Highway Administration (FHWA), Office of Operations, suggests a simple way to divine queue length. (There are very sophisticated models for determining queue length, but we're using this formula for simplicity and because its origins are the FHWA.)

Equation 3-4

$$Queue_{avg} = \frac{v}{3600/C}$$

where $Queue_{avg}$ is the average queue in vehicles per lane; v is the volume of the movement in vehicles per hour per lane, and C is the cycle length in seconds. For example, a volume of 150 vehicles per hour per lane under a cycle length of 90 seconds will result in an average queue length of approximately $150 / (3600 / 90) = 3.75$ vehicles. If using this value for timing or design, this queue length should be rounded up to the nearest vehicle, in this case 4 vehicles.

Using a “Commonly Assumed Cycle Length” of $C=60$ from FHWA, and $v=(1735 \times .65 = 1128)$ cars per lane (data directly from the private traffic study), the queue length is 19 vehicles. If we assume 21ft per car (15ft for the average American car + 6 ft space), the queue CAN line up to 399ft reaching the Paddington/Grand Teton neighborhoods. If the cycle time is modulated at all (ie if the red light gets longer) this queue length will grow proportionally.

To add credibility to this calculated queue length, current southbound traffic often gets saturated at peak times at the Council Tree/Broadcom traffic signal. Traffic will queue almost to the Target Service Access road. We’ve attached a picture to help describe how far back the traffic queues. With the help of Google Maps, we can see that traffic CURRENTLY queues 407ft back from the signaled intersection at Council Tree. There is no reason to believe similar queue behavior will not occur at Hidden Pond.



We reiterate that the private traffic study was lacking any professional comprehensive queue length study that would be highly pertinent to this amendment and the feasibility of a light at Hidden Pond.

Conclusion

We ask that the City Council reverse the decision of the Planning and Zoning commission. This was a Major Amendment—it added several acres of land and significant traffic disruption. There is no reason why this developer should get preferential treatment and be allowed “Alternate Compliance” given the vast changes proposed to the original approval. It sets a bad precedence for any future development. It is not fully compliant to the Land Use Code. It doesn’t meet rational planning standards or livability standards set by our community. It puts an unnatural traffic signal at Hidden Pond and not at the long-awaited Paddington intersection. By voting “no” to this major amendment, allow the developer to seek other solutions (amendments) to get to full compliance. We ask that you voice approval of using English Ranch streets as appropriate connectors to aid the developer in this request. We do wish the developer the opportunity to develop the “Young parcel,” but to do it in a way that that is compliant to our city’s published norms.

Get The Light Right!

NOTICE OF APPEAL

FOR CITY CLERK'S
USE ONLY:
DATE FILED: 4-5-2023
INITIALS:

Action Being Appealed: Ziegler - Corbett Overall Development
Plan Major Amendment, Project # NJA 220004
Date of Action: 3/23/2023 Decision Maker: Planning and Zoning Commission

Appellant/Appellant Representative (if more than one appellant):

Name: Craig Latzke Phone #: 970-227-7444
Address: 3908 Mesa Verde St Email: craig@latzke.us
Fort Collins, CO 80525

INSTRUCTIONS

For each allegation marked below, attach a separate summary of the facts contained in the record which support the allegation of no more than two pages, Times New Roman 12-point font. Please restate allegation at top of first page of each summary.

GROUND FORS FOR APPEAL

The Decision Maker committed one (1) or more of the following errors (check all that apply):

- Failure to properly interpret and apply relevant provisions of the City Code, the Land Use Code, and Charter. List relevant Code and/or Charter provision(s) here, by specific Section and subsection/subparagraph:
City of Fort Collins Land Use Code, Section 3.6.3(E,F)
City of Fort Collins City Code, Policy LIV 4.2

Failure to conduct a fair hearing in that:

- (a) The Board, Commission, or other Decision Maker exceeded its authority or jurisdiction as contained in the Code or Charter. [New evidence not allowed]
- (b) The Board, Commission or other Decision Maker substantially ignored its previously established rules of procedure. [New evidence not allowed]
- (c) The Board, Commission or other Decision Maker considered evidence relevant to its findings which was substantially false or grossly misleading. [New evidence allowed]
- (d) The Board, Commission or other Decision Maker improperly failed to receive all relevant evidence offered by the appellant. [New evidence allowed]
- (e) The Board, Commission or other Decision Maker was biased against the appellant by reason of a conflict of interest or other close business, personal or social relationship that interfered with the Decision Maker's independence of judgment. [New evidence allowed]

NEW EVIDENCE

All new evidence the appellant wishes Council to consider at the hearing on the appeal must be submitted to the City Clerk within seven (7) calendar days after the deadline for filing a Notice of Appeal and must be clearly marked as new evidence. No new evidence will be received at the hearing in support of these allegations unless it is submitted to the City Clerk by the deadline (7 days after the deadline to file appeal) or offered in response to questions posed by Councilmembers at the hearing.

APPELLANTS

Parties-in-interest have the right to file an appeal.

A party-in-interest is a person who, or organization which, has standing to appeal the final decision of a board, commission or other decision maker. Such standing to appeal is limited to the following:

- The applicant.
- Anyone who owns or occupies the property which was the subject of the decision made by the board, commission or other decision maker.
- Anyone who received the mailed notice of, or spoke at, the hearing of the board, commission or other decision maker.
- Anyone who provided written comments to the appropriate City staff for delivery to the board, commission or other decision maker prior to or at the hearing on the matter that is being appealed.
- A City Councilmember.

Signature: <i>Craig Latzke</i>	Date: <i>4/5/2023</i>
Name: <i>Craig Latzke</i>	Email: <i>craig@latzke.us</i>
Address: <i>3908 Mesa Verde St Fort Collins, CO 80525</i>	Phone #: <i>970-227-7444</i>
Describe how you qualify as a party-in-interest: <i>received the mailed notice, spoke at the hearing</i>	

Signature:	Date:
Name:	Email:
Address:	Phone #:
Describe how you qualify as a party-in-interest:	

Signature:	Date:
Name:	Email:
Address:	Phone #:
Describe how you qualify as a party-in-interest:	

ATTACH ADDITIONAL SIGNATURE SHEETS AS NECESSARY

Statement of Facts and Evidence in Support of Appeal

At a high level, Land Use Code, City Code, and other standards exist to promote neighborhood livability, sustainable patterns of development, safety, transportation, compatibility with existing neighborhoods, and other goals. The Planning and Zoning Commission is tasked "To take final action to approve, disapprove or approve with conditions planning items in accordance with this Code and Charter." City Charter Sec. 2-176.(a)(4)

When the Planning and Zoning Commission approved this major amendment they failed to act in accordance with Land Use Code, City Code, previous City Council policy decisions, and their own established hearing procedures. In doing so they violated both the letter and spirit of these codes and undermined the future livability, compatibility, safety, and access of this PUD, adjacent/nearby neighborhoods like Woodland Park Estates and English Ranch, and ultimately the City.

The major amendment included two main components:

- Incorporation of an additional property ("the Young property") into the parcel/ODP.
- Alternative compliance for street connections. Where the local connection is to be restricted to pedestrians and bicycles, not a street connection, and a signal is to be installed at Hidden Pond.

The latter, the alternative compliance or lack of full compliance with Code, is the focus of our appeal.

Statements at the hearing from most P&Z members, multiple city staff, the applicant (developer), and many spoken and written public comments established a broad consensus that the most optimal solution for street connections is for there to be a local connection between this ODP and Paddington Rd (presumably at Edwards) and then possibly a traffic signal at Paddington Rd / Grand Teton PL and Ziegler Rd.

PZ Member comments, which are taken verbatim from the hearing:

David Katz @ 1:15:25

I think we can all see that when we do zoom out, like physically zoom out, it, it does look like Paddington makes the most sense. Logically, it's consistent with some of the comments we've seen.

David Katz @ 1:55:01

Logic rarely prevails. And I think Miss Wilson said common sense rarely prevails. When you zoom out and look at the map. Paddington does make the most sense. It does.

...

For no other reasons, but a safety for the people in Woodland Park to get across. I, I wish this light could be at Paddington.

...
Looking at it on the surface, and maybe even deeper than the surface, Paddington seems to make the most sense.

...
From a safety aspect, I really wish it was at Paddington.

Ted Shepard @ 2:16:00

So without getting into specifics, maybe just refer to a local street connection, so as to enable the warrants to be met, so a traffic signal could be constructed at Paddington and Teton where in the big picture of our community, the arterial system is where it's needed.

...
A local street connection to Paddington Road from Union Park, uh in any conceivable alignment that's practical with willing parties would be a superior overall development plan attribute than the alternative compliance that was approved in February of 2022. In February of 22 we didn't have the information that we have now and the information that we have now is critical.

Michelle Haefele @ 2:22:30

The best possible outcome is a connection from English Ranch to the new neighborhood and a light at Paddington and Grand Teton at Ziegler.

David Katz @ 2:27:35

We've heard the public if it was, if there was a clear path to putting it there I think we all agree, there being Paddington, excuse me, uh, we would all prefer that - most people, maybe not everybody.

Julie Stackhouse @ 2:30:29

The motion I'm gonna make [to approve the major amendment] I don't like, I'll be up front, because I don't think we're solving the real problem here and that, that bothers me.

...
I still think that the right outcome here is a connection from, from the O D P to Paddington. And I'd, I'd love to see that still happen and I know that's not desirable on the part of everyone. But honestly, if we step back and look at it in a holistic way for the betterment of the cities of Fort Collins. It's, it's the right thing to do, but that's not the proposal that we have in front of us tonight.

Michelle Haefele @ 2:36:23

If [the developer] come[s] back, hopefully they will come back with another proposal that is the best possible which is connecting the neighborhoods.

City Staff comments:

Steve Gilcrest, Traffic Operations @ 0:55:23

Is this hidden pond location the ideal location? No. Within our land use code, within our standards, Paddington would be typically the intersection we signalize.

...

Paddington would be, you know, our typical collector street.

...

So ultimately, yes, Zigler and Paddington would be the ideal location.

...

Our preference, you know, the city's, if we had our ultimate goal of that, that grid pattern would be, you know, that main half mile street would have that full traffic signal that just allows for good progression. That's good, good access, those types of things.

Ryan Mounce, City Planner @1:46:36

I guess kind of zooming out again from the staff perspective is, you know, we do have these connectivity standards in the land use code. We, we do want to knit neighborhoods together and that's kind of the terminology use is is knitting. Um And we certainly recognize that, you know, no one necessarily wants more traffic in, in their development or their neighborhood. Um But that is kind of the, the intent and kind of the philosophy behind the community that these, these different developments, they aren't partitioned amongst themselves, they're, they're woven together. Um And there should be multiple access point points to different arterial streets within your sort of section mile. And so, you know, of hearing a lot of, of, of support for the idea of a signal at Paddington and Grand Teton, and we've talked a little bit about how sort of under the ideal scenario, that's where it would be located and kind of, that's how, how the transportation network is kind of set up and designed.

...

If there is gonna be the work to, to look at a proposal to connect somehow between this neighborhood or the O D P site and the the neighbor to the North English Ranch, um You know, I guess the staff perspective is we would really like to see as much connectivity as possible at that point. That is sort of the base standard in the land use code and, and as mentioned, there are different amenities uh like the park and school that that would be beneficial to uh you know, get people to and from.

Ryan Mounce, City Planner @ 2:02:17

[Edmonds] was the original identified spot for a connection originally as a Collector Street. Um There, you know, if you look at the English Ranch O D P from the nineties, it identifies that as the spot for, for that connection. And so there has been, you know, thinking and planning for it.

Applicant/Developer Comments:

Jason Sherrill @ 1:44:38

I feel like with the, the, the, the way that the communities have evolved - a connection at Edmunds, you know, might be, you know, the best solution.

Public comments to similar ends can be found in the packet.

Not surprisingly, this “best possible,” “ideal,” “right thing to do,” “most sense,” “safest,” and “superior,” solution is the solution that would comply fully/normally with code and would not require alternative compliance found in the major amendment.

To understand why a major amendment was approved in this context, and why the amendment should have instead been disapproved, we will evaluate the accusations or errors indicated under “grounds for appeal” on the notice to appeal.

Failure to properly interpret and apply relevant provisions of the City Code, the Land Use Code, and Charter.

City of Fort Collins Land Use Code

3.6.3 - Street Pattern and Connectivity Standards

(E) Distribution of Local Traffic to Multiple Arterial Streets. All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels. All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.

City of Fort Collins City Code

POLICY LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT

Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by:

- *Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood;*

By not having a local street connection (pedestrian / bike - only connection does not substitute), the major amendment does not comply with the above-cited Land Use Code or City Code. Instead it makes use of alternative compliance.

The ODP was approved in February 2022 using alternative compliance. There was some deliberation suggesting that because the previously-approved DOP does not achieve full/normal compliance by having a local street connection, but relies on alternative compliance instead, that this major amendment should therefore not be evaluated on whether it complies. This is an error in three ways:

1. The major amendment, with the added property/acreage, changes the ODP significantly such that the previous alternative compliance is not applicable. As amended, the ODP does not comply.
2. The alternative compliance in the major amendment is substantially different from the previous alternative compliance with different considerations and tradeoffs. Given these differences and resulting changes in character to the ODP, they are not mere substitutes. Notably, the alternative compliance in the major amendment has additional negative impacts relative to the previously-approved alternative compliance. This was the topic of many of the public comments received (written and spoken) as well as comments from staff and P&Z members:
 - “We've also heard that many feel that the signal at this particular location kind of prioritizes new development over some of those existing conditions that these [existing] neighborhoods have faced for many years.” (Ryan Mounce @ 0:50:33)
 - “And we've also heard about some concerns with the signal at this location [~400ft from Paddington/GrandTeton] if that would maybe cause backups and traffic backups during peak periods and completely block the Teton and Paddington intersection.” (Ryan Mounce @ 0:50:57)
 - **“The big implication with this [signal at Hidden Pond] is that it does preclude the future of a traffic signal at the Paddington and Grand Teton intersection along Ziegler and that's true, vice versa as well. So there's kind of a one shot, you know, one signal along the stretch of Zeigler given sort of our spacing requirements. It doesn't necessarily follow the traditional location of where a signal would be placed.”** (Ryan Mounce @ 0:49:29)

- Uncertainty around bicycle detection on the east side of the intersection. Undesirable pedestrian navigation/routes. Undesirable bicycle navigation/routes in context of the low-stress bicycle network that is on Paddington. (see York questions starting at 1:04:25)

Unfortunately, these negatives seem to have been overlooked during deliberations resulting in the Commission members forming subjective opinions that this new alternative compliance (which negatively impacts Woodland Park Estates and English Ranch neighborhoods) is preferable to the existing negative compliance (“channel-T” - which does not negatively impact these neighborhoods). Ignoring these real and objective harms to these neighborhoods is itself an example of prioritizing new development over compatibility with and livability of existing neighborhoods.

3. Unlike in February, 2022 when the ODP was approved without a local street collector: City Staff and the Planning & Zoning Commission are now (or should be) aware that City Council’s intentions when removing a collector street connection in this vicinity (Corbett-Kingsley) circa 2010 was that there would still be a local street connection from this parcel (subject of ODP) to Paddington. Evidence for this includes:

- Packet page 318 contains a portion of a document which references the development agreement for Front Range Village, a recorded document between the city and the developer, containing the text, “It is understood and agreed that future development(s) may connect the public street system in the English Ranch neighborhood with this Development, and that such connectivity has the potential to allow cut-through traffic and other perceived negative impacts to the English Ranch neighborhood.”
- Packet page 318 contains a portion of a document from 2010 related to the Master Street Plan change, which states, “...a preliminary recommendation is that the Corbett connector street connection be removed from the MSP. A local street connection from within the currently vacant property may still be necessary and required by the Land Use Code at the time the vacant property south of English Ranch develops, regardless of the removal of the collector street designation from the MSP.”
- A slide in the staff presentation includes a slide from a “2010 Master Street Plan Council Work Session” with a bullet point indicating “If Corbett Drive removed from MSP, Land Use Code may require a non Corbett street connection to the property north of Front Range Village.”

4. Unlike in February, 2022 when the ODP was approved without a local street collector: City Staff and the Planning & Zoning Commission are now (or should be) aware that they

can expect compliance with the above-mentioned sections of the Land Use Code and City Code regarding local street connection.

- “The local connection wouldn't require approval by council.” (Steve Gilcrest @ 1:00:04)

Also that public concerns regarding more traffic in neighborhoods from a local street connection (or collector street connection) is not a contraindication to enforcing Land Use and City Code requirements for these connections.

- “I guess kind of zooming out again from the staff perspective is, you know, we do have these connectivity standards in the land use code. We, we do want to knit neighborhoods together and that's kind of the terminology used is is knitting. Um And we certainly recognize that, you know, no one necessarily wants more traffic in, in their development or their neighborhood. Um But that is kind of the, the intent and kind of the philosophy behind the community that these, these different developments, they aren't partitioned amongst themselves, they're, they're woven together.” (Ryan Mounce @ 1:46:36)

In summary: Without a local street connection the major amendment does not comply with the above-cited Land Use Code or City Code. The major amendment changes the ODP significantly. My not having a local street collector as code requires and instead using alternative compliance the major amendment causes significant and permanent harm to adjacent and nearby neighborhoods (Woodland Park Estates, English Ranch) that the previous alternative compliance does not. The commission has the authority to require adherence to these portions of Code even, or especially, in context of historical decisions by Council and concerns regarding the traffic they are intended to allow.

Given these considerations and because of the failure to comply with Code, the major amendment should have been disapproved.

Instead of acting under their authority to disapprove a major amendment that failed to comply with code, they hoped and wished that the developer would make a good-faith effort.

- (“hope” is found twice in the transcript in this context)
- (“wish” is found twice in the transcript in this context)
- (“good faith” is found three times in the transcript in this context)

That is no substitute for faithfully applying and requiring compliance with Code.

The Board, Commission or other Decision Maker substantially ignored its previously established rules of procedure.

Before deliberations the commission chairman makes this statement...

"Thank you so much. Um Ryan, um We're gonna give the commission members one last opportunity to ask clarifying questions. Uh And this will be the last opportunity that that the commission has to engage with the applicant. So before we get into uh any deliberation, do any commission members have any final clarifying questions?" (David Katz @ 1:49:33)

Later, after deliberations have started, the applicant is invited to participate which seems out of order...

(At 2:27:57 in the recording)

Julie Stackhouse: "Could we hear from the developer. Um be what uh their reaction to our discussion."

David Katz: "If Jason would like to speak to that, I would invite him up. Um Come on up. I, I mean, I, I work with a lot of developers and uh I, I know what I'm about to hear."

Jason Sherrill (applicant): "So yeah, uh I appreciate that..."

It may or may not be notable that a citizen was not likewise given an exception and allowed to speak during deliberations but explicitly denied...

(2:04:37 in the recording)

Citizen: May I ask a question?

David Katz: No. Sorry. Trying to follow the rules.

Conclusion and Request

We respectfully ask that the City of Fort Collins simply comply with and enforce the Land Use Code, the City Code, and Charter as written so that they may serve their intent and philosophy. Reviewing the evidence above, the ODP as amended by this major amendment does not comply. There is no legal requirement to approve an inferior alternative compliance, nor goal or purpose to doing so, and we believe approving it was inappropriate.

We request the City Council **overturn** the decision of the Planning and Zoning Commission's to approve the major amendment to this ODP, thereby disapproving the major amendment.

Alternatively, if the City Council possesses the necessary legal and procedural authority, we request that the City Council **modify** the decision of the Planning and Zoning Commission to achieve an outcome where the the addition of the Young property to the parcel/ODP (which is not contested) is approved but with a requirement that street connections be made in full compliance with Code, including a local connection to Paddington which is not limited to bike/ped, without the use of alternative compliance.

We look to the City to do the right thing, and ensure this development, along with its street connections, is a benefit to the community and surrounding neighborhoods for years to come.

**Staff Report
(with attachments)
Presented to the
Planning and Zoning
Commission**

March 23, 2023

Planning & Zoning Commission Hearing: March 23, 2023

MJA220004, Ziegler-Corbett ODP Major Amendment

Summary of Request

This is a request for a Major Amendment to the Ziegler-Corbett Overall Development Plan (ODP) located southwest of the intersection of Ziegler Road and Paddington Road (parcel #s 8732000002, 8732400008, 8732000009). The original ODP, approved in February 2022, is a mixed-use project consisting of 400-700 residential dwelling units, a childcare center, and 50,000 square feet of commercial or community facility space. A major amendment is required to incorporate an additional enclaved parcel into the boundary of the ODP. No additional development is proposed; however, the boundary change creates an opportunity to shift the site's primary access along Ziegler Road to align with Hidden Pond Drive and install a private traffic signal, which has implications for broader circulation patterns in the vicinity.

Zoning Map



Next Steps

If approved by the decision maker, future Project Development Plans (PDPs) will be reviewed for compliance with the amended Overall Development Plan and brought forward for P&Z consideration.

Site Location

The project is located southwest of the intersection of Ziegler Road and Paddington Road, between Front Range Village and The English Ranch neighborhood (Parcel #s 8732000002, 8732400008, 8732000009).

Zoning

Harmony Corridor (HC)

Property Owner

Ziegler 1924B LLC
1808 Seashell Ct
Windsor, CO 80550

Applicant/Representative

Chris Beabout
Landmark Homes
6341 Fairgrounds Ave, Suite 100
Windsor, CO 80550

Staff

Ryan Mounce, City Planner

Contents

- 1. Project Introduction 2
- 2. Public Outreach 5
- 3. Land Use Code Article 2 – Applicable Standards 6
- 4. Findings of Fact/Conclusion 8
- 5. Recommendation 8
- 6. Attachments 8

Staff Recommendation

Approval

1. Project Introduction

A. PROJECT DESCRIPTION

The Major Amendment (MJA) proposes expanding the boundary of the Ziegler-Corbett ODP by incorporating one additional parcel along the western frontage of Ziegler Road. Alongside this expanded boundary, the major amendment also proposes shifting the primary access point north to align with the Hidden Pond Drive intersection and the installation of a privately funded traffic signal. As a result of the shift in the location of primary access, the ODP's primary east-west circulation route also shifts to the north. No changes are proposed to the land uses or the number of dwelling units and commercial square footage approved with the original ODP.

B. DEVELOPMENT BACKGROUND & CONTEXT

The 33-acre site is currently undeveloped and was annexed into the City as part of the Spring Creek Farms 4th Annexation in 1994. Adjacent development includes the Front Range Village shopping center to the south, The English Ranch subdivision to the north, Affinity Fort Collins, a senior apartment building to the west, and the Broadcom/HP Campus and Woodland Park subdivision to the east across Ziegler Road.

The original Ziegler-Corbett ODP was approved in February 2022 for a mixed-use project consisting of 400 – 700 single family attached, multifamily, and mixed-use dwelling units, a childcare center, and 50,000 square feet of office or community facility space. As part of the original ODP approval, the following modification of standards and alternative compliance requests were approved:

- Modification to Section 4.26(D)(2), to permit up to 100% secondary land uses across the site.
- Modification to Section 4.26(D)(3)(a), to permit up to 4 residential stories, with conditions, in certain areas of the site.
- Alternative Compliance to Section 3.6.3, to replace a local street connection north to The English Ranch neighborhood with a bike/pedestrian only connection.

In consideration of the ODP and the Modification of Standards, the project was approved with a condition that the future project development plan submittals demonstrate compliance with the following City Plan policies:

Policy LIV 3.5 – Distinctive Design

Require the adaptation of standardized corporate architecture to reflect local values and ensure that the community's appearance remains unique. Development should not consist solely of repetitive design that may be found in other communities.

Policy LIV 3.6 – Context-Sensitive Development

Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

Surrounding Zoning and Land Uses

	North	South	East	West
Zoning	The English Ranch Neighborhood (LMN)	Front Range Village Regional Shopping Center (HC)	Woodland Park Estates (RL) and Broadcom/HP Campus (HC)	Front Range Village (HC) and Affinity Fort Collins Apartments (HC)
Land Use	Single family detached units	Retail	Single family attached & detached units; office campus	Retail; multifamily

An important element to this site's background is the history of changes to street connectivity to/from the property and potential downstream impacts on traffic operations for this section of the community. Prior to the construction of the southern portion of The English Ranch neighborhood and the Front Range Village shopping center, a previous ODP (Symbios Logic) and the City's Master Street Plan both envisioned Corbett Drive, a collector street, traversing across the ODP site to create a connection between Harmony Road and Paddington Road within The English Ranch Neighborhood.

In the early 2000's the Harmony Corridor Plan was amended to allow for a regional shopping center (Front Range Village) northwest of Harmony and Ziegler Roads and south of the Ziegler-Corbett ODP site. During the review of Front Range Village, neighbors in English Ranch raised concerns about having a direct connection between the shopping center and the neighborhood via Corbett Drive and additional cut-through retail traffic.

In 2010 during a Master Street Plan update, staff and neighbors shared these concerns with City Council, who sought input and tradeoffs for removing the Corbett collector street connection on the Master Street Plan between Front Range Village and The English Ranch neighborhood. While Council ultimately decided to remove the connection, it was indicated a local street connection may still be required and that the issue would need to be addressed at the time of future development.

In 2021-2022 during the review of the Ziegler-Corbett ODP, staff held two neighborhood meetings and heard feedback from English Ranch neighbors indicating strong concern about including a local street connection from the ODP site north to Paddington Road. Similar to the 2010-era discussions, neighbors are concerned about potential cut-through traffic to Front Range Village, impacts to neighborhood traffic speeds/safety, and some frustration that a street connection was again being considered given the prior Council decision and process from 2010.

During the Ziegler-Corbett ODP review, an alternative compliance request was approved that converted what would typically have been a required local street connection to a bike/ped only connection. Similar to the 2010 Master Street Plan discussion, staff found that while the surrounding arterial streets could continue to function without this connection, a tradeoff of removing this street connectivity could impact the timing and location of a future traffic signals along Ziegler, which is desired by many nearby residents. In addition to the neighborhood input opposing the street connection, staff also felt absent updated Council guidance, a local street connection would duplicate a condition which stakeholders and City Council had previously taken action to remove.

A compilation of previous meeting notes and Council work session materials pertaining to consideration of the removal of the Corbett Drive Master Street Plan connection from 2010 is attached.

C. OVERVIEW OF MAIN CONSIDERATIONS

Given no proposed changes to development intensity/capacity of the ODP site, the main consideration of the major amendment relates to the potential longer-term impacts of moving the primary Ziegler Road access to align with Hidden Pond and installing a privately funded traffic signal. A traffic signal at the Ziegler/Hidden Pond intersection precludes a future signal at the Ziegler/Paddington/Grand Teton intersection due to signal spacing requirements.

A revised ODP traffic study indicates warrants for a traffic signal at the Ziegler/Hidden Pond intersection considering the anticipated number of trips from both the ODP site, the small number of existing Hidden Pond Drive users east of Ziegler, as well as some trips from Front Range Village and Affinity apartments. The installation of the proposed signal would be privately funded without eligibility for Street Oversizing reimbursement.

Long term transportation planning for this area originally anticipated the potential for a signalized intersection at the Ziegler/Paddington intersection, given Paddington is a designated collector street at half-mile spacing between the Ziegler/Harmony and Ziegler/Horsetooth intersections. While current traffic levels at the Ziegler/Paddington/Grand Teton intersection do not warrant a signal, a connection between the Ziegler-Corbett ODP site and Paddington Road in The English Ranch neighborhood likely would have reached warrants for a signal that could serve English Ranch, Woodland Park and the Ziegler-Corbett ODP site.

During a neighborhood meeting for the major amendment, staff shared several traffic and connectivity scenarios, including information about tradeoffs of a signal at Ziegler/Hidden Pond preventing a future signal at Ziegler/Paddington/Grand Teton. Ultimately, input from neighbors in the vicinity remains mixed. While many neighbors express a desire for a light at the Ziegler/Paddington/Grand Teton intersection, many neighbors in English Ranch and the English Ranch HOA oppose a street connection between the ODP site and Paddington Road that would help generate the warrant for the signal.

Many Woodland Park neighbors are equally frustrated and input from these neighbors tend to be more in favor of a connection to help support a signal at the Ziegler/Paddington/Grand Teton intersection. Woodland Park neighbors point out the only access to their subdivision comes from Ziegler Road while English Ranch has multiple access points to other arterial streets and a signal would be quite beneficial for their neighborhood.

Input has also been shared by Hidden Pond Estates neighbors that a signalized intersection at Ziegler/Hidden Pond could generate accidental traffic trying to use their private street even though it has no outlet.

Staff feels a signalized intersection at the Ziegler/Hidden Pond intersection or a connection between the ODP site and Paddington Road and a signal at Ziegler/Paddington/Grand Teton are both feasible options, and preferable to the original ODP access point using a 'Channelized-T' intersection located between the Ziegler/Hidden Pond intersection and the Front Range Village service access entrance. A warrant for a signal along this stretch of Ziegler Road will provide a bicycle and pedestrian crossing solution which has been identified as a need in the Active Modes Plan. A signal may also provide some limited relief breaking up the constant flow of traffic created by the Ziegler/Horsetooth roundabout further north.

Ultimately, staff is recommending the proposed ODP access point aligning at the Ziegler/Hidden Pond intersection with a traffic signal. While neighborhood input has been mixed, a connection between the ODP site and English Ranch that would generate the warrant for a signal at Ziegler/Paddington/Grand Teton remains strongly opposed for similar reasons it was originally removed as a collector street connection by City Council in 2010. During the 2010 era deliberations, staff had shared that removing the Corbett connection could result in shifts in the location of future Ziegler Road traffic signals. A signal at Ziegler/Hidden Pond mimics this earlier prediction and would result in a more immediate benefit in providing a bike/pedestrian crossing across this stretch of Ziegler.

D. CITY PLAN PRINCIPLES AND POLICIES:

The City's comprehensive plan (2019 City Plan) was developed with the participation of thousands of community members and embodies the vision and values of the community for the future. A basic aspect of the vision pertinent to the proposal is the unique character and sense of place in Fort Collins.

The City Plan's Structure Plan Map includes place types—or land use categories—which provide a framework for the ultimate buildout of Fort Collins. These place types provide a policy structure that can apply to several specific zone districts within each place type by outlining a range of desired characteristics. The subject property is consistent with the "Mixed Employment place type" land use designation, which is the overlying land use designation for both the E and HC zone districts.

City Plan provides guidance that the Structure Plan is not intended to be used as a stand-alone tool; rather, it should be considered in conjunction with the accompanying principles, goals and policies contained in City Plan as a tool to guide future growth and development. Key principles and policies relevant to the project include the following:

OUTCOME AREA "LIV" -- NEIGHBORHOOD LIVABILITY AND SOCIAL HEALTH – Managing Growth: These principles help the City to manage growth by encouraging infill and redevelopment, ensuring this development is compatible with the character of the surrounding neighborhood or area.

PRINCIPLE LIV 2: Promote Infill and Redevelopment:

POLICY LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES. Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings, including, but not

limited to: Infill of existing surface parking lots—particularly in areas that are currently, or will be, served by bus rapid transit (BRT) and/or high-frequency transit in the future.

PRINCIPLE LIV 3: Maintain and enhance our unique character and sense of place as the community grows:

POLICY LIV 3.1 - PUBLIC AMENITIES. Design streets and other public spaces with the comfort and enjoyment of pedestrians in mind ...such as plazas, pocket parks, patios, children’s play areas, sidewalks, pathways...

POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT. Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

PRINCIPLE LIV 4 – Enhance neighborhood livability:

POLICY LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT. Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by: Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood; Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized.

Principle LIV 5 – Create more opportunities for housing choices.

POLICY LIV 5.3 - LAND FOR RESIDENTIAL DEVELOPMENT. Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.

2. Public Outreach

A neighborhood meeting was held on January 5, 2023 for the Major Amendment. A video recording of the meeting may be viewed online at: https://www.youtube.com/watch?v=Cwhdjgz_xrA. Two previous neighborhood meetings were also held during the original ODP review and featured similar discussion topics. Those meeting summaries can be found as attachments. Staff also had the opportunity to discuss the proposal with the English Ranch HOA virtually on March 6, 2023.

Main Topics discussed at the meeting included:

1. Concerns about the potential for a street connection between the ODP site to Paddington Road in the English Ranch neighborhood.
2. Desire to find solutions, including a possible signal, at the Ziegler/Paddington/Grand Teton intersection.
3. Concern about the density and amount of traffic generated by future ODP development.
4. Concern a signalized intersection at Ziegler/Hidden Pond is favoring new development over traffic issues faced by existing neighborhoods.
5. Discussion of alternative traffic and connection scenarios shared by neighbors.

Both prior to and at the neighborhood meeting, neighbors shared an idea about a connectivity scenario where an angled street connection from the ODP site through the English Ranch detention pond could be made to Paddington Road closer to the intersection with Ziegler Road. The goal behind this proposal was to make a connection that would not impact English Ranch neighbors with additional cut-through traffic through main segments of the neighborhood and generate additional traffic/connectivity to warrant a traffic signal at the Ziegler/Paddington/Grand Teton intersection. Many neighbors felt this idea was compelling and sought additional evaluation of feasibility.

After additional analysis, staff has major concerns about the feasibility of the idea as a potential solution. Key concerns include:

- The angle and intersection spacing where the proposed connection would connect to Paddington Road near the intersection with Ziegler Road would likely not meet standards for spacing and driver visibility issues, creating potential safety hazards.
- The street connection would traverse an existing detention pond serving English Ranch. Based on current standards the pond is undersized and any modification could create additional nonconformity or require alternate off-site drainage locations.
- The detention pond is also not owned by the City or applicant and would require sale/consent of the English Ranch HOA as existing property owners and no formal communication has been received about the potential use or modification of the pond.

3. Land Use Code Article 2 – Applicable Standards

A. PROJECT DEVELOPMENT PLAN PROCEDURAL OVERVIEW

1. Conceptual Design Review – CDR220035

A conceptual design review meeting was held on May 5, 2022.

2. First Submittal – MJA220004

The Major Amendment was submitted on November 15, 2022.

3. Neighborhood Meeting

Pursuant to *LUC Section 2.2.2 – Step 2: Neighborhood Meetings*, a neighborhood meeting is required for Planning and Zoning Commission (Type 2) projects. An in-person neighborhood meeting was held on January 5, 2023.

4. Notice (Posted, Written and Published)

Posted Notice: November 18, 2022, Sign #719.

Written Hearing Notice: March 8, 2023, 938 addresses mailed.

Published Coloradoan Hearing Notice: Scheduled for March 5, 2023

B. MAJOR AMENDMENT OVERVIEW

Section 2.2.10 outlines the process and review procedures for minor and major amendments to approved plans, including Overall Development Plans. Per minor amendment criteria 2.2.10(A)(2)(e), minor amendments exclude changes that would result in site improvements outside the boundaries of the originally approved plan. Given the expansion of the ODP boundaries this change automatically results in a major amendment review.

Additionally, while the proposed ODP changes do not alter previously approved development program and capacity, the resulting impact of the shift in the ODP's main access point and long term implications of installing a traffic signal at the Ziegler/Hidden Pond intersection should be evaluated as a change in character appropriate to a major amendment review.

Attached is the staff report for the original Ziegler-Corbett ODP approved in February 2022 which documents in detail compliance with standards in Articles 2 Land Use Code where ODP standards are located. As relatively few internal changes are proposed, the remaining sections of this staff report summarize

compliance with applicable ODP standards contained in Section 2.3.2 as a result of the proposed Major Amendment.

C. ODP STANDARDS – SECTION 2.3.2

Section 2.3.2 (H) of the Land Use Code identifies seven criteria for reviewing an ODP, which are summarized as follows:

1) **Section 2.3.2(H)(1) – Permitted Uses and District Standards**

This standard requires the ODP to be consistent with the permitted uses and applicable zone district standards and any applicable general development standards that can be applied at the level of detail required for an ODP submittal.

The major amendment proposes no changes to land uses within the ODP, which are proposed to include single-family attached, multifamily, and mixed-use dwellings, a childcare center, and office and/or community facility space. All land uses are permitted in the Harmony Corridor (HC) zone district.

Additionally, the HC zone district prescribes a minimum of 75% primary employment uses and a maximum of 25% secondary uses. The ODP is proposing a ratio of secondary uses exceeding the 25% secondary use maximum. A modification of standard was previously approved permitting up to 100% secondary uses for the ODP.

2) **Section 2.3.2(H)(2) – Density**

This standard requires that the Overall Development Plan be consistent with the required density range of residential land uses.

For residential developments, the HC district requires an overall minimum average density of seven dwelling units per net acre. No changes to density are associated with the Major Amendment. Between 400 – 700 residential units are proposed, complying with the standard, and representing a gross density of approximately 12 to 21 units per acre.

3) **Section 2.3.2(H)(3) and 2.3.2(H)(4) – Master Street Plan, Street Pattern, Connectivity, Transportation Connections to Adjoining Properties**

These standards require the ODP to conform to the Master Street Plan, Street Pattern and Connectivity standards, and also to conform with Transportation Level of Service requirements. There are no issues with ODP compliance related to these standards with the exception of 3.6.3(E) *Distribution of Local Traffic to Multiple Arterial Streets* and 3.6.3(F) *Utilization and Provision of Sub-Arterial Street Connections to and from Adjacent Developments and Developable Parcels*. An alternative compliance request was approved with the original ODP approval regarding these standards related to converting a local street connection to a bike/ped connection between the ODP site north to Paddington Road in The English Ranch neighborhood.

As discussed previously in this report, this connection point is subject to opposition by many neighbors in The English Ranch neighborhood and was subject to a community dialogue and Council decision in 2010 that removed a collector-street level connection over cut-through traffic concerns. A local street connection duplicates many of these concerns and conditions that originally lead to the decision to remove a connection initially. Updated traffic studies and analysis indicate the nearby arterial street network can continue to function and meet Transportation Level of Service requirements absent this connection, however, impacts to the timing and location of signalized intersections along Ziegler Road result from removing a local street connection.

4) Section 2.3.2(H)(5) – Natural Features

This standard requires an ODP to show the general location and size of all natural areas, habitats and features within its boundaries and shall indicate the rough estimate of the buffer zone as per Section 3.4.1(E)

The ODP does not contain any natural areas, habitats of features as identified on the City's *Natural Habitats and Features* inventory map and no natural habitat buffer zones are required within the ODP boundary.

5) Section 2.3.2(H)(6) – Drainage Basin Master Plan

This standard requires an ODP to be consistent with the appropriate Drainage Basin Master Plan.

The ODP is located within the Fox Meadows Drainage Basin. A drainage report has been reviewed by stormwater staff and there are no drainage issues associated with the ODP. The ODP map indicates the approximate location and sizing of future detention areas. Future project reviews within the ODP boundary will comply with the City's stormwater management, water quality requirements, and low impact development standards.

6) Section 2.3.2(H)(7) – Housing Density and Mix of Uses

This section requires that any standards relating to housing density and mix of uses will be applied over the entire ODP and not on each individual PDP.

Within the HC zone district, a mix of housing types is required for projects proposing residential dwellings. For projects greater than 30 acres in size, a minimum of three housing types are required.

No changes are associated with the Major Amendment to the ODP's mix of housing types. Housing types shall include single-family attached, multifamily, and mixed-use dwellings. Additional housing types may be provided when individual PDPs are reviewed as multifamily buildings with varying unit numbers per building may count as additional housing types in the HC district.

In addition to these recognized housing types in the HC district, 12 live-work units are proposed that will feature street-oriented commercial storefronts.

4. Findings of Fact/Conclusion

In evaluating the request for the Ziegler-Corbett ODP Major Amendment, MJA220004, Staff makes the following findings of fact:

1. The Major Amendment complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
2. The Major Amendment complies with the applicable review standards for Overall Development Plans of Section 2.3.2(H)(1) through (7).

5. Recommendation

Staff recommends that the Planning and Zoning Commission make a motion to approve the Ziegler-Corbett ODP Major Amendment, MJA220004, based on the Findings of Fact and supporting explanations found in the staff report and hearing materials.

6. Attachments

1. Statement of Planning Objectives
2. Overall Development Plan Map
3. January 2023 Neighborhood Meeting Summary

4. September 2021 Neighborhood Meeting Summary
5. February 2022 Neighborhood Meeting Summary
6. Public Comments
7. Original ODP Staff Report (February 2022)
8. 2010 Corbett Connection Materials (Council Work Session, Neighborhood Meeting Summary)
9. Staff presentation

Relevant Links

- Traffic Impact Study
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15941041&dbid=0&repo=FortCollins>
- ODP Major Amendment Utility & Drainage Plan:
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15892862&dbid=0&repo=FortCollins>
- ODP Major Amendment Drainage Report:
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15892863&dbid=0&repo=FortCollins>
- ODP Major Amendment Intersection Spacing Variance Request
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15892867&dbid=0&repo=FortCollins>

November 11, 2022

Ziegler – Corbett ODP
Statement of Planning Objectives

This proposal is for a Major Amendment to the approved Overall Development Plan (ODP) submittal for the Ziegler-Corbett property located west of Ziegler Road and South of Paddington Rd. The properties are owned by ZIEGLER 1924B LLC, JAR PLUS 3 LLC and DAVID L YOUNG TRUST and contains approximately 32.6 acres total. The property is located in the Harmony-Corridor (HC) Zone District and will be subject to a Type 2 review with required neighborhood meeting.

The property currently is undeveloped and will include primary and/or secondary uses as allowed by the previously approved modifications and the Ft Collins Land Use Codes.

Property Owners within the ODP area:

Parcel Number: 8732000002
JAR PLUS 3 LLC

Parcel Number : 8732400008
DAVID L YOUNG TRUST

Parcel Number: 8732000009
ZIEGLER 1924B LLC

Parcel Number: 8732400010
ZIEGLER 1924B LLC

Uses surrounding the property consist of the following:

- South: Front Range Village – Commercial / Retail / Office
- West: Affinity – Multi-Family
- North: English Ranch Subdivision – Single Family
- East: Avago Technologies – Corporate Campus

Vehicular access for the project will be from Ziegler Road via a new full movement lighted intersection that provides access into the neighborhood from the east and access from Corbett Dr. on the west. The site design will incorporate pedestrian access and connectivity utilizing sidewalks and open space, including pedestrian controlled access across Ziegler Rd.

The project will be designed to be compatible with the surrounding neighborhoods as required by the City Code. Architectural compatibility will be achieved by incorporating design elements from the surrounding neighborhood such as building materials, horizontal lap siding, shingle siding and board and batten siding in contrasting colors. In addition, there will be brick and stone veneer accents. The roofs will consist of asphalt shingles and / or standing seam metal

(i) **Statement of appropriate City Plan Principles and Policies achieved by the proposed plan:**

The Ziegler-Corbett ODP meets the following applicable City Plan Principles and Policies:

Livability and Social Health

Principle LIV 2: Promote infill and Redevelopment

Policy LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES
Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings.

Policy LIV 2.2 - PRIORITY LOCATIONS FOR INFILL AND REDEVELOPMENT Ensure appropriate use of the City's public investments in infrastructure/improvements in the following areas to achieve the City's strategic goals:

Being underutilized, this project is an ideal infill project, and is within walking distance to many destinations including other targeted 'areas of activity' as described throughout the City Plan.

Principle LIV 5: Create more opportunities for housing choices.

Policy LIV 5.1 - HOUSING OPTIONS
To enhance community health and livability, encourage a variety of housing types and densities, including mixed-used developments that are well served by public transportation and close to employment centers, shopping, services and amenities.

Policy LIV 5.3 - LAND FOR RESIDENTIAL DEVELOPMENT

Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.

The project provides an opportunity for development of an existing vacant site and the design of the buildings will be compatible with the surrounding neighborhood and setting.

Policy LIV 5.6 - EXISTING NEIGHBORHOODS

Expand housing options in existing neighborhoods (Where permitted by underlying zoning) by encouraging:

- **Infill development on vacant and underutilized lots;**
- **Internal ADUs such as basement or upstairs apartments;**
- **Detached ADUs on lots of sufficient size; and**
- **Duplexes, townhomes or other alternatives to detached single-family homes that are compatible with the scale and mass of adjacent properties.**

This development has the opportunity and ability to incorporate different housing types to provide variety along the streetscape. This can be accomplished with the use of different facades and/or materials even if similar models are adjacent to each other.

Principle LIV 6: Improve access to housing that meets the needs of residents regardless of their race, ethnicity, income, age, ability or background.

Policy LIV 6.1 - BASIC ACCESS

Support construction of housing units with practical features that provide access and functionality for people of all ages and widely varying mobilities.

Policy LIV 6.8 - MONITOR HOUSING AFFORDABILITY

Collect, maintain and disseminate information on housing affordability such as cost, demand and supply of affordable housing stock.

The development will provide housing targeted towards all age groups and demographics.

Principle LIV 7: A variety of housing types and densities for all income levels shall be available throughout the Growth Management Area.

Policy LIV 7.1 – Encourage Variety in Housing Types and Locations

Policy LIV 7.4 – Maximize Land for Residential Development

This development has the opportunity and ability to incorporate different housing types to provide variety along the streetscape. This can be accomplished with the use of different facades and/or materials even if similar models are adjacent to each other.

Principle LIV 9: Encourage development that reduces impacts on natural ecosystems and promotes sustainability and resilience.

Policy LIV 9.1 - EFFICIENCY AND RESOURCE

CONSERVATION Reduce net energy and water use of new and existing buildings through energy-efficiency programs, incentives, building and energy code regulations, and electrification and integration of renewable energy technologies.

Policy LIV 9.2 - OUTDOOR WATER USE

Promote reductions in outdoor water use by selecting low-water-use plant materials, using efficient irrigation, improving the soil before planting and exploring opportunities to use non-potable water for irrigation.

The project will provide an attractive streetscape with street trees and detached sidewalks along the main drive. Water conservation and the use of low water consuming plants and grasses will be encouraged.

Culture and Recreation

Principle CR 2: Provide a variety of high-quality outdoor and indoor recreational opportunities that are accessible to all residents.

Policy CR 2.1 - RECREATION OPPORTUNITIES

Maintain and facilitate the development of a well-balanced system of parks, trails, natural areas and recreation facilities that provide residents and visitors of all races/ethnicities, incomes, ages, abilities and backgrounds with a variety of recreational opportunities.

Policy CR 2.2 - INTERCONNECTED SYSTEM

Support an interconnected regional and local system of parks, trails and open lands that balances recreation needs with the need to protect wildlife habitat and other environmentally sensitive areas. Where appropriate, place trails along irrigation ditches and storm drainageways to connect to destinations such as schools, open lands and neighborhood centers.

A variety of open spaces and parks are envisioned for this development. These could include pocket parks, open spaces areas and trails.

Principle CR 3: Adapt and expand parks and recreation facilities and programs to meet the needs of a changing community.

Policy CPR 3.4 – Adhere to Best Management Practices
Follow Environmental Best Management Practices for the maintenance of parks and recreation facilities, such as water conservation and the use of untreated water for irrigation purposes in appropriate areas, managing turf and adhering to policies for weed and pest control, utilizing low emission equipment and providing renewal energy opportunities, reducing solid waste through composting and recycling, and certifying sanctuary areas through Audubon International.

Water conservation and the use of low water consuming plants and grasses will be encouraged. This development will utilize quality landscape materials throughout the site, including enhanced entryway and screening in any appropriate areas.

Economic Health

Policy EH 4.1: The City will encourage the redevelopment of strategic areas within the community as defined in the Community and Neighborhood Livability and Neighborhood Principles and Policies.

AND

Policy EH 4.2 – Reduce Barriers to Infill Development and Redevelopment

The project, is an ideal infill project and is within walking distance to many destinations including other targeted 'areas of activity' as described throughout the City Plan. Residential / Mixed use is an ideal transition to the single-family neighborhood and the commercial district of Front range Village

Environmental Health

Principle ENV 19: The City will pursue opportunities to protect and restore the natural function of the community's urban watersheds and streams as a key component of minimizing flood risk, reducing urban runoff pollution, and improving the ecological health of urban streams.

Policy ENV 19.2 – Pursue Low Impact Development

Low Impact Development (LID) encompasses many aspects of the proposed design. Permeable pavers will be utilized within private drives and/or parking lots as required. The site will be planned with the intent to provide green space buffers and swales to minimize directly connected impervious areas and promote infiltration. Rain Gardens and/or drywells will be utilized where applicable to treat stormwater prior to entering detention areas.

Safe Community

Principle SC 1: Create public spaces and rights-of-way that are safe and welcoming to all users.

Policy SC 1.1 - NEIGHBORHOOD RELATIONS

Provide and expand opportunities for neighborhood safety and involvement by fostering good neighborhood relations, building a sense of community pride and involvement, promoting safe and attractive neighborhoods, and encouraging compliance with City codes and regulations.

A mix of land uses and programming will provide multiple efficient options for movement throughout this development. Bike trails and bike lanes will be used where appropriate to provide alternative methods of travel throughout the development. Development streets will be safe for cars, pedestrian and bicycles as well as attractive. The use of street trees and street lighting will contribute to the safety and aesthetics.

Policy SC 1.2 - PUBLIC SAFETY THROUGH DESIGN

Provide a sense of security and safety within buildings, parking areas, walkways, alleys, bike lanes, public spaces and streets through creative placemaking and environmental design considerations, such as appropriate lighting, public art, visibility, maintained landscaping and location of facilities.

The street system will provide an interconnected network with transportation options to cars, bicycles and pedestrians while providing direct access to community amenities, employment areas and commercial development.

Transportation

Principle T 8: Transportation that provides opportunities for residents to lead healthy and active lifestyles will be promoted.

Policy T 8.1 – Support Active Transportation

Policy T 8.2 – Design for Active Living

Principle T10: Using transit will be a safe, affordable, easy, and convenient mobility option for all ages and abilities.

Policy T 10.1 – Transit Stops

Policy T 10.6 – High Frequency Transit Service

Principle T11: Bicycling will be a safe, easy, and convenient mobility option for all ages and abilities

The location of this project with quick access to the Harmony Street Corridor will promote and support the idea of a predominance of the daily trips of the residents of this project utilizing alternative modes of transportation (walking/biking) or public transportation which includes a Transfort bus stop walking distance along Harmony.

High Performing Community

N/A

- (ii) **Description of proposed open space, wetlands, natural habitats and features, landscaping, circulation, transition areas, and associated buffering on site and in the general vicinity of the project.**

Pedestrian and bicycle trails as well natural buffer areas, parks and/or pocket parks will be integrated into the development. Various modes of circulation will be provided between specified uses, parks and natural areas. These connections will provide access to the harmony Corridor as well as providing the same connection for the neighborhood to the north.

- (iii) Statement of proposed ownership and maintenance of public and private open space areas; applicant's intentions with regard to future ownership of all or portions of the project development plan.**

Common open space will be owned and maintained by the HOA.

- (iv) Estimate of number of employees for business, commercial, and industrial uses.**

The type and quantity of commercial has not yet been determined therefore an estimated number of employees cannot be determined. This information will be provided at PDP.

- (v) Description of rationale behind the assumptions and choices made by the applicant.**

The rationale behind the project is to provide multi-family, single-family attached housing units and mixed-use in a location that is currently in need for more of these housing types.

- (vi) The applicant shall submit as evidence of successful completion of the applicable criteria, the completed documents pursuant to these regulations for each proposed use. The planning Director may require, or the applicant may choose to submit, evidence that is beyond what is required in that section. Any variance from the criteria shall be described.**

The submitted documents reflect the applicable criteria for the proposed use. Included are two modifications requesting the reduction on the limits of secondary uses and to increase residential buildings to 4 stories.

- (vii) Narrative description of how conflicts between land uses or disturbances to wetlands, natural habitats and features and or wildlife are being avoided to the maximum extent feasible or are mitigated.**

No existing ecological significance or native habitat is known or documented.

- (viii) Written narrative addressing each concern/issue raised at the neighborhood meeting(s), if a meeting has been held.**

- (ix) **Name of the project as well as any previous name the project may have had during Conceptual Review.**

The project is currently named Ziegler-Corbett ODP.

- (x) **Parking narrative describing the parking demand generated with consideration of: the number of employees, tenants, and/or patrons; the amount and location of parking provided; where anticipated spill-over parking will occur; and, any other considerations regarding vehicle parking.**

Parking will meet or exceed the parking requirements for the uses anticipated in the ODP.



Ziegler-Corbett ODP Major Amendment Neighborhood Meeting Summary

Neighborhood Meeting Date: January 5, 2023

City Staff – Attendees:

Em Myler – Development Review Liaison
Ryan Mounce – City Planner
Sophie Buckingham – Engineering
Dave Betley – Engineering
Steve Gilchrist – Traffic
Tyler Stamey – Traffic
Noah Beals – Development Review Manager

Applicant Team:

Jason Sherrill, Landmark Homes
Jason Claeys, Highland Development Services

Project Information Presented:

- Em Myler provided an overview of the neighborhood meeting process and next steps after the meeting.
- City Planner Ryan Mounce provided an overview of the history of the original Overall Development Plan (ODP) approval for this project and background information on previous decisions made by the City concerning the potential for a street connection between Front Range Village, this development site, and The English Ranch neighborhood. City staff shared this meeting was prompted to share new information about an amendment to the ODP that could change the potential connectivity to the site and the location of future traffic signals along Ziegler Road. Staff also handed out supplementary information on three potential traffic and connectivity scenarios for discussion and feedback at the meeting (attached to the end of this summary).
- The applicant shared a brief summary of the original ODP layout and that it is a mixed-use project consisting of different types of residential units (400-700 units), a childcare center, and commercial space.

Questions/Comments and Answers (answers primarily provided by City staff unless otherwise noted).

- **Clarification on what criteria and metrics the City reviews to evaluate installing new lights and special pedestrian crossings (reference to a new tunnel under Timberline Rd near Bacon Elementary). Why do some areas receive these improvements but not others?**

Multiple metrics are reviewed for potential traffic signals at intersections, including the level of traffic, turning movements, pedestrian and bike crossings, safety, and more. For the current Ziegler & Paddington intersection the metrics do not currently warrant a signal.

The City has been working to install new bike and pedestrian infrastructure across the entire community over many years. The recently adopted Active Modes Plan identifies a need for a crossing along this stretch of Ziegler Rd, which helps prioritize future funding and projects. The new tunnel near Bacon Elementary is part of a larger capital project that is also expanding Timberline Road that has been in planning for many years.

- **Comment: It appears a light at Hidden Pond/Ziegler benefits only a few homes in Hidden Pond Estates, meanwhile there are larger numbers of residents in English Ranch and Woodland Park struggling to access Ziegler Rd that could really benefit from a light.**

A light at Hidden Pond isn't primarily being driven by traffic on the east side (Hidden Pond) but rather new traffic from the proposed development and additional traffic from Front Range Village and Affinity Multifamily to the west. Traffic studies indicate those combined users would meet traffic levels and warrants for a light. There are tradeoffs in that if there was connectivity north of the site to Paddington Rd then it would warrant a light at Paddington/Ziegler that could also serve English Ranch and Woodland Park neighbors, however, many residents are also concerned about cut-through traffic this would generate within English Ranch.

- **Comment: Would really like a light at Paddington/Ziegler that could serve both Woodland Park and English Ranch. These neighborhoods have always struggled with access onto Ziegler, especially left turns, and it keeps getting worse.**
- **This is all being driven by density, what is the analysis on the level of density and traffic levels?**
The density for the overall ODP is approximately 20 units per acre across the entire site. The Harmony Corridor zone district generally encourages higher intensity uses and has density minimums for the zone district and restricts the amount of single-family detached units that can be built. In terms of density levels, the ODP is similar to a multifamily project that could be found in the Medium Density Mixed Use Neighborhood Zone District and the Affinity project located just to the west of the site.

The traffic analysis comes from a traffic study for development proposal. Copies of these studies are available for review for this project and any development proposal.

[Applicant]: The original analysis and shape of the ODP limited the site to a channelized-T intersection on Ziegler but now with these proposed changes it opens new options and a potential light along Ziegler. Through this process we're hoping to understand what the different options are on potentially installing a light along this stretch of Ziegler Rd.

- **Is there a pass-through between Hidden Pond and Woodland Park so Woodland Park residents could also use the light?**
There is no street connectivity between those two neighborhoods.
- **Comment: What's troubling to many residents on either side of Ziegler is that we've been struggling for so long and we have a lot of residents that feel like we don't matter, and what matters is really this new development. Ever since the roundabout at Horsetooth & Ziegler was installed, it's created a constant flow of traffic that never allows for left turns onto Ziegler.**

- **The ODP was approved for 4-stories, however I thought this was just for the buildings right by Target. Has this changed?**

[Applicant]: There are no proposed changes to heights from the original ODP. There would be 4-story buildings near Front Range Village, and then a partial 4th story near the English Ranch detention pond. There are restrictions on those as they are not a full 4th story but it acts as a stairwell/roof access to a small patio.

- **I had heard the City may move the traffic circle at Horsetooth and Ziegler – is that true?**
At a previous neighborhood meeting it was shared the City may require adjustments to the Ziegler/Horsetooth intersection in the future based on a potential development proposal northeast of the intersection (Strauss Lakes). There hasn't been any new information on that potential development recently and the intersection would be studied extensively if/when a submittal is made.
- **Comment: I think a light at Horsetooth/Ziegler makes a lot of sense. As you've heard from everyone here we have to run a gauntlet because the roundabout doesn't provide any breaks in traffic.**
The City is very interested in finding a location for a light that can help address these issues. In an ideal scenario a connection to Paddington from this vacant site and then a light at Ziegler/Paddington would potentially serve all neighborhoods. We're here tonight to listen to you all because we also know there's many who don't want a connection to English Ranch from this site, however, because of spacing requirements it's not likely there could be two lights, one at Paddington and then another at Hidden Pond.
- **Comment: I would suggest the City put together both options, a light at Paddington or Hidden Pond to show everyone how their lives could be improved. Right now the traffic issue stinks for everyone. I would be interested if there are any substantial impacts if the light goes in at one intersection versus the other. I would also ask the applicant and City to be sensitive to the last remaining 1 acre development site in English Ranch where we plan to continue our 1-story patio homes.**
- **Hidden Pond is a private road. Will the streets in this development be private as well? Does the City maintain the light?**
It's undetermined if any/all of the future streets in the development will be public or private. If the streets are private the full construction cost of the light would fall to the developers. The City would maintain the light after its initial construction just as if a light were installed at Paddington. It would be privately funded, not privately owned.
- **Comment: Is it possible to build a special access through the English Ranch detention pond area on the far right side of the proposed development so the site could access the Paddington/Ziegler intersection and have the traffic warrants for a signal? (Multiple attendees echoed support for this idea)**
This would take a lot more study and has several potential issues as begun to explore the idea. The land where this access would traverse is not owned by the City or the applicants and would need the consent from the owners. Based on current standards, the detention pond is also undersized and adding an access point through it would likely make it more deficient.

[Applicant] Some of the properties further west of our site were also developed with no detention or undersized detention which is putting additional stormwater requirements we're having to manage on our proposed development site to help make up the shortfall.

- **The Harmony Corridor Plan was amended. Did it not used to have the minimum density requirement? We're getting hammered with density.**

The minimum density requirement is in the Land Use Code for the zone district. The Harmony Corridor Plan did have to be amended to allow for a regional shopping center (Front Range Village), and the most recent amendments created new standards for the gateway area near the I-25 interchange, but no changes to density in this portion of the corridor.

- **Comment: I think the City and applicant should consider a 5-way intersection at the corner of Paddington and this development site so everyone still has access to the light but there are still separate entrances for Paddington and this development.**
- **The neighborhood is concerned about additional traffic in the neighborhood, but are you willing to accept additional neighborhood traffic in your development to access the light?**
[Applicant]: Yes, we're willing to accept that.
- **Comment: I want to mention that English Ranch, while not ideal, has multiple access points to Ziegler and also other arterial roads. Woodland Park only has access to Ziegler Rd and no other options to get out onto the arterial street network and a light at Paddington would really help us.**
- **Is there any possibility the funding for the light could instead be used to install a light at Ziegler/Horsetooth and remove the roundabout?**
That type of study or analysis hasn't been completed. Likely a trigger for something like this would be the Strauss Lakes development near the roundabout.
- **If there is a light at Paddinton/Ziegler, how would that change the main access point into the development site?**
Some additional study would be needed, but it could mean it would potentially be limited to a right-in, right-out only, and the users of Hidden Pond would still have full movement.
- **Comment: I feel like a connection to Paddington and then a light at Paddington/Ziegler could solve a lot of the issues raised this evening.**
- **Additional comments expressing interest in the idea to put an access point through the English Ranch detention pond to Paddington.**
- **With a light at Hidden Pond, will there be a crosswalk so pedestrians can also cross Ziegler?**
Yes, that is part of any new signal.

ZIEGLER ROAD TRAFFIC SOLUTIONS

Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

Option 2: Signal at Paddington, vehicle connection to English Ranch

Pros

- New multifamily development and English Ranch have access to new signal

Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

Option 3: No signal on Zielger, no vehicle connection to English Ranch

Pros

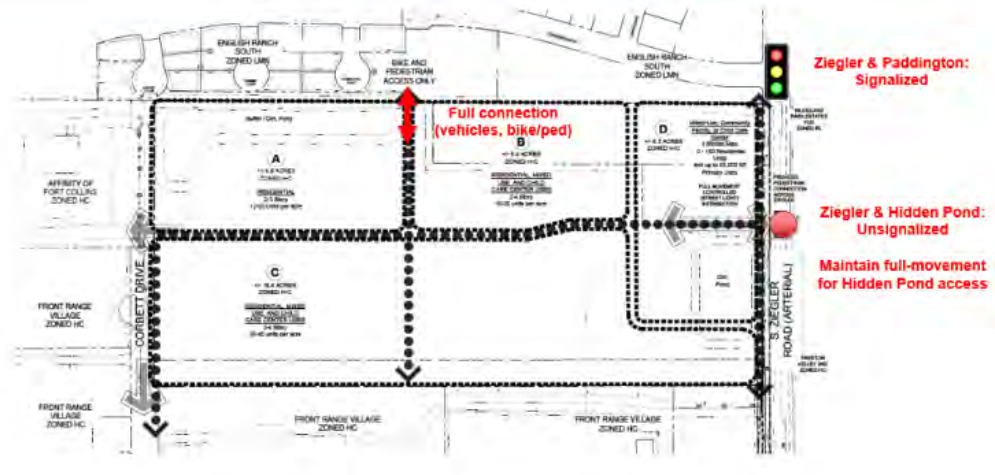
- Upholds agreement for no vehicle access between new multifamily development and English Ranch

Cons

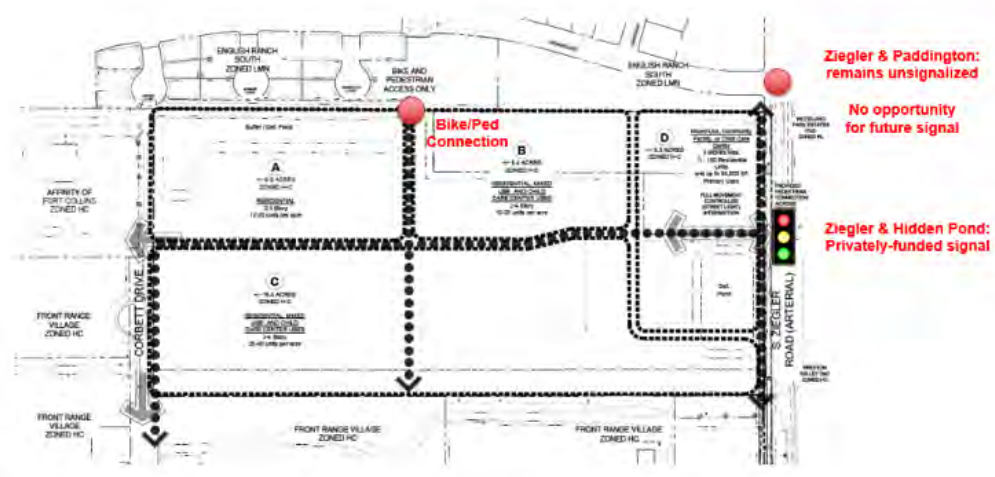
- No signal at Paddington or Hidden Pond



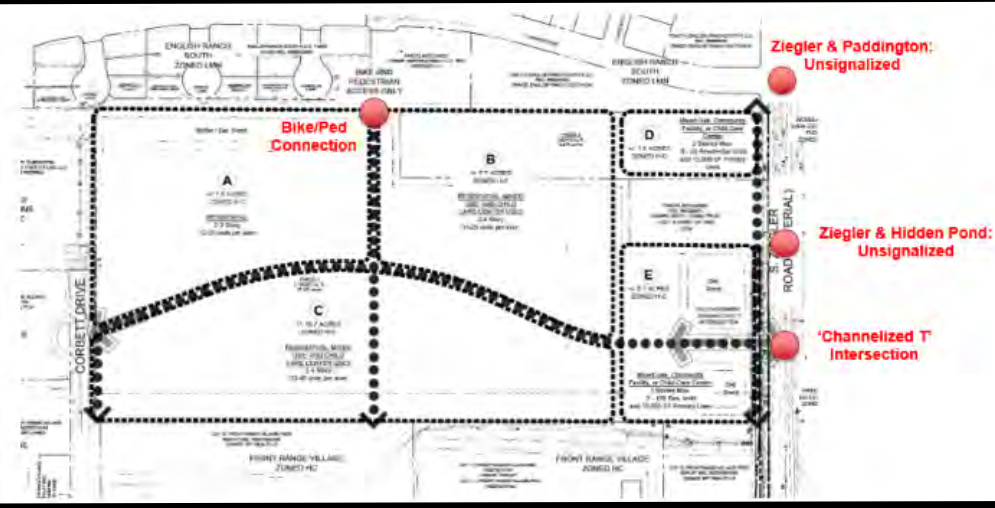
Item 22. **Option 1**



Option 2



Option 3



Comments

Corbett & Ziegler Overall Development Plan Neighborhood Meeting Summary

Meeting Date: February 2nd, 2022

Location: [Virtual Zoom Meeting](#)

City Staff Attending:

Yani Jones - Neighborhood Services
Ryan Mounce - Planning
Nicole Hahn - Traffic Operations
Spencer Smith-Traffic Operations
Sophie Buckingham—Engineering

Applicant Team:

Jason Sherrill, Landmark homes
Jon Mosier, Landmark Homes
Chris Beabout, Landmark Homes
Mike Walker, TB Group
Jason Claeys, Highland Development Services
Matt Delich, Delich Associates

Summary

- **Meeting Topic:** An Overall Development Plan (ODP) for land between Front Range Village and English Ranch. The ODP is a high level “master plan” showing general land uses, road connections, etc. The applicants are proposing mostly residential or mixed-use dwellings on the site, with opportunities for office, childcare or community facility space on the eastern portions of the property. The plans would require two modifications—one to allow more than 25% of the site to be used for residential development, and one to increase the maximum height of residential buildings from three to four stories. A key change since the first neighborhood meeting is a vehicular connection north from the site to Paddington Road is not longer proposed and would be bike/pedestrian access only. This change is an Alternative Compliance request as part of the proposal's street connectivity standards.
- **Meeting Details:**
 - Approximately 50 attendees, including staff and applicants
 - Meeting was recorded and posted online at fcgov.com/developmentreview/agendas
- Overview
 - Q&A and comments primarily focused on:
 - Clarifications that the proposal would no longer make a vehicular connection to English Ranch and Paddington Road;
 - Comments about existing and future traffic issues in the area; including difficulty making left turns onto Ziegler Road and concerns about additional traffic associated with this proposal and another development proposal near Ziegler/Horsetooth Roads.
 - Comments to make sure the City reviews the operation of the roundabout at Horsetooth and Ziegler as traffic volumes increase.
 - Concern about the proposed number of units and proposed building heights, and a lack of compatibility with surrounding homes.

Corbett & Ziegler Overall Development Plan Neighborhood Meeting Summary

Meeting Date: September 8th, 2021

Location: [Virtual Zoom Meeting](#)

City Staff Attending:

Alyssa Stephens—Neighborhood Services
 Ryan Mounce—Planning
 Nicole Hahn—Traffic
 Dave Betley—Engineering
 Sophie Buckingham—Engineering

Applicant Team:

Jason Sherrill, Landmark homes
 Jon Mosier, Landmark Homes
 Chris Beabout, Landmark Homes
 Mike Walker, TB Group
 Jason Claeys, Highland Development Services
 Matt Delich, Delich Associates

Summary

- **Meeting Topic:** An Overall Development Plan (ODP) for land between Front Range Village and English Ranch. The ODP is a high level “master plan” showing general land uses, road connections, etc. The applicants are proposing mostly residential uses on the site, including lower density single-family homes on the north side and higher density multifamily housing on the south side near Front Range Village. The conceptual plans also included mixed-use (commercial and residential) buildings along Ziegler. The plans would require two modifications—one to allow more than 25% of the site to be used for residential development, and one to increase the maximum height of residential buildings from three to four stories. This was the first opportunity to review early ODP documents prior to submitting them to the City for official review and comment.
- **Meeting Details:**
 - Appr. 105 attendees, including staff and applicants
 - Meeting was recorded and posted online at OurCity.FCGov.com/DevReview
- Overview
 - Q&A primarily focused on:
 - Desire to prevent connections between the new development and English Ranch, particularly any connection to Paddington;
 - Concerns about safety for pedestrians due to any new connections and increased overall traffic, and desire for improved bike and pedestrian infrastructure in the area; and
 - Concern about the proposed number of units and proposed building heights, and a lack of compatibility with surrounding homes.
 - Attendees who spoke or submitted questions into the chat were mostly opposed to the development.

From: pam.starlingsnest.com
To: [Ryan Mounce](#)
Subject: [EXTERNAL] Ziegler-Corbett Overall Development Plan Major Amendment MJA220004
Date: Saturday, January 7, 2023 12:38:02 PM

Dear Mr. Mounce:

After the holiday travel, I have just opened my mail which included a notice for the public hearing held 1/5 on the above amendment. I therefore missed the meeting, but I would like to voice my support for this change that may allow for a stoplight at Hidden Pond Dr.

As a resident of Woodland Park Estates, I have communicated to the city on many occasions my concern about the increased traffic on Ziegler Rd. And the difficulty in safely exiting our community onto Ziegler Rd., Especially for cyclists and pedestrians wishing to cross Ziegler. A proposed controlled pedestrian crossing at Grand Teton/Paddington is 10-20 years out on the city's long range traffic plan. If this change will address my concerns sooner, I am in favor.

Sincerely,
Pam Starling
3902 Grand Canyon St.
Fort Collins, CO 80525

Get [Outlook for Android](#)

From: [DAVID MARCY](#)
To: [Ryan Mounce](#)
Subject: [EXTERNAL] Ziegler Corbett Overall Development Plan Major Amendment
Date: Sunday, January 8, 2023 6:06:52 PM

I was unable to attend the Jan 6 meeting but would like to inquire and register my objection to putting in a light at the Hill Pond intersection.

Inquiry, why is primary access for this subdivision on Ziegler when there is a cutout on Paddington to the North and also on Corbet to the west? A subdivision that has so many access options should not have priority to a stop light that the residents east of Ziegler have been requesting for 20 years at the Paddington/Grand Teton intersection?

A street light if installed would back up south bound traffic past Paddington/Grand Teton and make a left hand turn from Grand Teton nearly impossible virtually the entire day.

Dave Marcy
3232 Mesa Verde
Fort Collins CO 80525
970-218-8722

Sent from [Mail](#) for Windows

From: [Dan L](#)
To: [Ryan Mounce](#)
Subject: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Updates
Date: Thursday, January 19, 2023 11:22:43 PM

Hi Ryan,

I attended the Woodland Park Estates board meeting this evening and summarized the Development Meeting discussion points regarding north/east access to the new development. Many folks, for some reason were unaware of the Jan 5 meeting, some just weren't able to attend. Many would like voice their support for a traffic light at Paddington and Zeigler feeling that this is the best option for our community and makes more sense than a light further south.

I mentioned six options for the new development to connect to Paddington on the north. Did your team come up with the best option or two for the Paddington connection? Your team knows best what is possible and most likely to succeed. Will there be another meeting to discuss all the options being considered? More folks from Woodland Park would like to attend the next meeting.

Thanks

Daniel Lenskold

On Tuesday, January 17, 2023 at 09:09:41 AM MST, Ryan Mounce <rmounce@fcgov.com> wrote:

Hello everyone,

This is the first email for this new distribution list for updates on the Ziegler-Corbett Overall Development Plan (ODP) Major Amendment Project.

This first message is simply meant to provide a few initial resources and confirm you're 'signed-up' for updates. If you would prefer not to receive these messages, please let me know and I will remove your email address. Likewise, please share my email with friends and neighbors and have them contact me if they wish to be included.

Thank you to everyone who attended the neighborhood meeting on January 5th – we appreciate your time coming out and learning about the proposal and providing input. There's more review and evaluation taking place in the coming weeks on the different traffic & connection scenarios staff presented and the new ideas brought up at the meeting itself. If you have any additional comments or ideas you would like to share, please feel free to email those to me at this email address or at devreviewcomments@fcgov.com.

If you'd like to rewatch the neighborhood meeting or share the recording with others, you can access the

Item 22.

video via Youtube at: https://www.youtube.com/watch?v=Cwhdjz_xrA. A PDF copy of the slides from the presentation are also attached to this message.

Thank you,

Ryan Mounce

Planning Services

City of Fort Collins

970.224.6186 | rmounce@fcgov.com

From: [DJ Lenskold](#)
To: [Ryan Mounce](#)
Subject: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Updates
Date: Friday, January 20, 2023 10:02:16 AM

Hi Ryan,

Thanks for the update and re-consideration of a solution that works, is acceptable, for all parties involved. It would be great if your team could identify the best option for a paddington connection. My guess would be a local vs Corbett connection. Perhaps as close as possible to Ziegler. Consideration of control of flow toward Ziegler. A one way exit to Paddington. The entrance to the development can still be off Ziegler. More traffic calming humps in English ranch to discourage cut through. Just some thoughts. You most likely have considered some of these. I am sure that Woodland Park has at least, if not more, citizens that support a Paddington light vs those that oppose it. All the English Ranch folks at the last meeting seemed to be ok with considering this possible solution.

Thanks

Daniel Lenskold

Sent from my mobile

On Jan 20, 2023, at 9:03 AM, Ryan Mounce <RMounce@fcgov.com> wrote:

Hello Daniel,

Thanks for sharing information and passing along these comments from your neighbors.

Regarding the Paddington light and connection, it's been a long and ongoing process evaluating these issues even before this specific proposal came about. For a long period of time the vision for this area was always to have connections from the area that eventually became Front Range Village to Paddington, which would help connectivity/traffic volumes to support a light at Ziegler and Paddington. When Front Range Village was eventually proposed many neighbors in English Ranch petitioned City Council in 2010 to remove the connection of Corbett Drive to Paddington over concerns about a lot of retail traffic cutting through the neighborhood. City Council agreed to remove any collector-street level connection, but left unresolved the issue of a local street connection.

At the moment this has become a very 50-50 type of issue, with many English Ranch neighbors opposed to a connection over concerns of cut-through traffic impacts, and many Woodland Park Estates residents desiring the connection to help support construction of a light at Ziegler/Paddington. A difficulty from the staff perspective is we see benefits for a light at Ziegler/Paddington so both neighborhoods have a controlled intersection to make left-hand turns onto Ziegler, and especially for

Woodland Park Estates which doesn't have the same level of connectivity that English Ranch has to multiple other arterial streets. On the other hand, getting a connection from the proposal to English Ranch to support a light essentially creates a very similar type of connection that City Council had previously directly removed from the City's Master Street Plan in 2010.

We're still evaluating all the options and the specific applicant proposal for a privately-funded light at Hidden Pond and Ziegler. We would like to have some additional follow-up with neighbors once we have more analysis and information to share, but at this time there isn't a concrete timeline on when another meeting or follow-up would occur until we complete some additional research and evaluation.

Regards,

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

From: Dan L <delta1force@yahoo.com>
Sent: Thursday, January 19, 2023 11:22 PM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Updates

Hi Ryan,
I attended the Woodland Park Estates board meeting this evening and summarized the Development Meeting discussion points regarding north/east access to the new development. Many folks, for some reason were unaware of the Jan 5 meeting, some just weren't able to attend. Many would like voice their support for a traffic light at Paddington and Zeigler feeling that this is the best option for our community and makes more sense than a light further south.

I mentioned six options for the new development to connect to Paddington on the north. Did your team come up with the best option or two for the Paddington connection? Your team knows best what is possible and most likely to succeed. Will there be another meeting to discuss all the options being considered? More folks from Woodland Park would like to attend the next meeting.
Thanks

Daniel Lenskold

On Tuesday, January 17, 2023 at 09:09:41 AM MST, Ryan Mounce <rmounce@fcgov.com> wrote:

Hello everyone,

This is the first email for this new distribution list for updates on the Ziegler-Corbett Overall Development Plan (ODP) Major Amendment Project.

This first message is simply meant to provide a few initial resources and confirm you're 'signed-up' for updates. If you would prefer not to receive these messages, please let me know and I will remove your email address. Likewise, please share my email with friends and neighbors and have them contact me if they wish to be included.

Thank you to everyone who attended the neighborhood meeting on January 5th – we appreciate your time coming out and learning about the proposal and providing input. There's more review and evaluation taking place in the coming weeks on the different traffic & connection scenarios staff presented and the new ideas brought up at the meeting itself. If you have any additional comments or ideas you would like to share, please feel free to email those to me at this email address or at devreviewcomments@fcgov.com.

If you'd like to rewatch the neighborhood meeting or share the recording with others, you can access the video via Youtube at: https://www.youtube.com/watch?v=Cwhdjgz_xrA. A PDF copy of the slides from the presentation are also attached to this message.

Thank you,

Ryan Mounce

Planning Services

City of Fort Collins

970.224.6186 | rmounce@fcgov.com

From: [Tracey Ryssman](#)
To: [Ryan Mounce](#)
Subject: [EXTERNAL] English Ranch - Ziegler-Corbett Development
Date: Saturday, January 28, 2023 5:51:15 PM

I am reaching out regarding the Ziegler-Corbett Development MJa220004

I am the HOA president and wanted to share input I have been receiving regarding the proposed traffic (light) solutions.

I understand that 3 options were presented but the ongoing consensus of the neighbors within English Ranch is that there should be no connecting streets from English Ranch into the new development.

Of the 3 traffic solutions proposed, Option 1 would uphold the agreement for no vehicle access from English Ranch into the new development and still provide a light at hidden pond to address the signal/safety issues of crossing Ziegler.

Thank you for listening

Tracey Ryssman
HOA President, English Ranch

Comment Card

Please provide your written comments about the proposed project below:



~~Please~~ Please remember that woodland Park only has exit routes onto Ziegler. We already have a horrible time going south out of our neighborhood.

Contact Information (optional):

Name Tamara Burnside
Phone 970-310-9977

Email Address tamburn@comcast.net
Mailing Address 3902 Glacier Ct.

Ziegler - Corbett

Item 22.

Comment Card

Please provide your written comments about the proposed project below:



Of the 3 options presented on 1/5/23 my neighbors and I prefer the option with a signal at Paddington, vehicle connection to English ranch.

Contact Information (optional):

Brad Kreikemeier

Name

719 237 7943

Phone

b_kreikemeier@yahoo.com

Email Address

3380 Hidden Pond Dr.

Mailing Address

Comment Card

Please provide your written comments about the proposed project below:



Seriously consider option of
 (go east only)
 directed exit from development & on to
 Paddington Rd to add light at Paddington
 and Zeigler. as suggested by Jeff Laurel
 (NOT ZERO)

Contact Information (optional):

James Bowers
 Name
970 231 2610
 Phone

JIM B07173 @gmail.
 Email Address
2708 SUNSTONE DR com
 Mailing Address

Comment Card

Please provide your written comments about the proposed project below:



I live in Woodland Park and would
really like the light @ Padlington/Grand Teton
and Zeidler.

Contact Information (optional):

Tom Peterson
Name
970-988-7671
Phone

510 Peterson@cmn.com
Email Address
13308 Grand Canyon Ct.
Mailing Address

Ziegler - Corbett Overall

Comment Card



Please provide your written comments about the proposed project below:

RANK order for MEIR

- #1 ~~Light~~ Light at Paddington option 2: For the new option proposal @ meeting
- #2 Light at Hidden Pond
- #3 - option 3

Contact Information (optional):

BURT DEINES

Name 470 690-5709

Phone

VLDEINES@AOL.COM

Email Address

3410 Hidden Pond Drive

Mailing Address

Comment Card

Please provide your written comments about the proposed project below:



BBA, Hmann

BBA, Hts@ yahoo. com

- ① A light at Pullington is ideal to break traffic speed and flow from Harmony/ Council Tric to Horseshoe
- ② I favor release of the current proposed neighborhood to Pullington
- ③ Reduce the num # of units to decrease traffic, use water consumption, environmental impacts

Contact Information (optional):

Name Brent Hmann

Email Address

BBA, Hts@ yahoo

Phone 970 324 4317

Mailing Address

3408 Oak View Ct 80525

ZIEGLER ROAD TRAFFIC SOLUTIONS

Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

Option 2: Signal at Paddington, vehicle connection to English Ranch

Pros

- New multifamily development and English Ranch have access to new signal

Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

Option 3: No signal on Zieglar, no vehicle connection to English Ranch

Pros

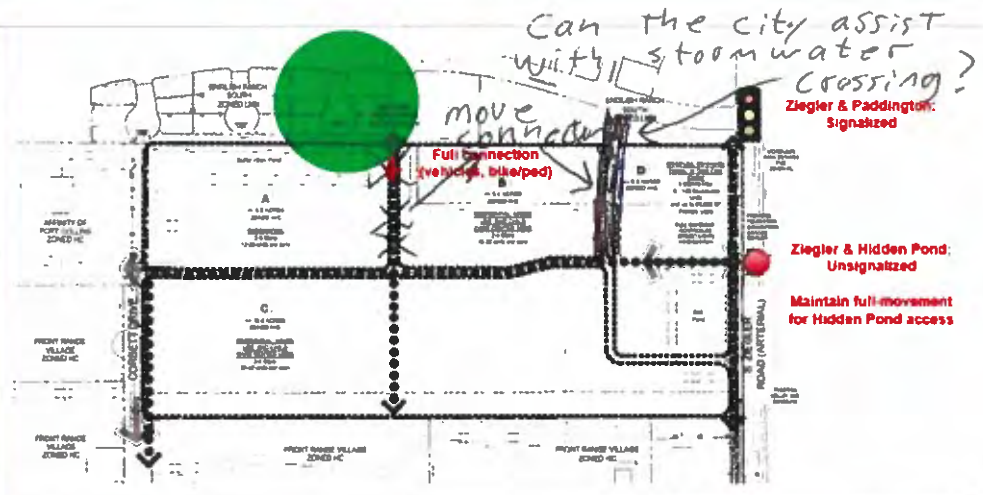
- Upholds agreement for no vehicle access between new multifamily development and English Ranch

Cons

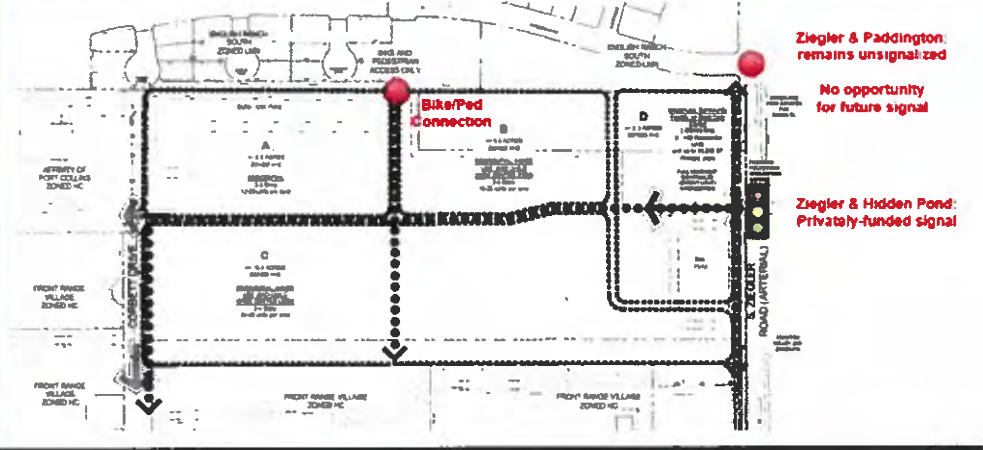
- No signal at Paddington or Hidden Pond



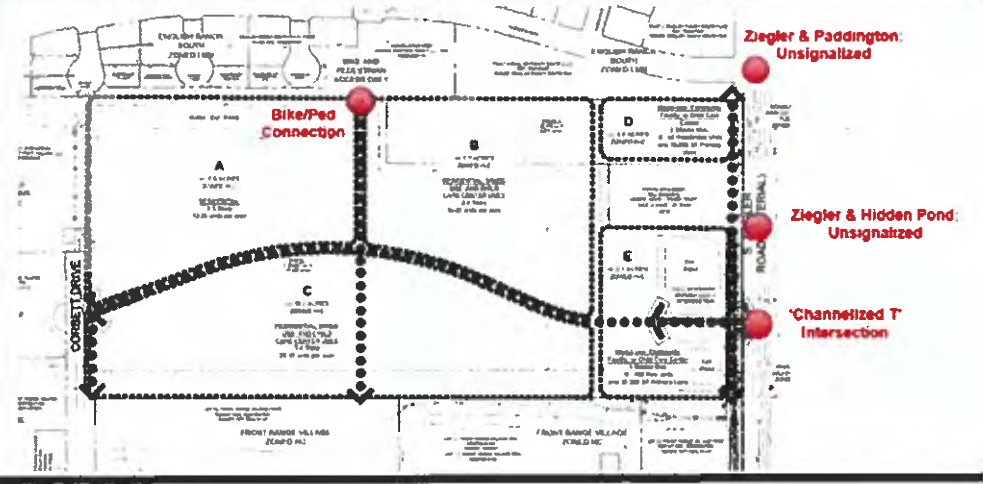
Option 1



Option 2



Option 3



Comments

ZIEGLER ROAD TRAFFIC SOLUTIONS

Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

Option 2: Signal at Paddington, vehicle connection to English Ranch

Pros

- New multifamily development and English Ranch have access to new signal

Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

Option 3: No signal on Zieglger, no vehicle connection to English Ranch

Pros

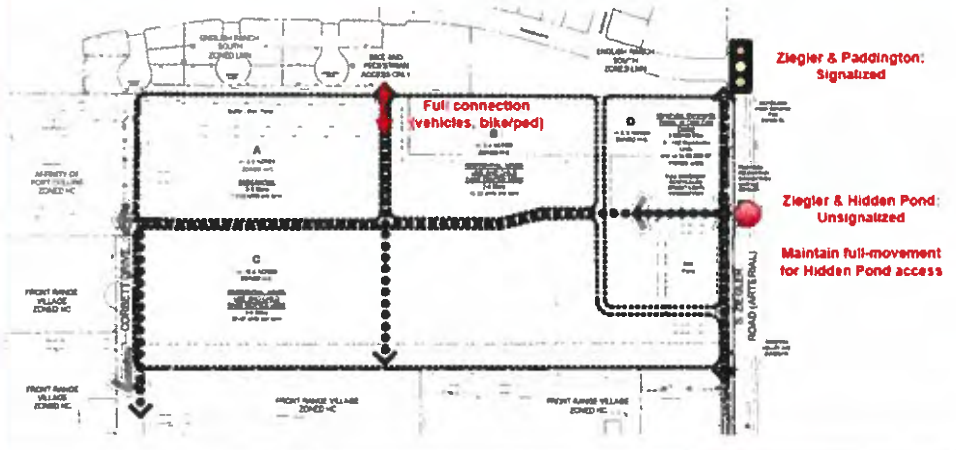
- Upholds agreement for no vehicle access between new multifamily development and English Ranch

Cons

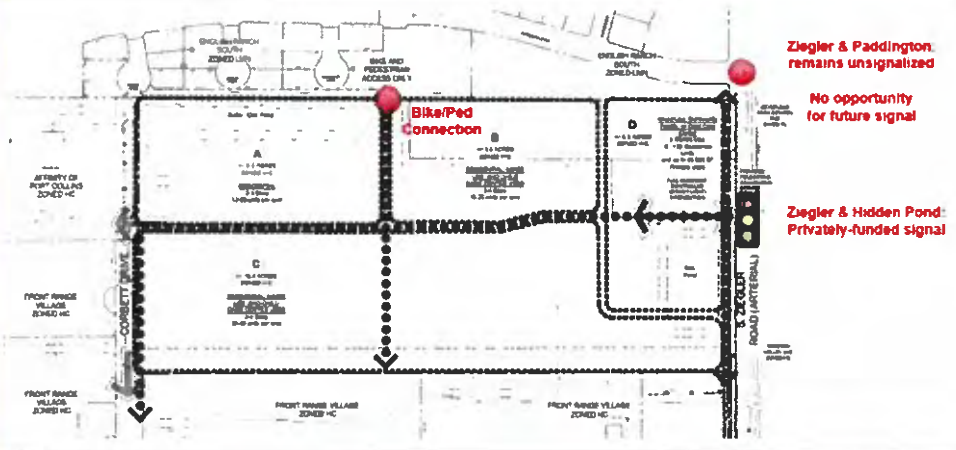
- No signal at Paddington or Hidden Pond



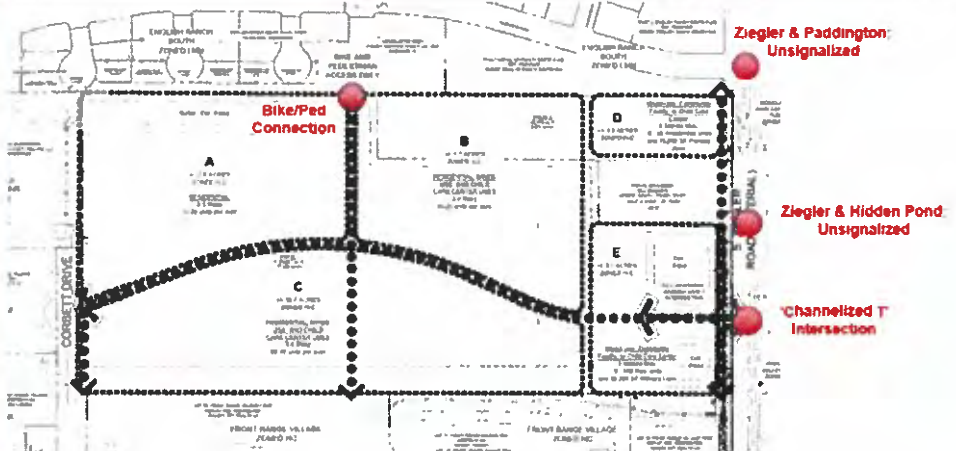
Option 1



Option 2



Option 3



Comments

OPTION 4



OPTION 4

Ziegler Rd

Ziegler Rd

Ziegler Rd

Light

Grand Tete

Plan for signalized intersection at Paddington and Ziegler

Left Turn

Text

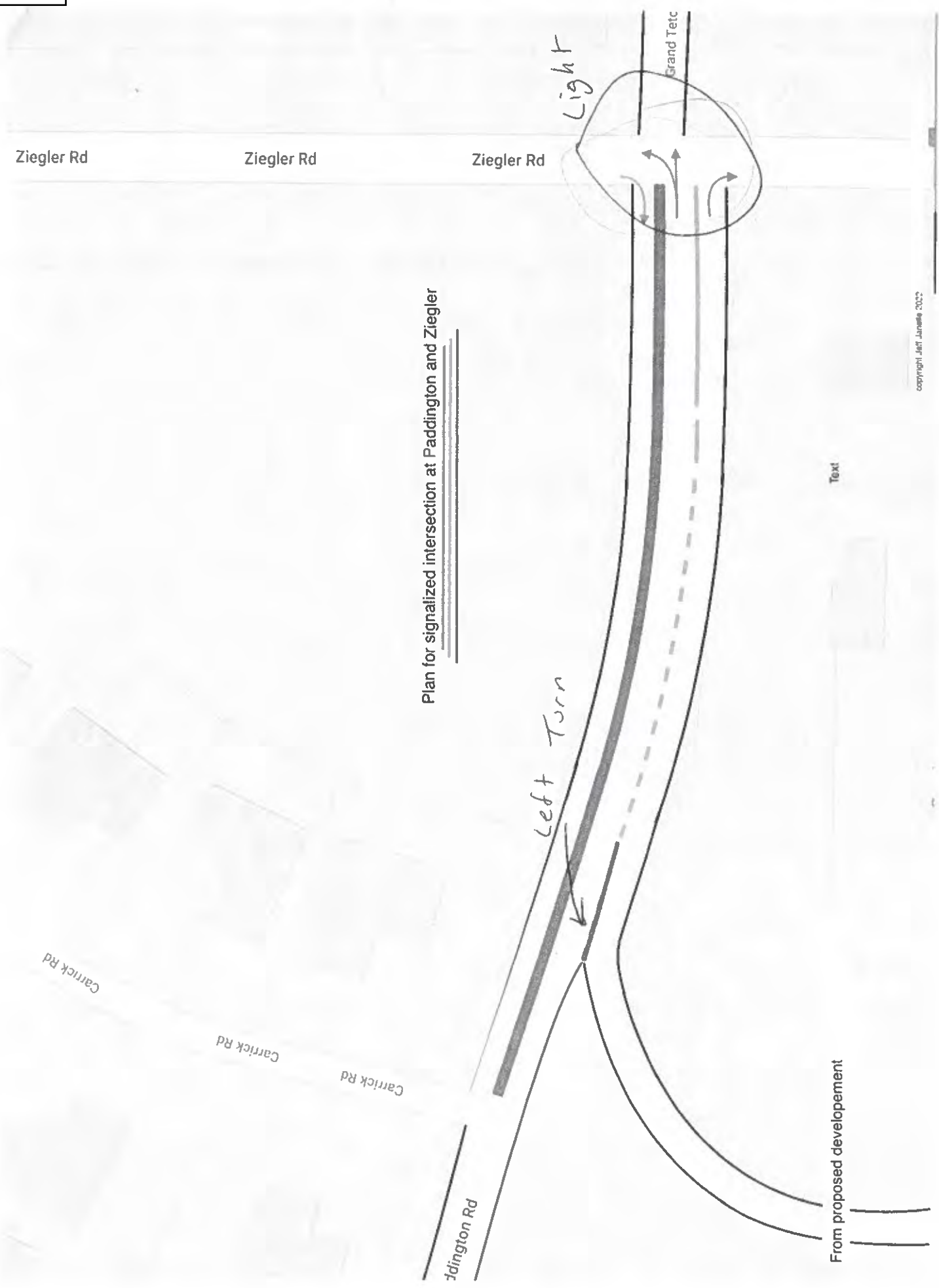
Carrick Rd

Carrick Rd

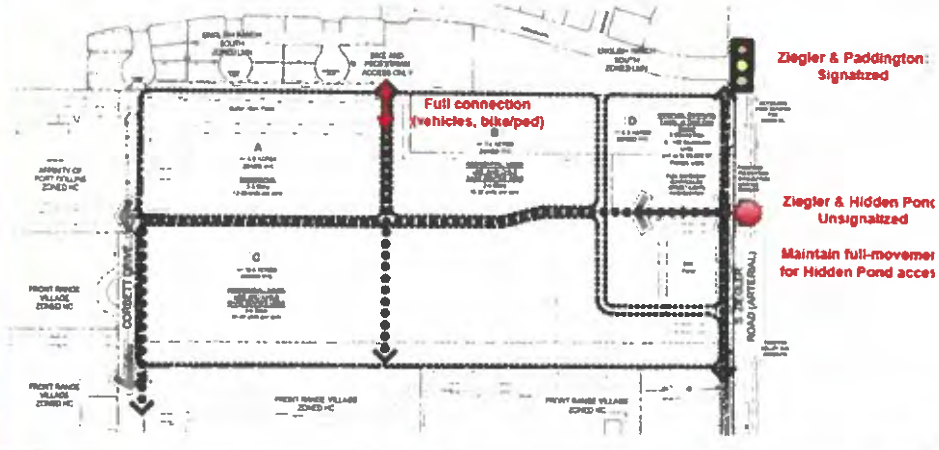
Carrick Rd

Paddington Rd

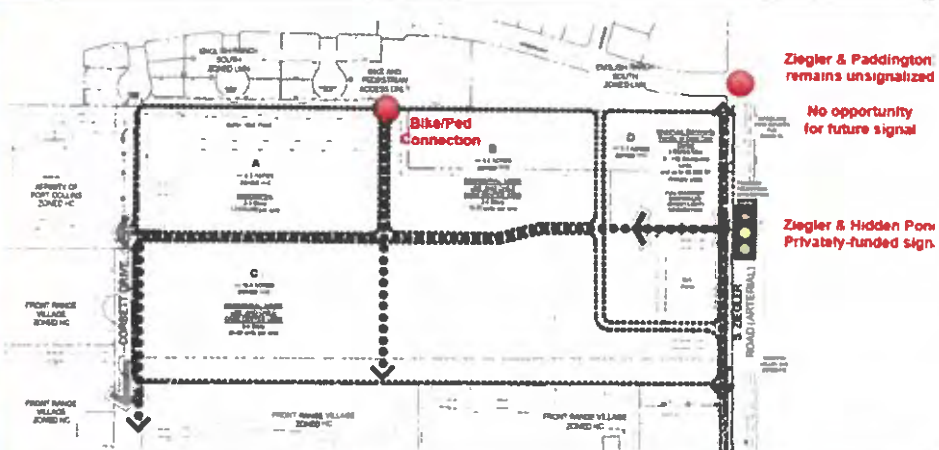
From proposed development



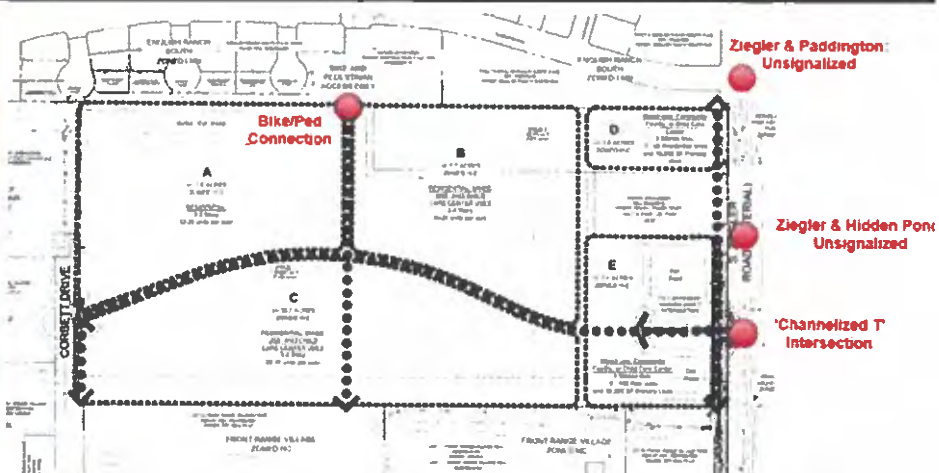
Option 1



Option 2



Option 3



Comments

* We want option #4
 Save us from this high density development.

ZIEGLER ROAD TRAFFIC SOLUTIONS

Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

Option 2: Signal at Paddington, vehicle connection to English Ranch

Pros

- New multifamily development and English Ranch have access to new signal

Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

Option 3: No signal on Zieglger, no vehicle connection to English Ranch

Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

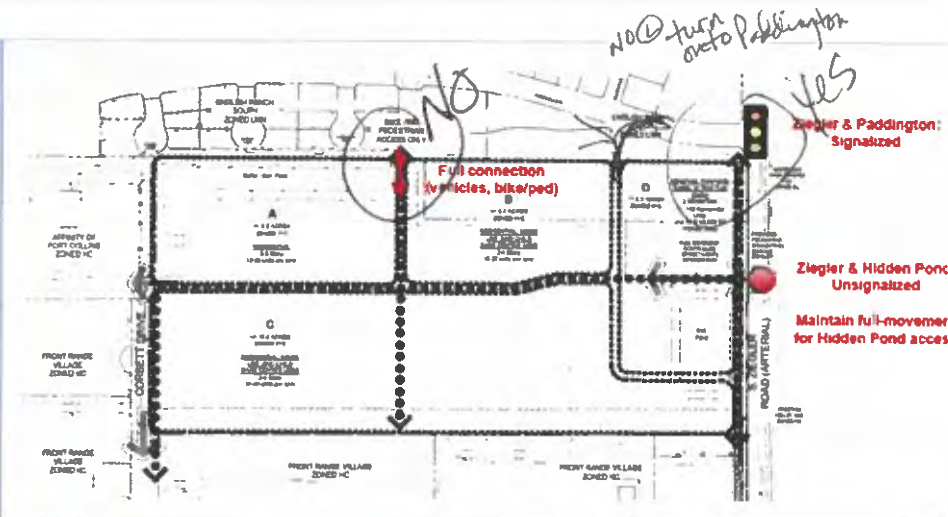
Cons

- No signal at Paddington or Hidden Pond

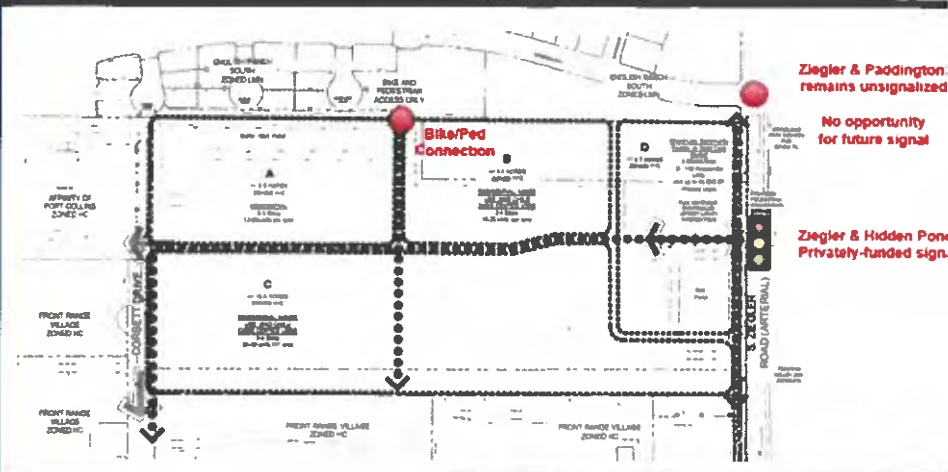
channelized T *** We want option #4*



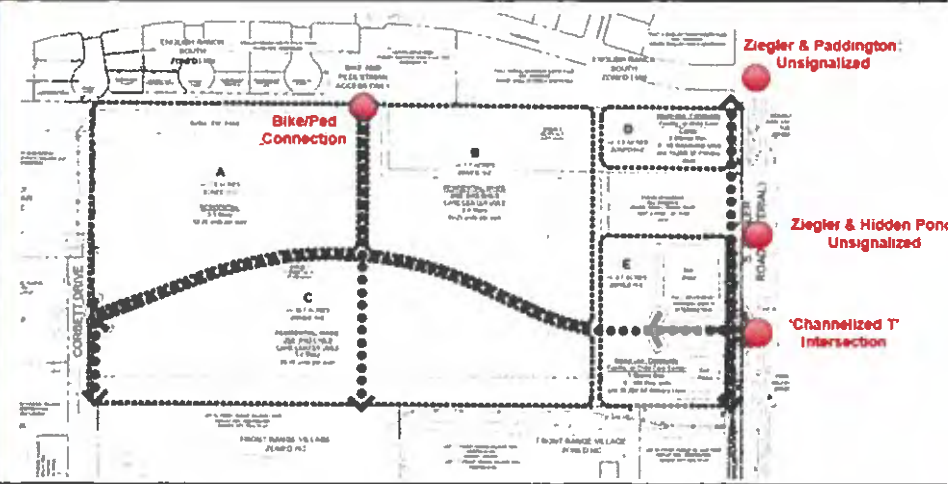
Option 1



Option 2



Option 3



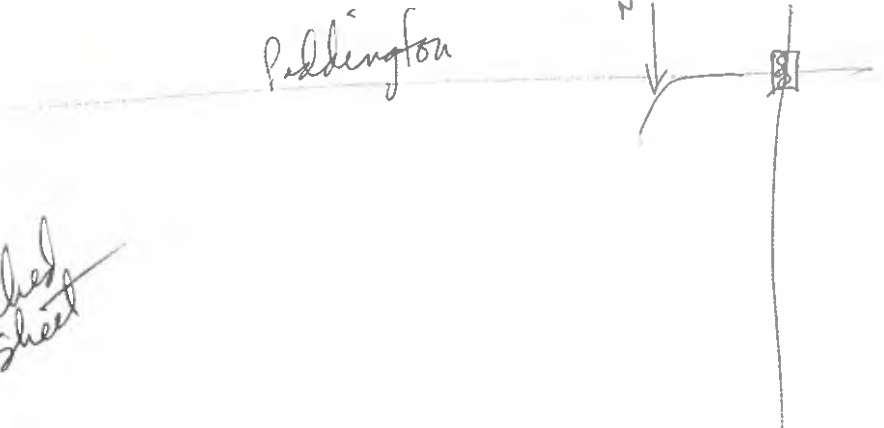
Comments

Option 4

Paddington

No (L) turn

See attached sheet



ZIEGLER ROAD TRAFFIC SOLUTIONS

Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

Option 2: Signal at Paddington, vehicle connection to English Ranch

Pros

- New multifamily development and English Ranch have access to new signal

Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

Option 3: No signal on Zieglger, no vehicle connection to English Ranch

Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

Cons

- No signal at Paddington or Hidden Pond



Option 4

Ziegler Rd

Ziegler Rd

Ziegler Rd

Grand Terc

Plan for signalized intersection at Paddington and Ziegler

Carrick Rd

Carrick Rd

Carrick Rd

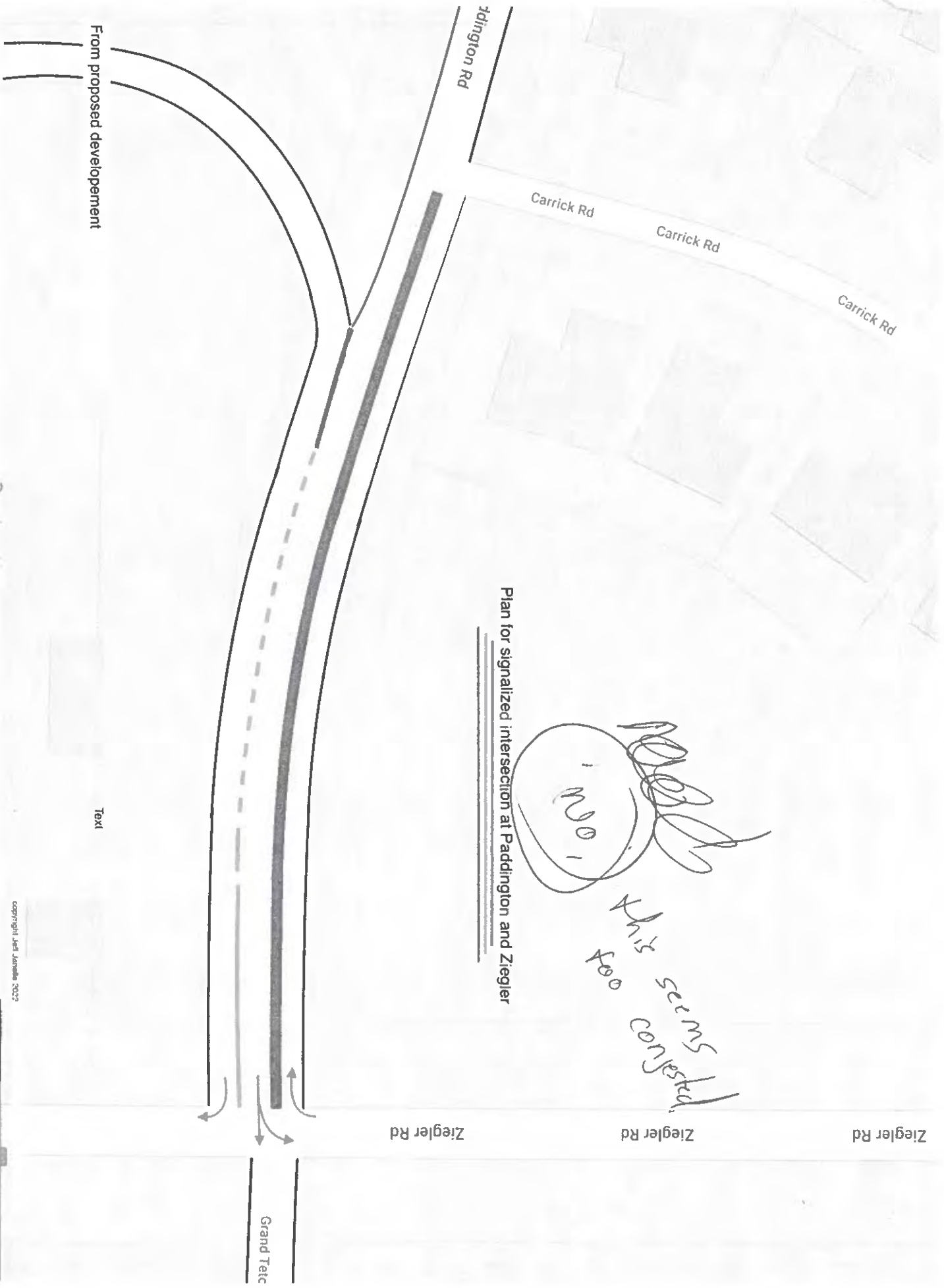
Paddington Rd

No @ lamp
of turn-right
English Road

Text

From proposed development





Copyright Jeff Janney 2023

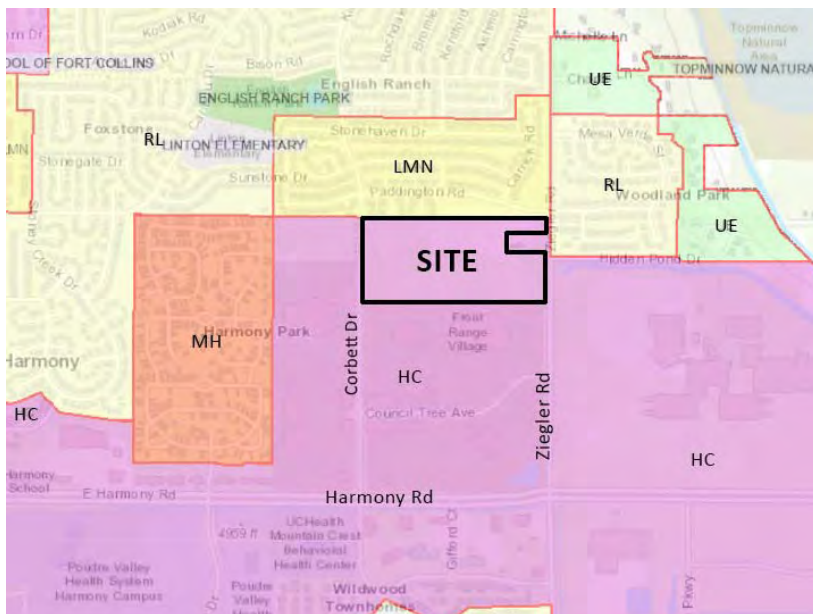
Planning & Zoning Commission Hearing: February 17, 2022

ODP210004, Ziegler-Corbett Overall Development Plan

Summary of Request

This is a request for an Overall Development Plan for a mixed-use development on approximately 31.3 acres in the Harmony Corridor (H-C) zone district. The ODP proposes modifications of standards to Section 4.26(D)(2) concerning the proportion of primary and secondary uses and Section 4.26(D)(3)(a) concerning residential building heights, as well as a request for Alternative Compliance to Section 3.6.3 regarding street pattern and connectivity standards.

Zoning Map



Next Steps

If approved by the decision maker, future Project Development Plans (PDPs) can be submitted and reviewed for compliance with the Overall Development Plan for this property.

Site Location

The Ziegler – Corbett ODP is located between Ziegler Road and Corbett Drive, north of Front Range Village, or approximately 1,800 feet northwest of the Harmony Road and Ziegler Road intersection (parcels 8732000002 & 8732000009).

Zoning

Harmony Corridor (H-C)

Property Owner

Fort Collins Land I and II LLC
PO Box 272699
Fort Collins, CO 80527

Applicant/Representative

Chris Beabout
Landmark Homes
6341 Fairgrounds Ave, Suite 100
Windsor, CO 80550

Staff

Ryan Mounce, City Planner

Contents

- 1. Project Introduction.....2
- 2. Public Outreach.....4
- 3. Article 2 – Applicable Standards.....5
- 4. Article 2 – Applicable ODP Standards..... 13
- 5. Findings of Fact/Conclusion..... 16
- 6. Recommendation.....17
- 7. Attachments.....17

Staff Recommendation

Approval of the Modification of Standards to Section 4.26(D)(2) and Section 4.26(D)(3)(a), approval of the Alternative Compliance request to Section 3.6.3 and approval of the Overall Development Plan.

1. Project Introduction

A. PROJECT DESCRIPTION

The Overall Development Plan (ODP) proposes a 31-acre, mixed-use development located in the Harmony Corridor (HC) zone district. Land-uses include a combination of 400 – 700 single family attached, multifamily, and mixed-use dwelling units, a childcare center, and 50,000 square feet of office or community facility space. The ODP prioritizes higher residential and mixed-use intensity along the Ziegler Road frontage and southern property boundary and single-family attached and drainage/buffer areas along the north and northwestern edges of the site, adjacent to existing single family detached units.

The ODP access and transportation network envisions two primary corridors for movement; one corridor oriented east-west connecting the primary site access from Ziegler Road on the east and Corbett Drive on the west. A second north-south corridor would serve the site internally as well as provide opportunities for connections to both the north and south of the site pending future development or redevelopment of adjacent properties. An alternative compliance request proposing a bike/pedestrian-only connection to the north has been submitted as part of this ODP.

While all of the land uses proposed within the ODP are permitted in the HC zone district, a modification of standard to Section 4.26(D)(2) regarding the proportion of primary and secondary uses has been submitted, requesting a reduction in the amount of primary uses (e.g. office or light industrial space) that would be provided in relation to the amount of secondary uses (residential dwellings). Separately, a modification of standard related to the maximum height for residential buildings is proposed, requesting up to 4-stories for portions of the ODP site.

B. DEVELOPMENT BACKGROUND & CONTEXT

The 31-acre ODP site is currently undeveloped and was annexed into the City as part of the Spring Creek Farms 4th Annexation in 1994. Adjacent development includes the Front Range Village shopping center to the south, The English Ranch residential subdivision to the north, Affinity Fort Collins, a senior apartment building, to the west, and the Broadcom/HP Campus to the east across Ziegler Road.

The ODP property is located within the HC zone district, designed to implement the policies and goals of the Harmony Corridor Plan. Since adoption of the Harmony Corridor Plan, the site has been included under the 'Basic Industrial and Non-Retail Employment Activity Center' designation, requiring a ratio of at least 75% primary and up to 25% secondary uses for the site.

In 1996, a previous ODP (Symbios Logic ODP) was approved for large portions of the site and areas further south. This original ODP indicated secondary uses such as hotels, retail, and residential land uses for the property, while areas further south would be reserved for primary uses such as office, light industrial or research uses. In the early 2000s, City Council amended the Harmony Corridor Plan and updated the designation for the property to the south to allow for a regional shopping center (Front Range Village).

Portions of the Ziegler-Corbett ODP site are impacted by or relate to the development of Front Range Village, including a berm easement along the southern property boundary of the ODP, as well as incorporating drainage and stormwater improvements along the Ziegler Road frontage that will serve the ODP site, Front Range Village and properties to the west within the Fox Meadows Drainage Basin.

Surrounding Zoning and Land Uses

	North	South	East	West
Zoning	The English Ranch Neighborhood (LMN)	Front Range Village Regional Shopping Center (HC)	Woodland Park Estates (RL) and Broadcom/HP Campus (HC)	Front Range Village Regional Shopping Center (HC) and Affinity Fort Collins Apartments (HC)
Land Use	Single family detached units	Retail	Single family attached & detached units; office campus	Retail; multifamily

C. OVERVIEW OF MAIN CONSIDERATIONS

The ODP property represents one of the few remaining large parcels for Harmony Corridor development. The Harmony Corridor Plan envisions a mixed-use, employment-focused corridor that generally supports more intensive development while compatibly transitioning to adjacent residential zoning. The land use and transportation connectivity for surrounding properties have changed dramatically from what was outlined originally in the Harmony Corridor Plan and Master Street Plan for this area. These changes play a significant role in several requested modifications of standards for the project.

Surrounding the site are a number of amenities. Within the nearby Harmony Corridor are many jobs and employers, and Front Range Village immediately south provides a mix of neighborhood and regional shopping destinations. Both Ziegler and Harmony Roads are envisioned for additional transit enhancements in the future. Given these opportunities, many City policies and goals align with the Harmony Corridor Plan’s characterization that the zone district is suitable for more intensive development. At the same time, the ODP property abuts existing single-family residential development to the north. A significant portion of this project review has revolved around balancing the efficient use of the property for intensive development and creating a framework to compatibly transition to existing nearby residential zoning.

Based on community and neighborhood input, the primary consideration for the project has been the possible vehicular connection between the ODP site and The English Ranch neighborhood to the north, which would have the effect of connecting the neighborhood to the Front Range Village shopping center. When Front Range Village was originally developed, concerns over a vehicle connection with the neighborhood eventually led City Council to remove a collector-street connection from the Master Street Plan between the neighborhood and the shopping center. Requirements for a local street connection that mimics the previous collector street alignment have been questioned by many neighbors who believe the issue was resolved in 2010 when Council amended the Master Street Plan.

D. CITY PLAN PRINCIPLES AND POLICIES:

The City’s comprehensive plan (2019 City Plan) was developed with the participation of thousands of community members and embodies the vision and values of the community for the future. A basic aspect of the vision pertinent to the proposal is the unique character and sense of place in Fort Collins.

The City Plan’s Structure Plan Map includes place types—or land use categories—which provide a framework for the ultimate buildout of Fort Collins. These place types provide a policy structure that can apply to several specific zone districts within each place type by outlining a range of desired characteristics.

The subject property is consistent with the “Mixed-Employment District” place type, which applies to this property and is typically the overlying land use designation for the Harmony Corridor and Employment zone districts, and those areas with existing or potential for more intensive development with an employment focus.

City Plan states that the Structure Plan is not intended to be used as a stand-alone tool; rather, it should be considered in conjunction with the accompanying principles, goals and policies contained in City Plan as a tool to guide future growth and development. Key principles and policies relevant to the project include the following:

OUTCOME AREA “LIV” -- NEIGHBORHOOD LIVABILITY AND SOCIAL HEALTH – Managing Growth: These principles help the City to manage growth by encouraging infill and redevelopment, ensuring this development is compatible with the character of the surrounding neighborhood or area.

PRINCIPLE LIV 2: Promote Infill and Redevelopment:

POLICY LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES. Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings, including, but not limited to: Infill of existing surface parking lots—particularly in areas that are currently, or will be, served by bus rapid transit (BRT) and/or high-frequency transit in the future.

PRINCIPLE LIV 3: Maintain and enhance our unique character and sense of place as the community grows:

POLICY LIV 3.1 - PUBLIC AMENITIES. Design streets and other public spaces with the comfort and enjoyment of pedestrians in mind ...such as plazas, pocket parks, patios, children’s play areas, sidewalks, pathways...

POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT. Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

PRINCIPLE LIV 4 – Enhance neighborhood livability:

POLICY LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT. Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by: Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood; Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized.

Principle LIV 5 – Create more opportunities for housing choices.

POLICY LIV 5.3 - LAND FOR RESIDENTIAL DEVELOPMENT. Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.

2. Public Outreach

Two virtual neighborhood meetings were held to discuss the project on September 9, 2021 and February 2, 2022. A video of the September 8, 2021 meeting can be viewed at: https://www.youtube.com/watch?v=jRu3oU_Ba5M, and a video of the February 2nd, 2022 meeting can be viewed at: <https://youtu.be/a3N3ZpMljJlv>.

Summaries of both neighborhood meetings are attached to this report.

Main Topics discussed at the meetings included:

1. Concerns about a vehicular connection north to Paddington Road and additional neighborhood traffic from vehicles accessing Front Range Village;

2. Concerns about existing and increased congestion as a result of the project and nearby proposals at Horsetooth and Ziegler roads; increased traffic would exacerbate issues making left hand turns on to Ziegler Road;
3. Concerns about density, compatibility, and height of the proposal.

3. Land Use Code Article 2 – Applicable Standards

A. OVERALL DEVELOPMENT PLAN PROCEDURAL OVERVIEW

1. Conceptual Review – CDR210051

A conceptual review meeting was held on July 8, 2021.

2. First Submittal – ODP210004

The Overall Development Plan was submitted on October 8, 2021.

3. Neighborhood Meeting

Pursuant to *LUC Section 2.2.2 – Step 2: Neighborhood Meetings*, a neighborhood meeting is required for ODP projects. Two virtual neighborhood meetings were held on September 8, 2021 and February 2, 2022.

4. Notice (Posted, Written and Published)

Posted Notice: August 25, 2021, Sign #703.

Written Hearing Notice: February 3, 2022, 845 addresses mailed.

Published Coloradoan Hearing Notice: Scheduled for February 6, 2022

B. DIVISION 2.8 – MODIFICATION OF STANDARDS

The applicant requests two modifications of standards. These modifications address:

- o 4.26(D)(2) Secondary Uses
- o 4.26(D)(3)(a) Dimensional Standards (Residential Building Height)

The Land Use Code is adopted with the recognition that there will be instances where a project would support the implementation of City Plan, but due to unique and unforeseen circumstances would not meet a specific standard of the Land Use Code as stated. Accordingly, code standards include provisions for modifications. The modification process and criteria in Land Use Code Division 2.8.2(H) provide for evaluation of these instances on a case-by-case basis, as follows:

Land Use Code Modification Criteria:

"The decision maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good, and that:

(1) the plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which complies with the standard for which a modification is requested; or

(2) the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible; or

(3) by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant; or

(4) the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2.

Any finding made under subparagraph (1), (2), (3) or (4) above shall be supported by specific findings showing how the plan, as submitted, meets the requirements and criteria of said subparagraph (1), (2), (3) or (4).

1. Modification to Section 4.26(D)(2) Secondary Uses.

The standard:

*"Secondary Uses. All secondary uses shall be integrated both in function and appearance into a larger employment-based development plan that emphasizes primary uses. A secondary use shall be subject to administrative review or Planning and Zoning Board review as required for such use in subsection 4.26(B). The following permitted uses shall be considered secondary uses in this zone district and together **shall occupy no more than twenty-five (25) percent of the total gross area of the development plan.**"*

- (a) Community facilities.
- (b) Public facilities.
- (c) Child care centers.
- (d) Print shops.
- (e) Food catering.
- (f) Workshops and custom small industry uses.
- (g) Residential uses (except mixed-use dwellings when the residential units are stacked above a primary use which occupies the ground floor).
- (h) Lodging establishments.
- (i) Convenience shopping centers.
- (j) Standard restaurants.
- (k) Bed and breakfast establishments.
- (l) Clubs and lodges.

- (m) Health and membership clubs.
- (n) Convention and conference centers.
- (o) Places of worship or assembly.
- (p) Limited indoor recreation establishments.
- (q) Unlimited indoor recreation use and facility.
- (r) Food truck rally.
- (s) Microbrewery/distillery/winery.
- (t) Seasonal overflow shelters.

Overview

This modification is being requested because the ODP proposes a mix of secondary land uses (residential dwellings, childcare center and community facilities) in excess of 25% of the total gross area of the ODP site. The Harmony Corridor Plan and HC zone district envision an employment-focused corridor and seek to maximize employment-generating land uses, such as office or light industrial, in areas of the corridor designated as ‘Basic Industrial Non-Retail Activity Centers.’ The ODP site is located within such an area in the Harmony Corridor Plan.

The applicant is requesting 100% secondary uses for the site, although 50,000 square feet of primary use is proposed on Parcels D & E. Primary uses in the Harmony Corridor can be measured by gross area of the development site or on a square footage basis. By gross area, Parcels D and E represent 17% of the ODP land area.

When compared with other lower-intensity primary uses in the Harmony Corridor by square footage, such as non-campus professional and medical office, many of these developments range in intensity between 2,500 – 7,500 square feet of primary use per gross acre. Using the midpoint of this range, the proposed 50,000 square feet represents approximately a 10-acre equivalent of primary uses, or 33% of the ODP land uses.

Primary Use Evaluation Summary

LUC Requirement	Modification Request	Proposed (Gross Land Area)	Proposed (Square Footage)
75% primary uses	0% primary uses	17% (5.3 acres of 31.3 acre ODP site)	50,000 square feet (Equivalent office intensity to 10 acres of primary employment land, or approximately 33% of ODP land area)

Ultimately, staff is evaluating the applicant’s proposal for 100% secondary uses even though primary uses are being offered, as the applicants are seeking flexibility within the ODP approval process to allow other public-benefit oriented land uses on Parcels D and E: either a childcare center or community facility. If a community facility is proposed in a subsequent Project Development Plan, this would likely result in a reduction in the amount of primary office uses being provided.

Summary of Applicant Justification

The applicant’s modification request is attached. It provides a summary of unique site characteristics, which impact the ability of the site to host large-scale employment land uses as envisioned in the Harmony Corridor Plan. The ODP is requesting no limit on the amount of secondary uses provided but is proposing to include 50,000 square feet of office, a primary use, which the applicants contend is more proportionate to the unique challenges and opportunities for primary uses at this location.

In addition, the applicants propose a series of improvements and amenities that would address important community needs and provide community benefits related to sustainability and energy use, access to

childcare, and on site park/gathering space. Specifically, the ODP proposes rooftop solar for residential units and buildings, designing and certifying townhome and condominiums buildings to LEED gold criteria, and providing enhanced park and gathering space exceeding HC zone district standards.

For the above reasons, the applicant contends that without impairing the intent of the Land Use Code, site conditions result in unusual practical difficulties and hardship in meeting the 75% primary use ratio for the site and that the additional amenities proposed would result in a substantial benefit to the city by substantially addressing an important community need described in the city's Comprehensive Plan or in an adopted policy.

Staff Findings

Staff finds that the granting of the modification would not be detrimental to the public good and that the request satisfies criteria (2), and (3) in subsection 2.8.2(H):

- A. The modification meets 2.8.2(H)(2), because the project commits to substantially address several important community priorities and provide community benefits that exceed development and building/energy code standards.
 - The ODP commits to providing a childcare center as one of the project's land-uses. In both the City's Comprehensive Plan and Strategic Plan, access to childcare is prioritized as an equity measure, for early childhood learning, and as an economic tool for workforce and business retention. "Affordable, Quality and Accessible Childcare Infrastructure" was also adopted as a 2021-2023 City Council priority. Note 12 on the ODP map references the commitment to provide a childcare as part of the ODP development.

Relevant policies/goals from City Plan:

Policy EH 3.1 – Business Programs

*Work with the local business community to ensure that economic health strategies and plans are identified to improve the local economy. Collectively identify programs and support efforts that will help existing businesses and new-business creation. Analyze barriers to the retention of businesses and employees, **including access to affordable childcare and attainable housing.***

Policy HI 2.4 – Early Learning

***Encourage equitable access to childcare,** early learning opportunities and other programs that help families prepare their children for school.*

Relevant strategies from the 2020 Strategic Plan:

Economic Health Strategy 3.2

Understand trends in the local labor market and work with key partners to grow diverse employment opportunities.

- ***Reduce identified barriers of workforce attraction and retention, including access and affordability of quality housing and childcare.***

- The ODP also commits to providing on-site solar energy generation and greater sustainability through LEED gold certification for townhome and condominium units. City Plan and Our Climate Future include adopted goals for the community to become carbon neutral by 2050, in part through developing new distributed, renewable energy generation, improving energy codes, and designing more efficient and sustainability buildings.

The ODP addresses these goals by providing on-site solar generation for residential units and certifying townhome and condominium units to LEED gold standards, which requires minimum energy performance for buildings that exceed the community's building/energy

code standards. Notes 16 and 17 on the ODP map detail requirements for solar generation and LEED gold certification.

Relevant policies/goals from City Plan:

Policy ENV 3.1 – Renewable Electricity Supply and Integration

*Encourage the Platte River Power Authority (PRPA) to provide 100% renewable electricity supply by 2030 and continue to **integrate distributed energy resources while maintaining affordability and reliability.***

Policy ENV 3.2 – Efficient Buildings

Support continuous improvement in efficiency for existing and new buildings through incentives, reporting requirements and energy codes.

Relevant policies/goals from Our Climate Future:

Big Move 12 - 100% Renewable Energy

Everyone in the community receives affordable and reliable 100% renewable electricity, including from local sources.

The 100% renewable electricity big move means:

- Working with Platte River to increase utility scale renewable electricity sources;
- Continuing to **expand the capacity of local solar** and battery storage, and
- Deploying new capabilities and strategies to **support variable renewable energy resources with responsive homes, businesses, and electric vehicles.**

B. The modification meets 2.8.2(H)(3), because of the unique site location attributes related to visibility, commercial accessibility, and proximity to the Harmony Road frontage. These location characteristics present practical difficulties in fully achieving a 75% primary use mix for the entire ODP site as prescribed by the Harmony Corridor Plan and HC district standards.

- The Harmony Corridor Plan, “establishes the corridor as a preferred location for intense urban activity including a mix of residential, industrial, commercial and recreational uses.” While encouraging a broad mix of uses, primary employment for offices, research labs, and light industrial is emphasized through requirements for 75% primary uses in the ‘Basic Industrial Non-Retail Activity Centers,’ which comprise a large plurality of land in the corridor.

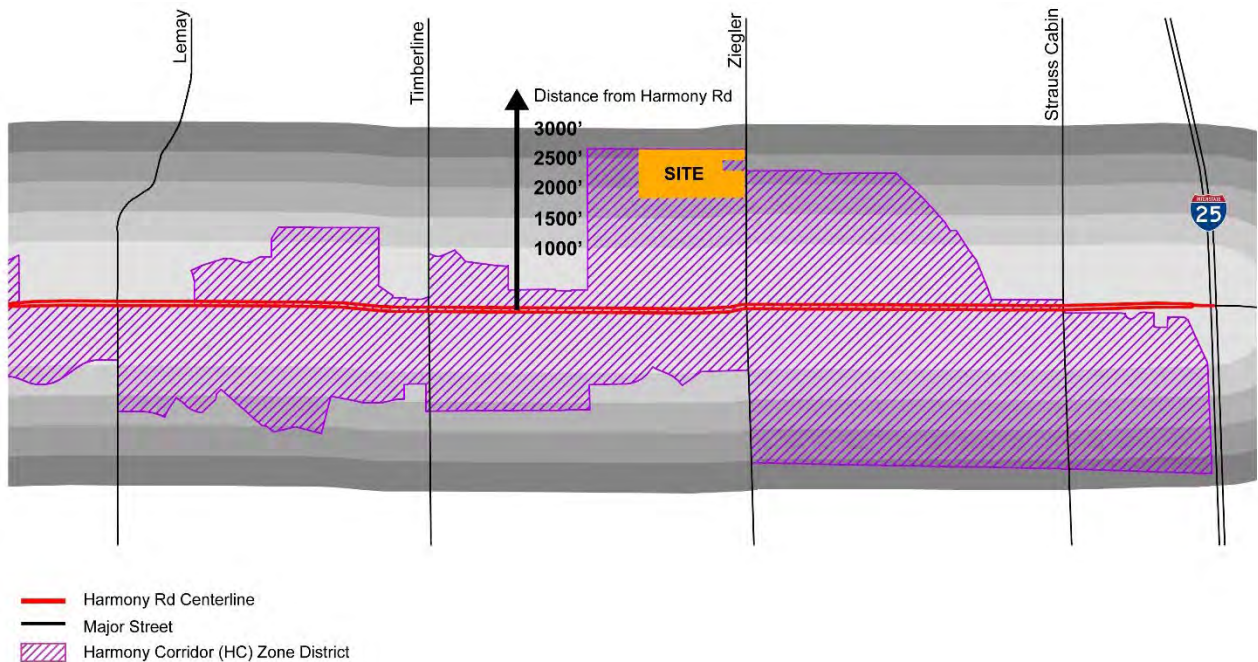
Separately, the Plan states “the focus of most development activity, especially commercial, should be at the major street intersections. The intensity of land use should decrease as distance from Harmony Road increases and as the distance from the major intersections increases.” This pattern of development is frequently observed throughout the corridor, where the majority of primary uses front Harmony Road and secondary uses, especially residential, are located furthest from the highway corridor. This was also the original land vision for the larger vicinity as originally approved in the Symbios Logic ODP from the mid-1990s which included primary uses along the Harmony Road frontage and secondary uses further to the north on what is now the proposed ODP site.

The land south of the ODP site hosts Front Range Village, a large shopping center consisting predominantly of secondary uses. The Front Range Village property was originally designated as a ‘Basic Industrial Non-Retail Activity Center’ in the Harmony Corridor Plan; however, its designation was changed by City Council in the early 2000s to permit construction of a regional shopping center.

While the original Harmony Corridor Plan envisioned a large, contiguous area of primarily employment land northeast of Harmony and Ziegler Roads, through subsequent policy changes, the area has developed predominantly as secondary uses. The only remaining land for primary uses is within the ODP property. Primary employment uses on this site would represent a departure from the traditional pattern of development and would instead see commercial/industrial primary uses abutting adjacent residential zoning, rather than fronting on Harmony Road.

- The location of the ODP property further from Harmony Road frontage also impacts the viability of the site for primary uses due to limited visibility and commercial accessibility. The ODP site features HC-zoned land that is located furthest from Harmony Road than all other HC zoned lane in the corridor.

With the exception of an assisted living facility (a primary use) and an industrial-flex development in the Harmony Technology Park, all other HC and non-HC zoned land at similar distances from the Harmony Corridor frontage are secondary uses.



As the last remaining vacant land in the vicinity, the site's access is largely dictated by the existing transportation network and pattern of development. A fully signalized intersection to the site that could offer large commercial vehicles protected movements is not planned, given the site's proximity to an existing signal to the south at Council Tree Avenue and a potential future signal at Paddington Road, a collector street to the north.

Secondary access is proposed off Corbett Drive to the west; however, the route is less direct for commercial vehicles as it travels through the Front Range Village's roundabout and a narrower 'main street' cross section when accessing Ziegler Road.

During the 2019 update to City Plan, a study was commissioned to review the remaining inventory of employment and industrial lands in the community and important factors to the success of employment and industrial development (Attachment 10). Visibility and highway/major arterial access was identified as one of the most important site attributes for these types of land uses. These characteristics are marginal for the ODP property in comparison to other HC-zoned sites featuring primary uses.

- The same employment and industrial land study also determined the community likely has an excess of employment lands and, “the buildable employment lands the City greatly exceeds the demand for new employment lands by 2040.... The excess capacity would suggest that the City could be more flexible with use of employment lands in some areas.” (City Plan Employment Land Demand Analysis, Attachment 8, Page 37).

One area identified for potential flexibility by the study were portions of the Harmony Corridor. “Certain remaining parcels along Harmony Road that are further from Harmony Road and behind larger commercial and employment uses could be considered for designation as residential uses. Specifically, the City should strive for higher density residential uses in these areas given their proximity to employment and potential enhanced transit routes” (City Plan Employment Land Demand Analysis, Attachment 8, Page 48).

Given the site’s relative lack of visibility and commercial vehicle accessibility, as well as the community excess inventory of employment land, a reduction in the amount of primary space within the ODP site does not represent a detriment to the public good nor compromise the community’s or Harmony Corridor Plan’s overall employment goals.

2. Modification to Section 4.26(D)(3)(a) Dimensional Standards.

The standard:

*“Maximum height for all nonresidential buildings, including those containing mixed-use dwelling units, shall be six (6) stories. **Maximum height for residential buildings shall be three (3) stories.**”*

Overview

This modification is being requested because the ODP includes proposed building heights and indicates a full fourth floor for residential-only buildings on Parcel ‘C’ of the ODP map and partial fourth story for residential-only buildings on Parcel ‘B’ of the ODP map.

Summary of Applicant Justification

The applicant’s modification request is attached. It provides a summary of policies and additional amenities/benefits addressed by the overall project in support of the modification, including providing a childcare center as part of the development and exceeding the park/gathering space requirements of the HC zone district by providing a 1.5-acre park. The justification request also contends unique physical constraints of the site as the ODP property must contain oversized drainage and stormwater facilities to handle drainage from portions of Front Range Village and underdeveloped infrastructure from properties further to the west. This results in less land available to host a similar number of residential units that could be accommodated while meeting the residential building height standards.

Staff Findings

Staff finds that the granting of the modification would not be detrimental to the public good and that the request satisfies criteria (1) in subsection 2.8.2(H):

- A. The modification meets 2.8.2(H)(1), because the project promotes the purpose of the standard in an equal or better way. Across the entire ODP site, building heights average three stories, and building

heights are minimized closest to existing single-family development while taller structures are proposed near commercial or buffer areas where compatibility, intensity, and privacy impacts can be minimized. This intensity framework helps achieve land use and policy guidance for the corridor to maximize intensity given nearby amenities while compatibly transitioning to adjacent development and residential zoning.

- Both the Harmony Corridor Plan and the site's 'Mixed Employment District' designation on the Structure Plan encourage a more intensive development pattern. The ODP site is well positioned to advance many community goals for access to jobs and transportation, and future users are well-served by the regional and neighborhood amenities at Front Range Village. The HC district is one of the few zones that discourages single-family only residential development, requires a minimum residential density, and supports one of tallest building heights in the community for primary uses.

While more intensive development is generally encouraged, the Harmony Corridor Plan also calls for intensities to decrease as the distance from Harmony Road and major intersections increase, and the HC district includes standards to minimize abrupt scale/height changes adjacent to existing residential development. Since most commercial development is encouraged along the Harmony Road frontage and residential uses are more likely along district edges, the three-story building height promotes a general tapering of intensity and height to enhance compatibility with development in adjacent zone districts.

The ODP continues to meet the purpose of the HC zone district by minimizing height and scale impacts adjacent to the nearest existing residential development and focuses fourth-floor buildings towards the portions of the site where large buffer/detention areas and adjacent commercial development minimizes the impacts of additional height and intensity. Specifically:

- Parcel 'C,' located on the southern portion of the ODP proposes a full fourth floor for residential buildings. Height and compatibility concerns are minimized as adjacent development includes a berm easement, stormwater drainage, and retail loading docks to the south, retail parking and loading docks to the west, and internal ODP phases to the north and east. Note 16 on the ODP map drawing further specifies a 10-ft step back requirement for at least two sides of the fourth floor.
- Parcel 'B,' located along the northern edge of the ODP proposes a recessed fourth floor for 'loft' units and rooftop amenity/patio space. Note 15 on the ODP map drawing requires fourth floor living spaces to be step backed from the floor below a minimum of 10-ft on all sides of the building and the floor area of the fourth floor shall be limited to two-thirds the floor area of the floor below.

Adjacency of existing development to the north of Parcel B consists of undeveloped land that is identified for future multifamily on the English Ranch ODP or existing stormwater and drainage areas. The drainage area buffer ranges in size from approximately 170 to 260 feet between Parcel 'B' and the nearest single-family residential property. Alongside the proposed design parameters, this larger buffer helps further mitigate potential impacts of a fourth-story in comparison to other three-story multifamily buildings found in the Harmony Corridor in closer proximity to single-family detached development.

- Parcel 'A,' represents the area of the ODP that is closest to existing residential development. While other portions of the ODP seek a modification to allow a fourth floor, this portion of the development specifies 2-3 story building heights and lower intensity townhome/condominium development. In addition to the lower building heights, a large drainage and buffer area is proposed between the existing single-

family detached homes located to the north and the senior apartments located to the west.

4. Land Use Code Article 2 – ODP Standards

Section 2.3.2 (H) of the Land Use Code identifies seven criteria for reviewing the ODP, which are summarized as follows:

1) **Section 2.3.2(H)(1) – Permitted Uses and District Standards**

This standard requires the ODP to be consistent with the permitted uses and applicable zone district standards and any applicable general development standards that can be applied at the level of detail required for an ODP submittal.

The ODP proposes a phased, mixed-use development consisting of multiple residential land uses (single-family attached, multifamily, and mixed-use dwellings) as well as a childcare center, community facility, and office uses. All proposed land-uses are permitted within the HC zone district.

Additionally, the HC zone district prescribes a minimum of 75% primary employment uses and a maximum of 25% secondary uses. The ODP is proposing a ratio of secondary uses exceeding the 25% secondary use maximum. A modification of standard has been requested and is reviewed in the modifications section of this report.

2) **Section 2.3.2(H)(2) – Density**

This standard requires that the Overall Development Plan be consistent with the required density range of residential land uses.

For residential developments, the HC district requires an overall minimum average density of seven dwelling units per net acre. The ODP proposes between 400 – 700 residential units, complying with the standard and representing an average gross density of approximately 12.7 – 22.4 units per acre.

3) **Section 2.3.2(H)(3) and 2.3.2(H)(4) – Master Street Plan, Street Pattern, Connectivity, Transportation Connections to Adjoining Properties**

These standards require the ODP to conform to the Master Street Plan, Street Pattern and Connectivity standards, and also to conform with Transportation Level of Service requirements. There are no issues with ODP compliance related to these standards with the exception of 3.6.3(E) *Distribution of Local Traffic to Multiple Arterial Streets* and 3.6.3(F) *Utilization and Provision of Sub-Arterial Street Connections to and from Adjacent Developments and Developable Parcels*. An alternative compliance request has been submitted for the project and is discussed below.

The ODP takes access from a collector and arterial streets and is being developed within an existing transportation network, meeting spacing requirements for full access local and collector street intersections. The City's Engineering and Traffic Operations staff have also reviewed the projects Traffic Impact Study for compliance with Level of Service requirements

Street Connectivity Standards 3.6.3(E),(F):

The ODP is required to provide for street connectivity within the same section mile, achieving access to a minimum of three arterial streets as well as continuing or creating sub-arterial connections to adjacent development, spaced at intervals not to exceed 660-feet.

3.6.3(E) Distribution of Local Traffic to Multiple Arterial Streets.

“All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature. The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.”

3.6.3(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels.

“All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.”

From a transportation perspective, the site represents an infill condition, as all surrounding properties have already been developed and a system of local and collector streets are already in place. The ODP proposes a new east-west local street bisecting the property, intersecting with Ziegler Road on the east and Corbett Drive on the west. Both connections will be full movement intersections.

The length of the southern and northern boundaries of the ODP trigger requirements for additional sub-arterial connections to adjacent properties. The ODP identifies a primary north-south street through the middle of the property for internal circulation and a potential future connection to the south. A sub-arterial stub is planned along the southern boundary that could connect further south if future redevelopment occurs at Front Range Village. A large drainage area on the Front Range Village property currently prevents an immediate connection. Access to the north and The English Ranch neighborhood is proposed for bike and pedestrian access only, and the lack of a vehicular connection is the principal factor for the proposed alternative compliance request.

In the early 1990s, two ODPs were approved for the land located north and east of Harmony Road and Ziegler Road (Symbios Logic ODP and The English Ranch ODP). Pursuant to the Master Street Plan at the time, Corbett Drive was proposed to connect from Harmony Road on the south, travel north and with two 90-degree turns, and connect to Paddington Road in The English Ranch neighborhood. Both ODPs anticipated and planned for this future collector street connection.

In the early 2000s, City Council approved an amendment to the Harmony Corridor Plan to allow for the construction of a new regional shopping center (Front Range Village). This Harmony Corridor policy change represented a large shift in the anticipated land uses in the vicinity, and during the project review for Front Range Village, neighbors within The English Ranch expressed concerns about a future street connection that would generate excess cut-through traffic through the neighborhood above and beyond what would have been anticipated had the Front Range Village property remained as a business or light industrial area.

In 2011 during updates to City Plan and the Master Street Plan, neighbors in English Ranch successfully petitioned staff and City Council to amend the Master Street Plan to remove the Corbett Drive connection to Paddington Road in The English Ranch neighborhood. During a work session review of the proposed change, staff identified that nearby arterial streets would be able to accommodate any increased traffic due to the loss of the connection, however, there were tradeoffs for vehicular connectivity between the neighborhood and services to the south and vice versa to neighborhood amenities to the north (English Ranch Park, Linton Elementary school).

The Master Street Plan only identifies collector and arterial street connections, and while the Corbett Drive connection was removed from the map, Land Use Code requirements still require a local street connection to the

north. Engineering and Traffic Operations staff have reviewed the Traffic Impact Study for the proposed ODP, which analyzed scenarios with and without a vehicular connection to Paddington Road. Similar to the 2011 staff findings, nearby arterial streets are able to accommodate additional trips that result from the lack of a local street connection between the ODP property and Paddington Road. Tradeoffs remain that while any detour of vehicular trips are small in distance, it will require travel onto an arterial street, which many neighbors have expressed can be difficult when attempting left-turning movements during busy traffic periods.

Alternative Compliance:

Review Criteria for Alternative Compliance: To approve an alternative plan, the decision maker must first find that the proposed alternative plan accomplishes the purposes of this section equally well or better than would a plan and design which complies with the standards of this section, and that any reduction in access and circulation for vehicles maintains facilities for bicycles, pedestrians and transit, to the maximum extent feasible.

In reviewing the proposed alternative plan, the decision maker shall take into account whether the alternative design minimizes the impacts on natural areas and features, fosters non-vehicular access, provides for distribution of the development's traffic without exceeding level of service standards, enhances neighborhood continuity and connectivity and provides direct, sub-arterial street access to any parks, schools, neighborhood centers, commercial uses, employment uses and Neighborhood Commercial Districts within or adjacent to the development from existing or future adjacent development within the same section mile.

The applicant's alternative compliance request is attached. Staff recommends approval of alternative compliance, which recognizes the unique history and constraints of land use and transportation policy affecting nearby properties, the enhanced nature of existing and proposed bike/pedestrian connections that can be made, and the limited impact to nearby arterial streets that would result from the lack of a vehicular connection.

This recommendation is based on the following findings:

- 1) The lack of a local street connection and vehicular access does not result in any reduction to access or circulation for bicycles, pedestrians, or transit. The ODP property and adjoining north/south developments share three existing or proposed bike/ped connections along their shared boundaries.
- 2) The primary amenities to the north of the ODP property include English Ranch Park and Linton Elementary School. Both sites are located approximately half a mile (walking distance) from the center of the ODP property. City policies and goals encourage non-vehicular trips at this distance. Poudre School District bussing eligibility is typically not available within one-mile of an elementary school and no impact is anticipated to bus routes.
- 3) The land-uses and proposed amenities within the ODP partially mitigate the loss of vehicular access to the nearby park and school. The ODP commits to providing a 1.5-acre park/gathering space for the development, greatly exceeding HC zone district standards. The residential component of the ODP features attached and multifamily residential units. According to a 2015 National Association of Homebuilders study of US Census Data, on average, new multifamily units feature approximately one third the number of children versus single family detached development (21.9 versus 61.5 per 100 units).
- 4) A local street connection to Paddington Road would mean vehicles could travel to Corbett Drive through the ODP street network in nearly an identical alignment to what was previously illustrated on the Master Street Plan. The removal of a vehicular connection is being requested by many neighbors within English Ranch to reduce cut-through traffic to Front Range Village and reduce the amount of traffic within the neighborhood that they feel detracts from bike/pedestrian safety. The lack of a vehicular connection maintains the intent of the previous policy decision by City Council to remove the Corbett connection from the Master Street Plan.
- 5) The proposed alternative plan accomplishes the purposes of this section equally well or better than would a plan and design which complies with the standards of this section because the overall neighborhood including and surrounding the ODP is well served by a network of local, collector and arterial streets, has

multiple bike and pedestrian access points, and the impact to local vehicular travel distances within the section mile are minimized due to the spacing and intersection of existing local and collector streets, or mitigated by the demands for local trips by the ODP land uses and its on-site amenities.

4) Section 2.3.2(H)(5) – Natural Features

This standard requires an ODP to show the general location and size of all natural areas, habitats and features within its boundaries and shall indicate the rough estimate of the buffer zone as per Section 3.4.1(E)

The ODP does not contain any identified natural areas, habitats or features as identified on the City's *Natural Habitats and Features* inventory map and no natural habitat buffer zones are required within the ODP boundary.

5) Section 2.3.2(H)(6) – Drainage Basin Master Plan

This standard requires an ODP to be consistent with the appropriate Drainage Basin Master Plan.

The ODP is located within the Fox Meadows Drainage Basin. A drainage report has been reviewed by stormwater staff and there are no drainage issues associated with the ODP. The ODP map indicates the approximate location and sizing of future detention areas. Future project reviews within the ODP boundary will comply with the City's stormwater management, water quality requirements, and low impact development standards.

6) Section 2.3.2(H)(7) – Housing Density and Mix of Uses

This section requires that any standards relating to housing density and mix of uses will be applied over the entire ODP and not on each individual PDP.

Within the HC zone district, a mix of housing types is required for projects proposing residential dwellings. For projects greater than 30 acres in size, a minimum of three housing types are required.

The ODP proposes a minimum of three housing types, complying with this standard. Housing types shall include single-family attached, multifamily, and mixed-use dwellings. Additional housing types may be provided when individual PDPs are reviewed as multifamily buildings with varying unit numbers per building are identified as different housing types in the HC district, however, this level of detail for future PDP phases is not yet known.

In addition to these recognized housing types in the HC district, 12 live-work units are proposed that will feature street-oriented commercial storefronts.

5. Findings of Fact/Conclusion

In evaluating the request for the Ziegler - Corbett Overall Development Plan, ODP210004, Staff makes the following findings of fact:

1. The Overall Development Plan complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
2. The Overall Development Plan's proposed alternative street connectivity accomplishes the purposes of Section 3.6.3 equally well or better than would a plan and design which complies with the standards of this section because the overall neighborhood including and surrounding the ODP is well served by a network of local, collector and arterial streets, the plan continues to enhance the connectivity for bicycle, pedestrian and transit by providing for connectivity through the site, and the proposed on-site amenities and land uses minimize and mitigate the generation of vehicular trips to the north.
3. The Modification to Section 4.26(D)(2) Secondary Uses is not detrimental to the public good and meets criteria 2.8.2(H)(2) because the ODP plan provides a substantial benefit to the community by addressing

important community needs including access to childcare and advancing climate action and sustainability goals by providing on-site solar generation capacity and certifying a portion of residential units to LEED gold standards;

The Modification to Section 4.26(D)(2) Secondary Uses is not detrimental to the public good and meets criteria 2.8.2(H)(3) because the ODP property has unusual and practical difficulties achieving 75% primary uses due to its visibility, location, and prior policy changes which have altered the land use vision for adjacent properties. The ODP property is substantially setback from Harmony Road and major street intersections, reducing its visibility and accessibility for large-scale primary uses.

4. The Modification to Section 4.26(D)(3)(a) Dimensional Standards is not detrimental to the public good and meets criteria 2.8.2(H)(1) because the plan will promote the general purpose of the standard equally well because the overall ODP site meets the purpose and intent of the Harmony Corridor Plan to compatibly transition from more intensive development to adjacent residential neighborhoods. This is achieved by an ODP average residential building height of 3-stories and locating those buildings with taller building heights and intensity adjacent to commercial land uses or large buffer/detention areas;
5. The Modification to Section 4.26(D)(3)(a) Dimensional Standards is not detrimental to the public good and meets criteria 2.8.2(H)(2) because the ODP plan provides a substantial benefit to the community by addressing important community needs including access to childcare and advancing climate action and sustainability goals by providing on-site solar generation capacity and certifying a portion of residential units to LEED gold standards;
6. The ODP complies with the review standards of Section 2.3.2(H)(1) through (7).

6. Recommendation

Staff recommends that the Planning and Zoning Commission make a motion to approve the two Modifications of Standard to Land Use Code sections 4.26(D)(2) and 4.26(D)(3)(a); and approve the Ziegler – Corbett Overall Development Plan, ODP210004 based on the Findings of Fact and supporting explanations found in the staff report and hearing materials.

7. Attachments

1. Location & Zoning Map
2. Planning Objectives Narrative
3. Overall Development Plan
4. Overall Drainage Plan
5. Alternative Compliance Request Section 3.6.3
6. Modification Request Section 4.26(D)(2)
7. Modification Request Section 4.26(D)(3)(a)
8. City Plan Employment Land Demand Analysis
9. September 2021 Neighborhood Meeting Summary
10. February 2022 Neighborhood Meeting Summary
11. Public Comments
12. Staff presentation
13. Applicant Presentation

8. Links

The documents available at the following links provide additional information regarding the development proposal under review and are incorporated by reference into the hearing record for this item:

[Overall Drainage Report](#)
[Overall Traffic Study](#)

8. Carpenter Road/SH392, between College Avenue/US287 and I-25
9. LaPorte Avenue, between Wood and Howes streets
10. Mulberry Street, between Tyler Street and Overland Trail
11. Overland Trail, between LaPorte Avenue and Drake Road
12. Harmony Road, between Platte and Overland Trail
13. Troutman Parkway crossing at the Burlington Northern Santa Fe Railroad tracks
14. Keenland Drive crossing at the Union Pacific Railroad tracks

One of the major outcomes of the 2010-11 update process is that there are not any MSP street classifications that are proposed to be expanded beyond their current street classifications. For example, there are not any street classifications that are proposed to increase from a four lane arterial classification to a six lane arterial classification.

In some cases, the update process is proposing to reduce the classification for specific street segments on the MSP. For example, the project team is proposing that Lincoln Avenue between Jefferson Street and Lemay Avenue, be downgraded from a four lane arterial street classification to a two lane arterial street classification. It is important to note that the proposed amendments to the MSP network will continue to provide adequate transportation capacity for the City's short term and long-range travel needs.

3. New Overlay Map for MSP

The 2010-11 update to the Master Street Plan also includes a new "Overlay Map" to help proactively designate locations where the current Larimer County Urban Area Street Standards (LCUASS) may require revisions or flexibility to achieve the vision of special districts, Enhanced Travel Corridors, reshaping streets, and alternative vehicles and trails. These corridors may need to do more to address the street's adjacent land-uses or better fit the unique needs of the area (e.g., Downtown, North College, Lincoln, Mid-Town and along Enhanced Travel Corridors) as well as service all modes of transportation (cars, bicycles, pedestrians, transit, freight, parking, etc.)

See Attachment 6 for a copy of the City's current Master Street Plan and Attachment 7 for a copy of the TMP Appendix E – Master Street Plan Amendment Documentation for more details, including a map of the MSP segments that are under review as part of the update process as well as a draft copy of the new overlay map.

In summary, the MSP update process continues to move forward with additional technical analysis, community input opportunities, review by Boards and City Council.

The schedule is to bring forward the proposed Master Street Plan amendments to City Council for adoption as part of the overall Plan Fort Collins/Transportation Master Plan process in early 2011.

4. Master Street Plan (MSP) – Preliminary Corbett Drive Collector Street Analysis

One of the key locations being reviewed as part of the 2010-11 MSP update process is the Corbett Drive collector street extension that is currently shown on the MSP to connect the English Ranch neighborhood and the Front Range Village Shopping Center to Harmony Road. Corbett is currently constructed through the Front Range Village Shopping Center, terminating at the shopping center's north property line. There is an undeveloped property between the shopping center and the English

Ranch neighborhood, zoned HC, Harmony Corridor zone district; allowed uses could include multi-family residential, offices, and light industrial uses.

There has been a significant amount of public input from the English Ranch neighborhood, opposing this collector street connection. On November 22, 2010, staff conducted a meeting with the neighborhood (see Attachment 8, Meeting Notes from the November 22 Corbett Drive Public Meeting). City staff is continuing to gather input from the public, boards and commissions, and City Council. The public survey for residents and business will close on December 10. The final analysis will be available after the Transportation Board meeting on December 15.

The properties south of the English Ranch neighborhood have been involved in a variety of developments over the past two decades. A brief history of the public meetings potentially related to the Corbett Drive extension follows:

- English Ranch South Overall Development Plan (October 1995)
 - Planning and Zoning Board Meeting (October 1995)
 - ODP shows Corbett Drive connecting at Paddington and Edmonds
- Symbios Logic Overall Development Plan (June 1996)
 - Planning and Zoning Board Meeting (June 1996)
 - ODP shows Corbett Drive extending north from Harmony Road, turning east and connecting to Paddington. The connection is consistent with the English Ranch South ODP
- Harmony Corridor Plan Amendment (2003)
 - Amended plan to permit a lifestyle center
 - Planning and Zoning Board Meeting (June 19, 2003)
 - City Council Meeting (July 15, 2003)
- Harmony Corridor Plan Amendment (2005-06)
 - Amended plan to permit a regional shopping center
 - Planning and Zoning Board Meeting (November 21, 2005)
 - City Council Meeting (January 17, 2006)
- Front Range Village Overall Development Plan and Final Development Plan (September 2006)
 - Planning and Zoning Board Meeting (September 21, 2006)
 - Neighborhood Meeting #1 (January 14, 2006)
 - Neighborhood Meeting #2 (August 26, 2006)

The question of a vehicular connection between English Ranch and Front Range Village was directly asked at the August 26, 2006 neighborhood meeting. City staff response based on the meeting notes is below. The “back 40” refers to the undeveloped property north of Front Range Village.

“The Master Street Plan for this area calls for a street connection from the neighborhood to the “back 40” acres. Such a street connection will be required only when the “back 40” develops. While a connection ultimately may be required, it will not be made with the shopping center proposal.”

In addition, the development agreement for Front Range Village also included several sections specifically referencing the Corbett Drive extension. The agreement provided approximately

\$75,000 for a neighborhood traffic calming plan along Corbett Drive through 2015. A section of the agreement related to streets also notes the potential for a street connection to the English Ranch:

“It is understood and agreed that future development(s) may connect the public street system in the English Ranch neighborhood with this Development, and that such connectivity has the potential to allow cut-through traffic and other perceived negative impacts to the English Ranch neighborhood. In recognition of this potential and in response to comments at public meetings preceding the Development's PDP approval, City staff and representatives of the Developer considered a variety of traffic calming options for the neighborhood that can be implemented in the future when the street connections are completed.”

The draft Master Street Plan appendix outlines the preliminary staff analysis. All the data is not in yet, but a preliminary recommendation is that the Corbett connector street connection be removed from the MSP. A local street connection from within the currently vacant property may still be necessary and required by the Land Use Code at the time the vacant property south of English Ranch develops, regardless of the removal of the collector street designation from the MSP. The decision about street access and connections will be made after input from the neighborhood and developer, in conjunction with the submittal of a development plan for the vacant property. An initial list of positives and negatives associated with the Corbett Drive extension is below. This list, as well as the overall analysis, will be updated based on input received in December.

***Scenario 1: Maintain Planned
Corbett Drive Connection***

Pros

- Provides neighborhood access to Front Range Village, the Poudre River Public Library, AMD, Intel, other employers, and the Harmony Corridor.
- Safe Routes to School connection for students and parents to Preston Middle School and Traut Core Knowledge Elementary.
- Additional street connections for undeveloped property to north of Front Range Village to residences, parks, and schools.

Cons

- Potential for through traffic along Kingsley Drive and Corbett Drive to/from Front Range Village and Harmony Corridor.
- Direct pedestrian and bicycle connection already provides access to Front Range Village and Harmony Corridor.
- Surrounding arterial streets are able to handle additional traffic volumes.
- Undeveloped property to north of Front Range Village may be less reliant on Ziegler Road, reducing the access burden (i.e., the number and type of access points).

***Scenario 2: Remove Corbett Drive
Connection from MSP***

Pros

- Direct pedestrian and bicycle connection already provides access to Front Range Village and Harmony Corridor.
- Traffic projections do not anticipate any negative impact to surrounding arterial streets if connection is removed.
- Removes the potential for any through traffic along Kingsley Drive and Paddington Road.

Cons

- Inconsistent with *City Plan* and *Transportation Master Plan* goals and principles of direct connectivity and requirements in the Land Use Code.
- Development requirements in the Land Use Code must be addressed, and existing development plans must be amended (at the time of development) to remove the connection.
- Removes neighborhood Collector street connections to Preston Middle School and Traut Core Knowledge Elementary. This includes potential residential uses on the undeveloped property to the north of Front Range Village.
- Without this connection, access to the undeveloped property to the north of Front Range Village off Ziegler would become more important. This may increase the access burden and negatively impact Ziegler's safety and traffic operations. This assumes no street connection at all to the English Ranch neighborhood.
- Existing overall development plans (ODP) that include Corbett Drive must be amended to ensure compliance with the Land Use Code.

Corbett Drive Public Input Meeting – November 22, 2010

Feedback Notes:

- 1998 - 2010 MSP
- Promised no street connections-trust factor
- Concerned that lied to previously
- No problems getting around now
- Don't understand need for Corbett
- Why not traffic control on Paddington? Do not want it
- What is projection if connected?
- What is definition if connected?
- What is definition of this neighborhood?
- What about cut-through traffic?
- Stop Sign at Paddington & Kingsley
- Is there support for this connection?
- Concern about outside traffic using it
- Since current traffic calming not working, how/why do next street?
- Where do we go? Ride bike and walk through neighborhood to Avago and to Front Range Village
- Need 2 lanes entering roundabout from Horsetooth to south bound Zeigler
- High school students not using roundabout correctly, 410/450 students walk and bike
- Linton big walk and bike in school. Safety concerns

- Edmond and Paddington concern with traffic calming not working
- Concern with design Paddington not meeting collector design standard
- What is methodology of collecting traffic data? When? How long?
Ex: 24 hours
- Provide traffic data for when Paddington designed – what was it designed to serve? Are design improvements needed?
- Speeding traffic on Paddington and too much traffic
- Stop sign at Edmond
- Drainage concerns if street is built (stormwater)
- Use of bike path
- Convenience for street connection
- OK with driving around to get from neighborhood to shopping. Want to keep safer for bikes and pedestrians and students
- Concern with people using connection instead of Harmony
- Bike path supports travel by bike and walking for short trips
- Waste of time and money to put street in
- Why is this needed?
- May like option for short trips but very important concern for bicycle and pedestrian safety, especially children.
- Need to see tapes from prior City Council meetings
- Increasingly hard to make left turn from Kingsley on to Horsetooth. Concern for backing up traffic and safety
- Roundabout makes hard to get out of neighborhood because fewer gaps

- Joe Olson-option to signalize Kingsley, Paddington, Caribou? Traffic Operations reviewing.
- Need to study larger area and impacts
- Pedestrians trying to cross Zeigler at Paddington
- Signals needed today – especially for pedestrians/children. Signalized pedestrian crossing
- Developer deal with it in future
- No direct connection between Kingsley and Corbett
- Trust issues due to history; 15 years ago changed MSP alignment. RE: direct connection of Kingsley and Corbett
- Should put current info in writing frequently to keep message
- Fear of traffic will lead to fewer children being able to walk and bike
- Concern with high school drivers cutting through to restaurant
- What is City criteria for this? What will we do with this info?
- Backed up traffic at roundabout could cause cut through traffic
- Safety should be criteria
- What if 85% against and 15% support?
- Can this connection stay or go from MSP? Or is this a street going to be built? – Plan only
- Why is it still on MSP if no one wants it?
- When would it be built? With development (not before)
- What about money running out? \$75,000 is for traffic mitigation
- Triple bottom line analysis – trade offs for safety, environment
- High school traffic can get to school fine now, not need connection

- Concern with high school drivers to restaurants
- Concern with high school students on survey results – How to verify survey is property owners?
- Get data from traffic doing U-turns at cul-de-sac on north
- Two for; 148+ against.
- How is data weighted? Public opinion vs. environmental vs. developer?
- Want to keep neighborhood character, like it now. Like to walk/bike, keep neighborhood special, not do street
- What is timeline for council process? Slides on-line location/date/time of meetings?
- Concern with truck deliveries using this new street
- Has Front Range Village contacted CMO, Transportation Board about this connection? Diane Jones-Front Range Village not interested in connection. (per Melissa Moran, Bayer Properties)
- Concern with lower property values if street connection
- Concern with safety on Paddington. Too narrow. More bike and pedestrian traffic from neighborhood
- Not want to ride bike on path if street connector
- What is developer's point of view?
- Can developer not connect to Paddington?
- What land uses can be on developer's site?
- If take off MSP, what happens when development happens? Depends on developer's plan; land uses; traffic study
- When old and new Sunstone connected caused more traffic.
- Look at different width of Paddington

- Future mailings should be sent out earlier
- Kingsley and Paddington corner. People go down and turn around at end of cul-de-sac now so more concerns if connected

Plan Fort Collins
innovate.sustain.connect

Corbett Drive Extension – MSP Update Process

41

City of Fort Collins

Plan Fort Collins
innovate.sustain.connect

CORBETT DRIVE AND FRONT RANGE VILLAGE

- No direct connection to Kingsley per MSP
- Front Range Village development agreement
 - Acknowledged there may be a street connection to English Ranch in the future
 - Provided \$75,000 for a neighborhood traffic calming plan along Corbett Drive
 - Secured through 2015
 - Includes traffic calming measures such as speed tables, lower speed limits, pedestrian crosswalks, and signage

42

City of Fort Collins

Plan Fort Collins
innovate.sustain.connect

CITY PLAN AND TRANSPORTATION MASTER PLAN POLICIES

- The physical organization of the City will be supported by a framework of transportation alternatives that balances access, mobility, safety, and emergency response throughout the City, while working towards reducing the rate of growth of vehicle miles traveled and dependence upon the private automobile. (City Plan and TMP)

City of
Fort Collins

43

Plan Fort Collins
innovate.sustain.connect

CITY PLAN AND TRANSPORTATION MASTER PLAN POLICIES

- A well-developed system of connections (walkways, bikeways, and streets) throughout the community will link land uses and travel within and beyond Fort Collins. (TMP)
- Neighborhood streets will be extensively interconnected, but designed to protect the neighborhood from excessive cut-through traffic. (TMP)

City of
Fort Collins

44

Plan Fort Collins
innovate.sustain.connect

IMPLEMENTING THE POLICIES

Typical Collector Street without Parking

City of Fort Collins

45

Plan Fort Collins
innovate.sustain.connect

IMPLEMENTING THE POLICIES

Typical Collector Street with On-street Parking

City of Fort Collins

46

Plan Fort Collins
innovate.sustain.connect

CORBETT DRIVE AND THE MASTER STREET PLAN

- **The MSP is adopted by City Council as part of the Transportation Master Plan**
- **The MSP is the vision for the City’s street network**
- **The adopted MSP shows an indirect connection of Corbett Drive to Paddington Road**
- **An indirect street connection has been on the MSP as far back as 1998**

City of Fort Collins

47

Plan Fort Collins
innovate.sustain.connect

CORBETT DRIVE AND THE MASTER STREET PLAN

- **Benefits of Connection**
 - **Neighborhood access to Front Range Village, public library, AMD, Intel, other employers and the Harmony Corridor**
 - **Connection to schools for students and parents:**
 - **Linton, Fort Collins HS, Preston, Traut**
 - **Traffic calming measures along Paddington and Corbett to address concerns**
 - **Connection for future development to parks and schools**

City of Fort Collins

48

Plan Fort Collins
innovate.sustain.connect

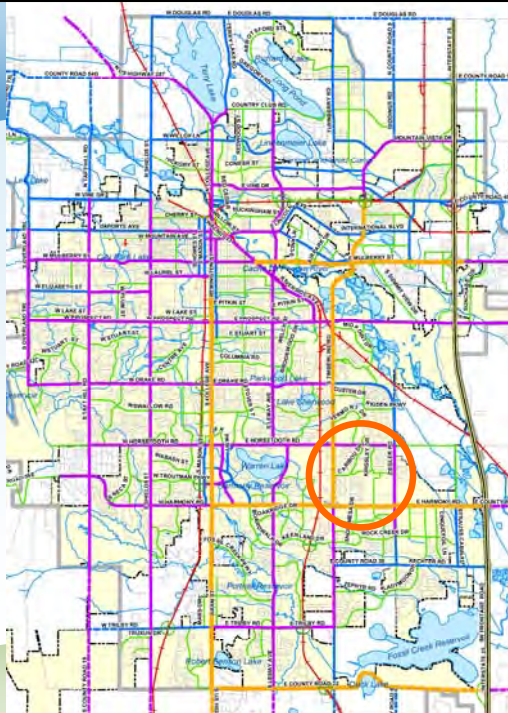
CORBETT DRIVE AND THE MASTER STREET PLAN

- **Concerns of Connection**
 - **Potential for cut-through traffic along neighborhood streets**
 - **Direct bicycle and pedestrian connection already provides access to Front Range Village and Harmony Corridor**
 - **Surrounding arterial streets are able to handle additional traffic volumes**
 - **Type of future development south of English Ranch is unknown at this time**

City of Fort Collins

49

Fort Collins
innovate.sustain.connect


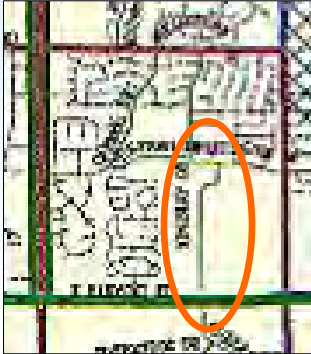



50

Plan Fort Collins
innovate.sustain.connect

CORBETT DRIVE & THE MASTER STREET PLAN

19982000

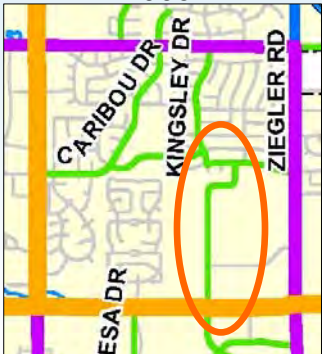




51

Plan Fort Collins
innovate.sustain.connect

CORBETT DRIVE & THE MASTER STREET PLAN

20022009



52

Plan Fort Collins
innovate.sustain.connect

STREET CONNECTIVITY NORTH OF FRONT RANGE VILLAGE

- **Current MSP**
 - Indirect Corbett Drive street connection
 - No direct connection to Kingsley
- **Bicycle and pedestrian trail will remain**
- **If Corbett Drive removed from MSP, Land Use Code may require a non-Corbett street connection to the property north of Front Range Village**
 - Depends on land uses and traffic impact study
 - May impact traffic signal locations and access points along Ziegler

53

City of Fort Collins

Plan Fort Collins
innovate.sustain.connect

TRAFFIC DATA – KINGSLEY

Year	Vehicles per Day	85 th Percent Speed
2010	1,005	32 mph

* Ziegler and Horsetooth roundabout constructed in 2008

54

City of Fort Collins

Plan Fort Collins
innovate.sustain.connect

TRAFFIC DATA – PADDINGTON

Year	Vehicles per Day	85 th Percent Speed
2002	1,290	32.8 mph
2005	945	33.8 mph
2010	1,113	33 mph

* Ziegler and Horsetooth roundabout constructed in 2008

City of Fort Collins

55

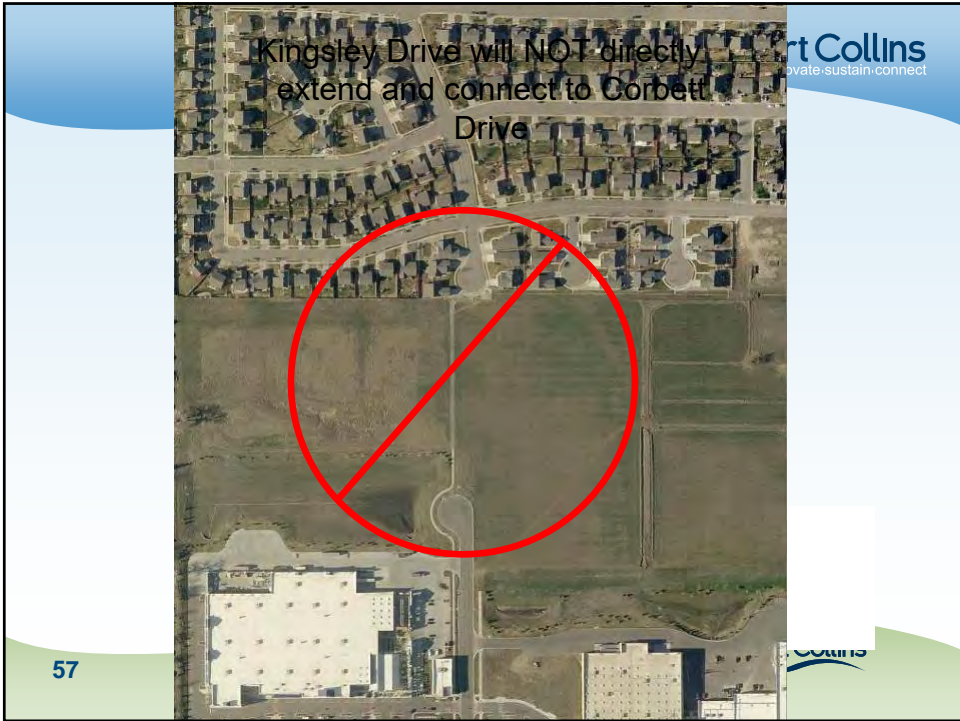
Plan Fort Collins
innovate.sustain.connect

NEIGHBORHOOD TRAFFIC SAFETY AND MITIGATION

- **The City has installed traffic calming measures along Kingsley Drive**
 - Speed tables, 25 mph speed limit, pedestrian crosswalks and signage
- **Front Range Village development agreement allocates \$75,000 for a neighborhood traffic calming plan**
 - Secured through 2015; applicable to Corbett Drive
 - Speed tables, lower speed limits, signage

City of Fort Collins

56



Plan Fort Collins
innovate.sustain.connect

RESIDENT FEEDBACK TO DATE

- **Confusion about where Corbett Drive could connect (Kingsley or further east)**
- **Negative impact to walking and biking in neighborhood, especially for kids**
- **The benefit of connecting Corbett Drive does not outweigh the impacts of increased traffic and noise**
- **Need additional/enhanced traffic calming measures, especially on Paddington**

City of Fort Collins

58

Traffic Study Presented at Planning & Zoning Commission

March 23, 2023

ZIEGLER-CORBETT/UNION PARK MIXED-USE
TRANSPORTATION IMPACT STUDY

FORT COLLINS, COLORADO

JANUARY 2023

Prepared for:

Landmark Homes
6341 Fairgrounds Avenue, Suite 100
Windsor, CO 80550

Prepared by:

DELICH ASSOCIATES
2272 Glen Haven Drive
Fort Collins, CO 80538
Phone: 970-669-2061
FAX: 970-669-5034



Project #2233

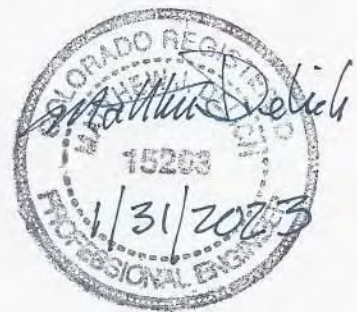


TABLE OF CONTENTS

I. INTRODUCTION 1

II. EXISTING CONDITIONS 2

Land Use 2

Roads 2

Existing Traffic 5

Existing Operation 5

Pedestrians Facilities 5

Bicycle Facilities 9

Transit Facilities 9

Accident Analysis 9

III. PROPOSED DEVELOPMENT 11

Trip Generation 11

Trip Distribution 11

Background Traffic Projections 11

Traffic Assignment 17

Total Traffic 17

Signal Warrants 17

Geometry 21

Operations Analysis 21

Pedestrian Level of Service 28

Bicycle Level of Service 29

Transit Level of Service 29

IV. CONCLUSIONS/RECOMMENDATIONS 30

LIST OF TABLES

1. Current Peak Hour Operation 8

2. Trip Generation 13

3. Short Range (2028) Background Peak Hour Operation 24

4. Long Range (2045) Background Peak Hour Operation 25

5. Short Range (2028) Total Peak Hour Operation 26

6. Long Range (2045) Total Peak Hour Operation 27

LIST OF FIGURES

1. Site Location	3
2. Existing Intersection Geometry.....	4
3. Recent Peak Hour Traffic	6
4. Averaged/Balanced Recent Peak Hour Traffic.....	7
5. Site Plan.....	12
6. Trip Distribution	14
7. Short Range (2028) Background Peak Hour Traffic.....	15
8. Long Range (2045) Background Peak Hour Traffic.....	16
9. Site Generated Peak Hour Traffic	18
10. Short Range (2028) Total Peak Hour Traffic	19
11. Long Range (2045) Total Peak Hour Traffic.....	20
12. Short Range (2028) Geometry	22
13. Long Range (2045) Geometry.....	23

APPENDICES

- A. Study Limits/Base Assumptions Form
- B. Recent Peak Hour Traffic Counts
- C. Current Peak Hour Operation/Level of Service Descriptions
- D. Peak Hour Signal Warrants
- E. Short Range (2028) Background Peak Hour Operation
- F. Long Range (2045) Background Peak Hour Operation
- G. Short Range (2028) Total Peak Hour Operation
- H. Long Range (2045) Total Peak Hour Operation
- I. Pedestrian/Bicycle Level of Service

I. INTRODUCTION

This Transportation Impact Study (TIS) addresses the capacity, geometric, and control requirements for the proposed Ziegler-Corbett/Union Park Mixed-Use development. The proposed Ziegler-Corbett/Union Park Mixed-Use development is located west of Ziegler Road and south of Paddington Road in Fort Collins, Colorado. This TIS addresses both the short range (2028) and the long range (2045) futures.

During the course of this analysis, numerous contacts were made with City staff, the project developer (Landmark Homes), the project planning consultant (TB Group), and the project engineering consultant (Highland Development Services, Inc.). Since this land is within the City of Fort Collins, the traffic impact study guidelines for Fort Collins, as contained in the "Larimer County Urban Area Street Standards" (LCUASS) were used. The study involved the following steps:

- Collect physical, traffic, and development data;
- Perform trip generation, trip distribution, and trip assignment;
- Determine peak hour traffic volumes;
- Conduct capacity and operational level of service analyses on key intersections;
- Analyze signal warrants and geometric requirements.

The following intersections, as agreed to in the scoping discussions, were addressed in this traffic study: Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond-Site Access, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access-Site Access intersections. Appendix A contains the Transportation Impact Study Base Assumptions form and related attachments for the Ziegler-Corbett/Union Park Mixed-Use development.

The long range (2045) analysis in this TIS serves as a replacement of the "Ziegler-Corbett Mixed-Use Master Transportation Impact Study," dated January 2022. It addresses the staff comments and access changes pertaining to the previous submittal. Particularly it addresses a potential signal at the Ziegler/Hidden Pond-Site Access intersection with no connection from the site to Paddington Road. It is noted that the connection to Paddington Road was removed from the Fort Collins Master Street Plan several years ago.

II. EXISTING CONDITIONS

The location of the Ziegler-Corbett/Union Park Mixed-Use site is shown in Figure 1. It is important that a thorough understanding of the existing conditions be presented.

Land Use

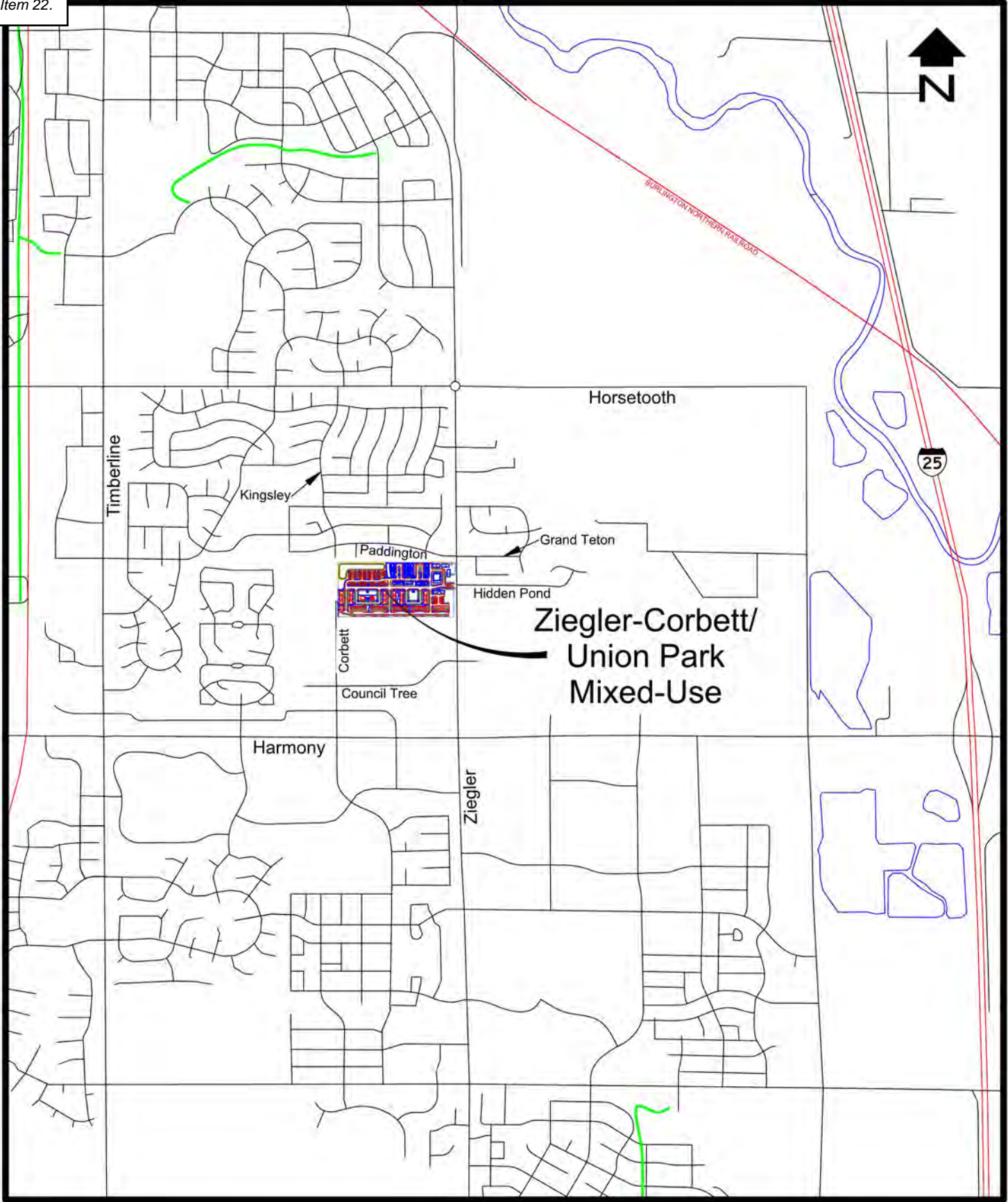
The project site is currently vacant. The land surrounding the site consists of primarily commercial and residential uses. There are commercial uses to the south (Front Range Village) and southeast (HP Campus) of the site. There are residential uses to the north, northeast, and west of the site. The center of Fort Collins lies to the northwest of the Ziegler-Corbett/Union Park Mixed-Use site.

Roads

The primary streets near the Ziegler-Corbett/Union Park Mixed-Use site are Ziegler Road, Council Tree Avenue, Corbett Drive, Hidden Pond Drive, and Paddington Road. The existing geometry and control at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access intersections is shown in Figure 2.

Ziegler Road is to the east of (adjacent to) the Ziegler-Corbett/Union Park Mixed-Use site. It is a north-south street designated as a four-lane arterial street between Horsetooth Road and Rock Creek Drive on the Fort Collins Master Street Plan. Currently, Ziegler Road has a four-lane cross section and an existing posted speed of 40 mph. At the Ziegler/Council Tree-HP Access intersection, Ziegler Road has northbound and southbound left-turn lanes, two through lanes in each direction, and northbound and southbound right-turn lanes. The Ziegler/Council Tree-HP Access intersection has signal control. At the Ziegler/Target Service Access intersection, Ziegler Road has a northbound left-turn lane and two through lanes in each direction. The Ziegler/Target Service Access intersection has stop sign control on the Target Service Access. At the Ziegler/Hidden Pond intersection, Ziegler Road has a center two-way continuous left-turn lane and two through lanes in each direction. The Ziegler/Hidden Pond intersection has stop sign control on Hidden Pond Drive. At the Ziegler/Paddington-Grand Teton intersection, Ziegler Road has northbound and southbound left-turn lanes and two through lanes in each direction. The Ziegler/Paddington-Grand Teton intersection has stop sign control on Paddington Road-Grand Teton Place.

Council Tree Avenue is an east-west street designated as a local street on the Fort Collins Master Street Plan. Currently, Council Tree Avenue provides access to the Front Range Village shopping center and has a four-lane cross section. The east leg of the Ziegler/Council Tree-HP Access intersection provides access to the HP Campus and has a four-lane cross section. At the Ziegler/Council Tree-HP Access intersection, Council Tree Avenue-HP Access has eastbound and westbound left-turn lanes, one through lane in each direction, and a westbound right-turn lane.

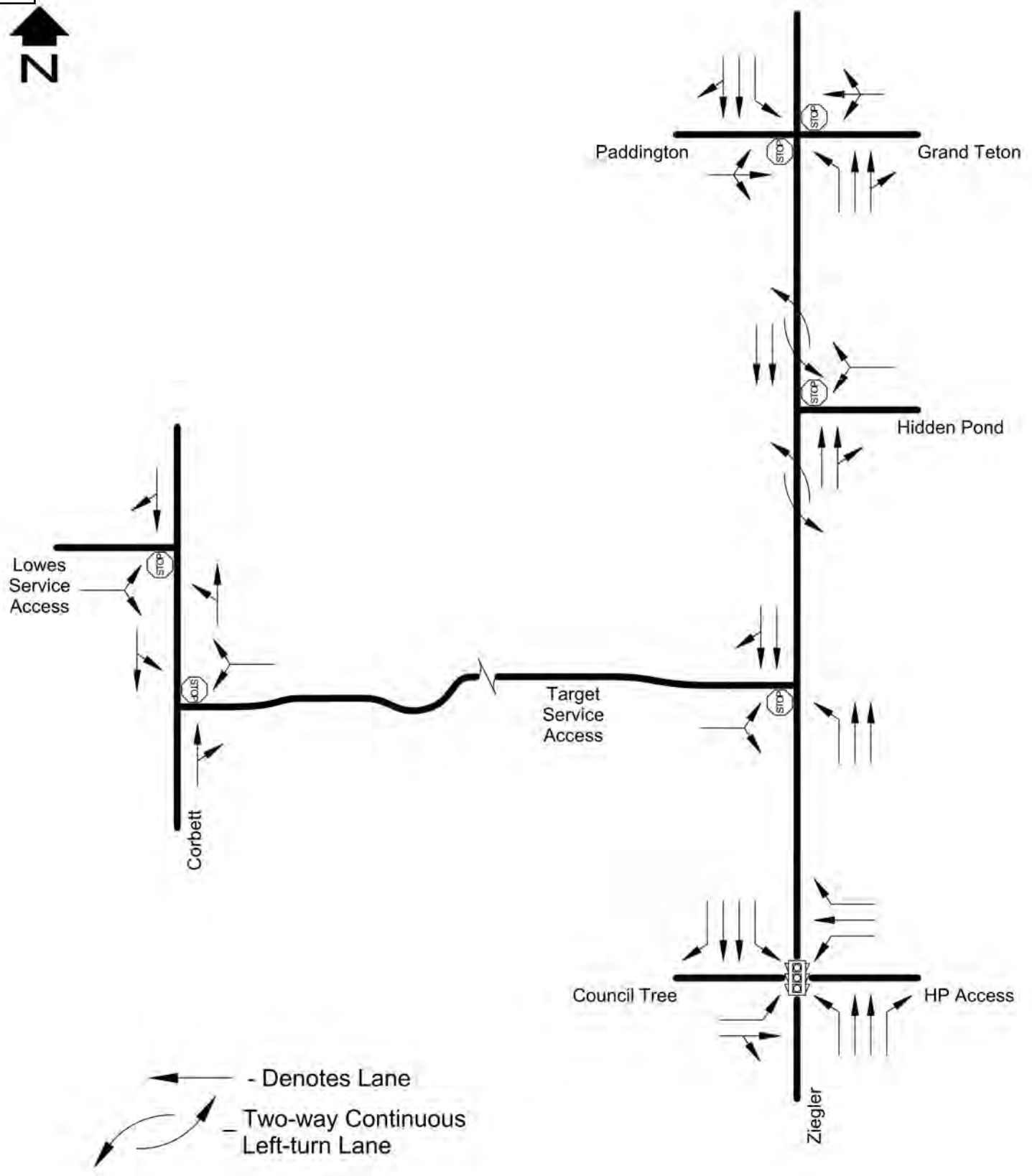


SCALE: 1"=2000'

SITE LOCATION

Figure 1

Item 22.



EXISTING INTERSECTION GEOMETRY

Figure 2

Paddington Road-Grand Teton Place is to the north of the Ziegler-Corbett/Union Park Mixed-Use site. Paddington Road is designated as a collector street on the Fort Collins Master Street Plan. Paddington Road was built prior to the adoption of LCUASS. Therefore, it does not meet most of the collector street criteria (width, bike lanes, etc.). Grand Teton Place is designated as a local street. Currently, Paddington Road and Grand Teton Place have two-lane cross sections (no center lane). At the Ziegler/ Paddington-Grand Teton intersection, Paddington Road and Grand Teton Place are striped as having all eastbound and westbound movements combined into single lanes.

Corbett Drive is to the west of the Ziegler-Corbett/Union Park Mixed-Use site. Corbett Drive is designated as a collector street on the Fort Collins Master Street Plan. Currently, Corbett Drive has a two-lane cross sections (no center lane). At the Corbett/ Target Service Access and Corbett/Lowes Service Access intersections, Corbett Drive has all northbound and southbound movements combined into single lanes. Corbett Drive serves the Front Range Village to the south and Affinity Senior Housing to the north.

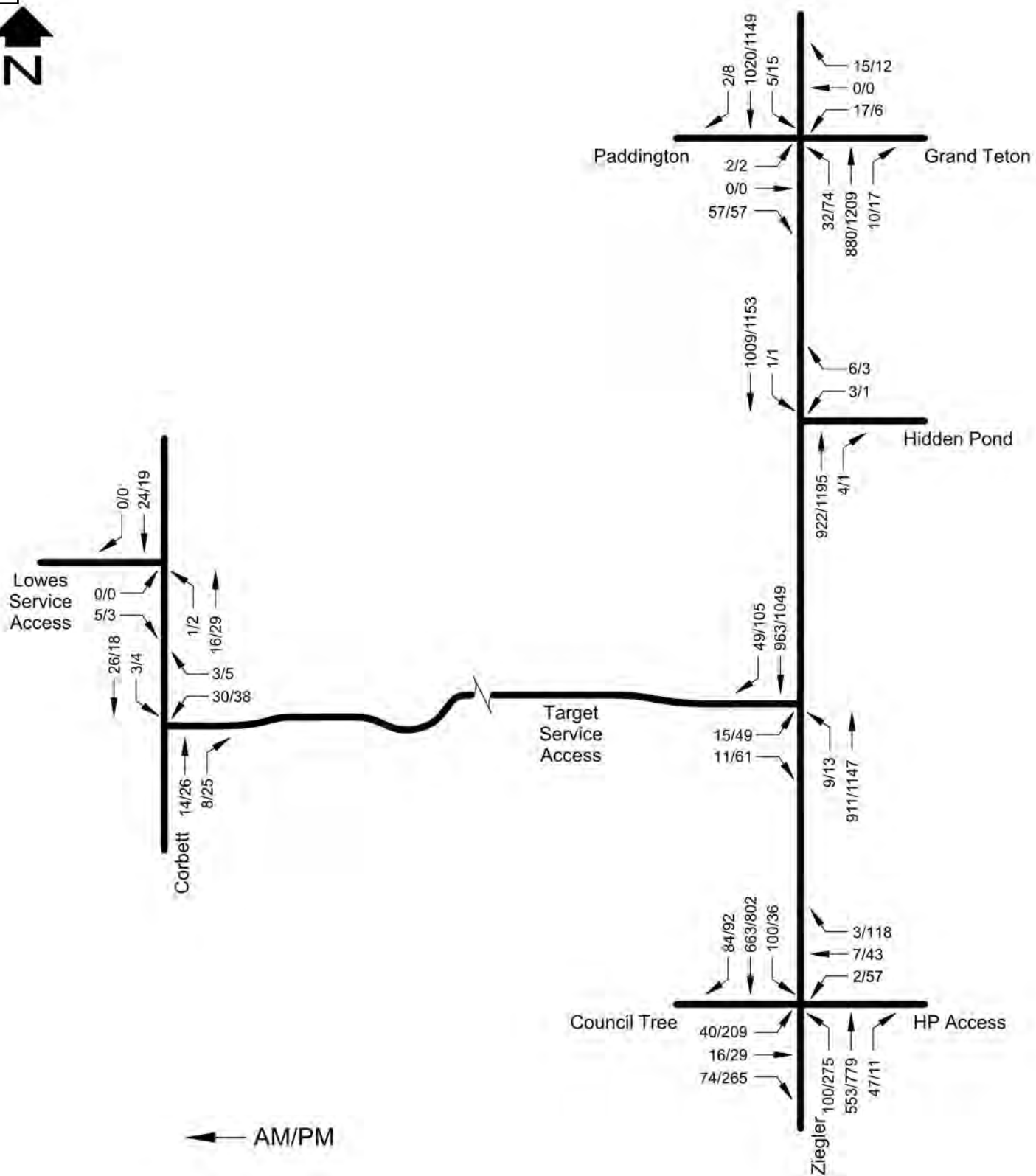
Existing Traffic

Recent peak hour traffic volumes at the Ziegler/Council Tree-HP Access, Ziegler/ Target Service Access, Ziegler/Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/ Target Service Access, and Corbett/Lowes Service Access intersections are shown in Figure 3. The counts at the Ziegler/Council Tree-HP Access intersection were obtained in August 2019 by the City of Fort Collins. The counts at the Ziegler/Target Service Access, Ziegler/Hidden Pond, and Ziegler/Paddington-Grand Teton intersections were obtained in September 2021. The counts at the Corbett/Target Service Access, and Corbett/Lowes Service Access intersections were obtained in January 2023. Raw traffic count data is provided in Appendix B. Since counts were obtained on different days and different years, the volumes were averaged/balanced between the intersections and are shown in Figure 4.

Existing Operation

The Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/ Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access intersections were evaluated and the peak hour operation is displayed in Table 1. Calculation forms are provided in Appendix C. The key intersections currently meet the Fort Collins operational criteria with existing control, signal timing, and geometry. The existing signal timing was used. The intersection was evaluated using techniques provided in the Highway Capacity Manual, 6th Edition. A description of level of service for signalized and unsignalized intersections from the Highway Capacity Manual, 6th Edition and a table showing the Fort Collins Motor Vehicle LOS Standards (Intersections) are also provided in Appendix C. At signalized intersections, acceptable operation is considered to be at level of service D overall and level of service E for any approach leg or movement. Acceptable operation is considered to be

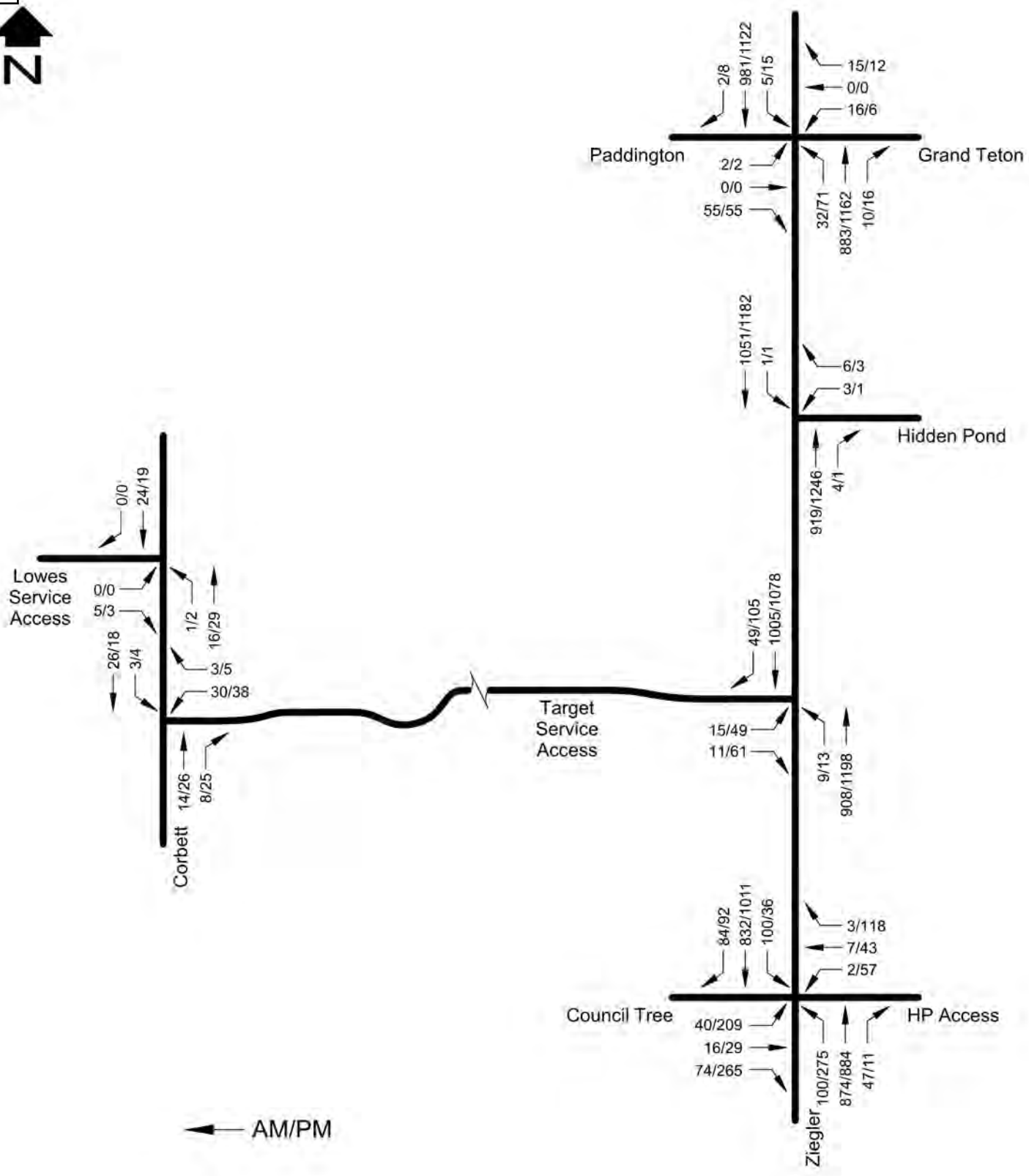
Item 22.



RECENT PEAK HOUR TRAFFIC

Figure 3

Item 22.



AVERAGED/BALANCED RECENT PEAK HOUR TRAFFIC

Figure 4

TABLE 1
Current Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	D
	EB T/RT	D	D
	EB APPROACH	D	D
	WB LT	D	D
	WB T	D	D
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	B
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	B
	SB LT	A	A
	SB T	A	B
	SB RT	A	B
	SB APPROACH	A	B
OVERALL	A	B	
Ziegler/Target Service Access (stop sign)	EB LT/RT	B	D
	NB LT	C	B
	OVERALL	A	A
Ziegler/Hidden Pond (stop sign)	WB LT/RT	C	C
	SB LT	B	B
	OVERALL	A	A
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	C	C
	WB LT/T/RT	F (54.9 secs)	F (79.2 secs)
	NB LT	B	B
	SB LT	B	B
	OVERALL	A	A
Corbett/Target Service Access (stop sign)	WB LT/RT	A	A
	SB LT/T	A	A
	OVERALL	A	A
Corbett/Lowes Service Access (stop sign)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A

at level of service D overall and level of service F for any approach leg at unsignalized intersections. It is important to note that a southbound right-turn lane is warranted at the Ziegler/Target Service Access intersection with the existing peak hour volumes.

In the neighborhood meeting, residents in the area mentioned that there were few gaps in the traffic on Ziegler Road that made it difficult to make minor street left-turns, particularly at the Ziegler/Paddington-Grand Teton intersection. This is reflected in the level of service F conditions shown in Table 1. It is acknowledged that the calculated delay for the minor street left turns is high, especially in the afternoon peak hour. This is due to high through volumes on Ziegler Road. Based upon research (actual delay data), the calculated delay is higher than the actual delay. There is little that can be done to alleviate this condition, except signalization of the Ziegler/Paddington-Grand Teton intersection. An alternative control would be a roundabout, but that may not be possible at this intersection. The final solution is beyond the scope of a transportation impact study for a development that will not contribute any traffic to the minor street legs. With that said, the peak hour level of service F for the minor street legs meets the operational criteria of the City of Fort Collins.

Pedestrian Facilities

There are sidewalks along all streets in the area of the Ziegler-Corbett/Union Park Mixed-Use site.

Bicycle Facilities

There are bicycle lanes along Harmony Road, Ziegler Road, Corbett Drive, and Council Tree Avenue.

Transit Facilities

Currently, this area of Fort Collins is served by Transfort Route 16 service on Harmony Road.

Accident Analysis

Accident data was obtained from the City of Fort Collins for Ziegler Road from the Ziegler/Council Tree-HP Access intersection to the Ziegler/Paddington-Grand Teton intersection for five years plus nine months of 2021.

At the Ziegler/Council Tree-HP Access intersection, there were 37 reported accidents: 11 rear-end accidents, 15 accidents involving turning vehicles, five right-angle accidents, three side-swipe accidents, two involving hitting a fixed object, and one involving a bicycle. The number and type of accidents at the Ziegler/Council Tree-HP Access intersection is typical for a signalized intersection.

At the Ziegler/Paddington-Grand Teton intersection, there were four reported accidents: three right-angle accidents and one accident that was parking related. The number and type of accidents at the Ziegler/Paddington-Grand Teton intersection is typical for a stop sign controlled intersection.

There were seven mid-block accidents in this section of Ziegler Road. All were right-angle accidents.

III. PROPOSED DEVELOPMENT

The proposed Ziegler-Corbett/Union Park Mixed-Use will consist of approximately 22,200 square feet of office, 16,825 square feet of commercial/retail, a 10,600 square foot day care center, 61 attached single-family dwelling units, and 561 apartment dwelling units. Figure 5 shows a site plan of the proposed Ziegler-Corbett/Union Park Mixed-Use site. The short range analysis (Year 2028) includes development of the proposed Ziegler-Corbett/Union Park Mixed-Use site and an appropriate increase in background traffic due to normal growth and other potential developments in the area. The long range analysis year is considered to be 2045.

Access to the Ziegler-Corbett/Union Park Mixed-Use site will be via one proposed full-movement access to/from Ziegler Road that will line up with Hidden Pond Drive. There will also be access to/from Corbett Drive on the west side of the site.

Trip Generation

Trip generation is important in considering the impact of a development on the existing and proposed street system. Trip Generation, 11th Edition, ITE was used to determine the trips that would be generated by the Ziegler-Corbett/Union Park Mixed-Use development. A trip is defined as a one-way vehicle movement from origin to destination. Table 2 shows the expected trip generation from the site on a daily and peak hour basis. The trip generation for full development of the Ziegler-Corbett/Union Park Mixed-Use site resulted in 5,390 daily trip ends, 458 morning peak hour trip ends, and 570 afternoon peak hour trip ends.

Trip Distribution

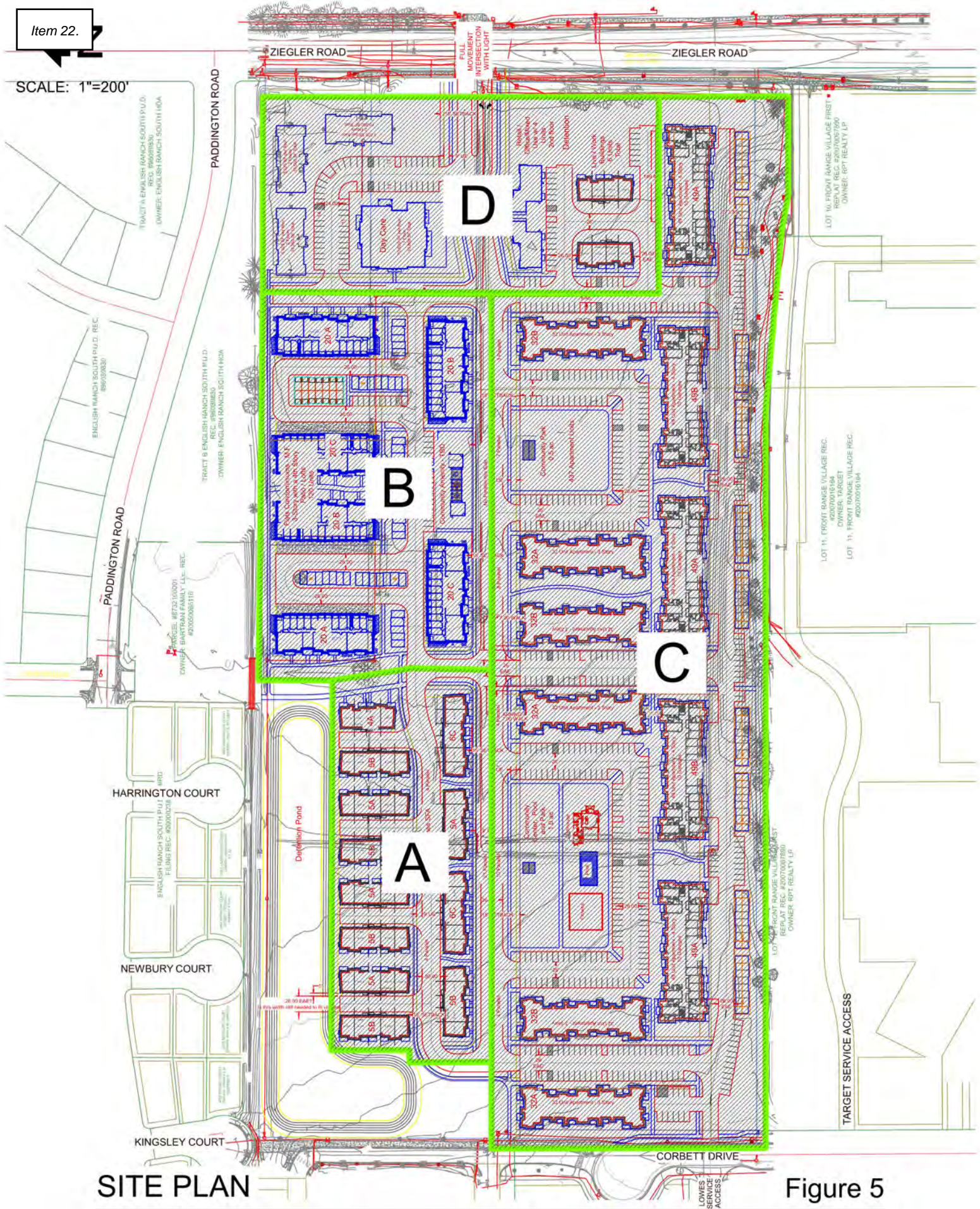
Trip distribution for the Ziegler-Corbett/Union Park Mixed-Use site was estimated using knowledge of the existing and planned street system, existing traffic patterns, development trends, and engineering judgment. Figure 6 shows the trip distribution for the short range (2028) and long range (2045) analysis futures. The trip distribution was agreed to by City of Fort Collins staff in the scoping discussions.

Background Traffic Projections

Background traffic projections for the short range (2028) and long range (2045) future horizons were developed by factoring the volumes on Ziegler Road by approximately two percent per year. The traffic on Council Tree Avenue and the HP Access was factored by approximately 0.5 percent per year. Figures 7 and 8 respectively show the short range (2028) and long range (2045) background weekday peak hour traffic at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access intersections.

Item 22.

SCALE: 1"=200'

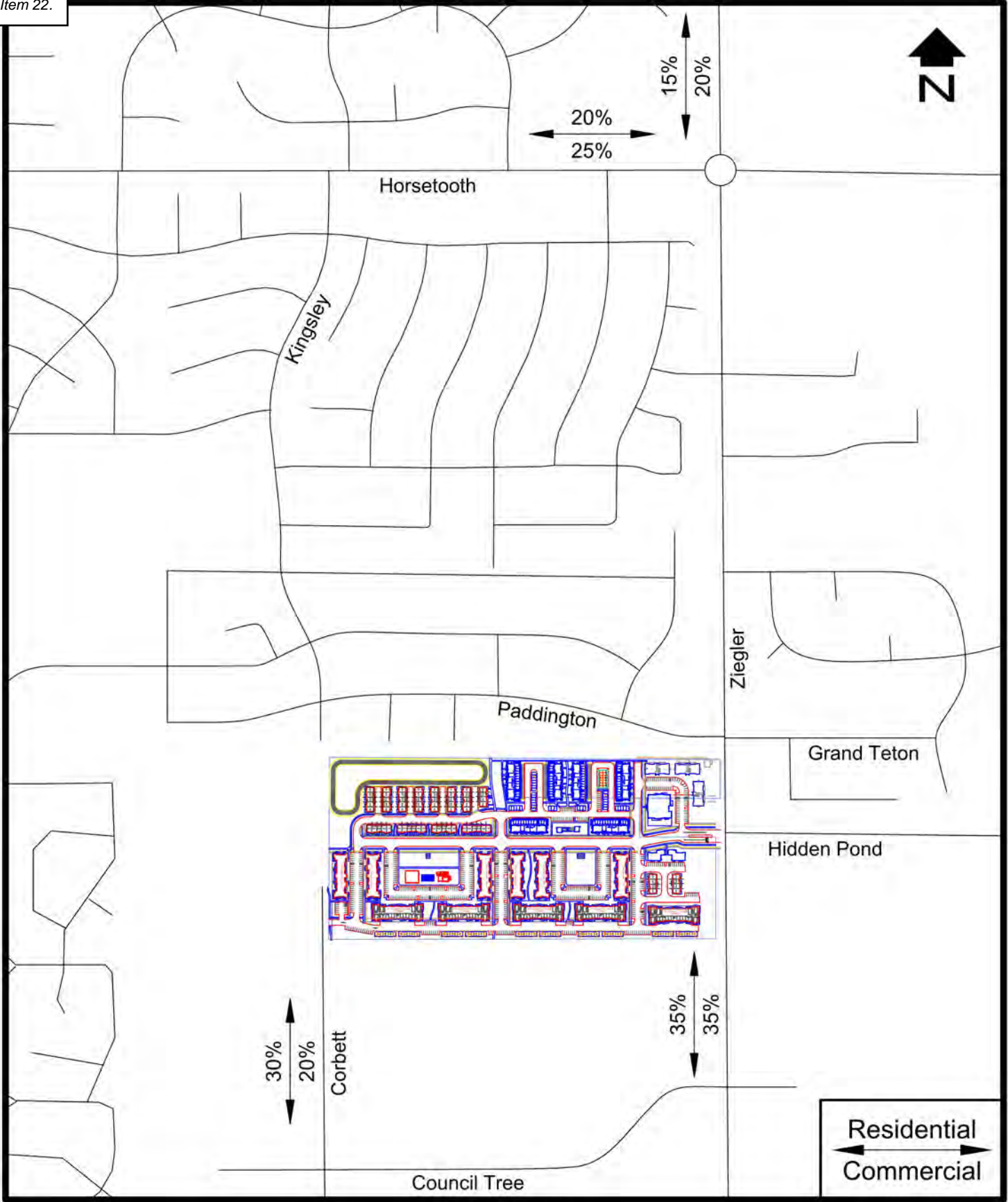


SITE PLAN

Figure 5

TABLE 2 Trip Generation												
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
Area A												
215	Single Family Attached	53 D.U.	EQ	354	EQ	5	EQ	17	EQ	17	EQ	11
Area B												
220	Low-Rise Multifamily	120 D.U.	EQ	844	EQ	14	EQ	46	EQ	45	EQ	27
Area C												
220	Low-Rise Multifamily	192 D.U.	EQ	1306	EQ	20	EQ	62	EQ	65	EQ	38
221	Mid-Rise Multifamily	245 D.U.	EQ	1122	EQ	22	EQ	74	EQ	58	EQ	38
Subtotal					2428		42		136		123	76
Area D South												
215	Single Family Attached	8 D.U.	7.20	58	0.12	1	0.36	3	0.34	3	0.23	2
220	Low-Rise Multifamily	4 D.U.	6.74	26	0.10	0	0.30	2	0.32	1	0.19	1
712	Small Office	5,356 KSF	14.39	78	1.37	7	0.30	2	0.73	4	1.43	8
Subtotal					162		8		7		8	11
Area D North												
822	Shopping Plaza <40 KSF	16,825 KSF	54.45	916	1.42	24	0.94	16	3.295	55	3.295	55
710	Office	16,825 KSF	10.84	182	1.34	23	0.18	3	0.24	4	1.20	20
565	Day Care Center	10.6 KSF	47.62	504	5.83	62	5.17	55	5.23	55	5.89	63
Subtotal					1602		109		74		114	138
Total					5390		178		280		307	263

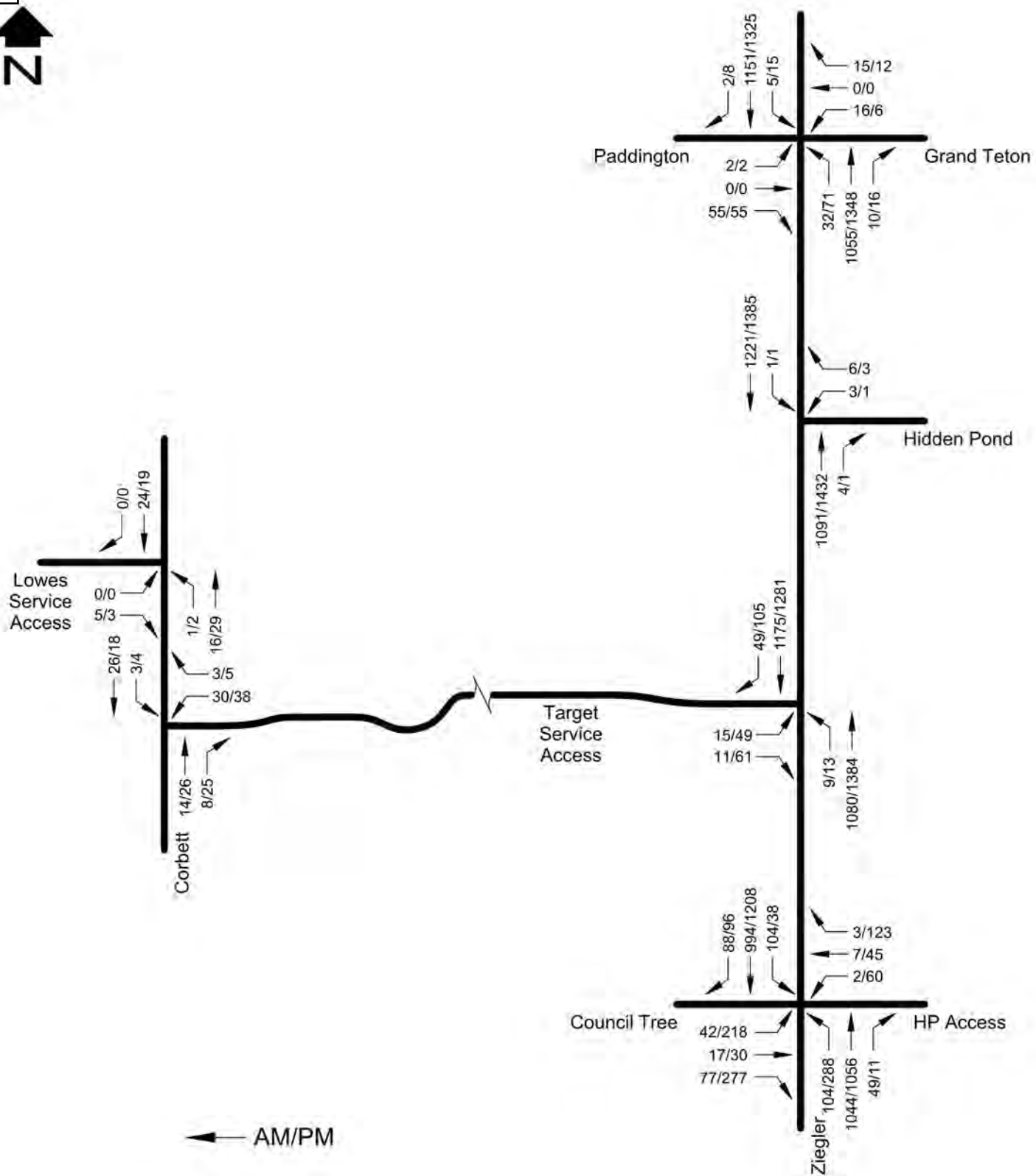
Item 22.



TRIP DISTRIBUTION

Figure 6

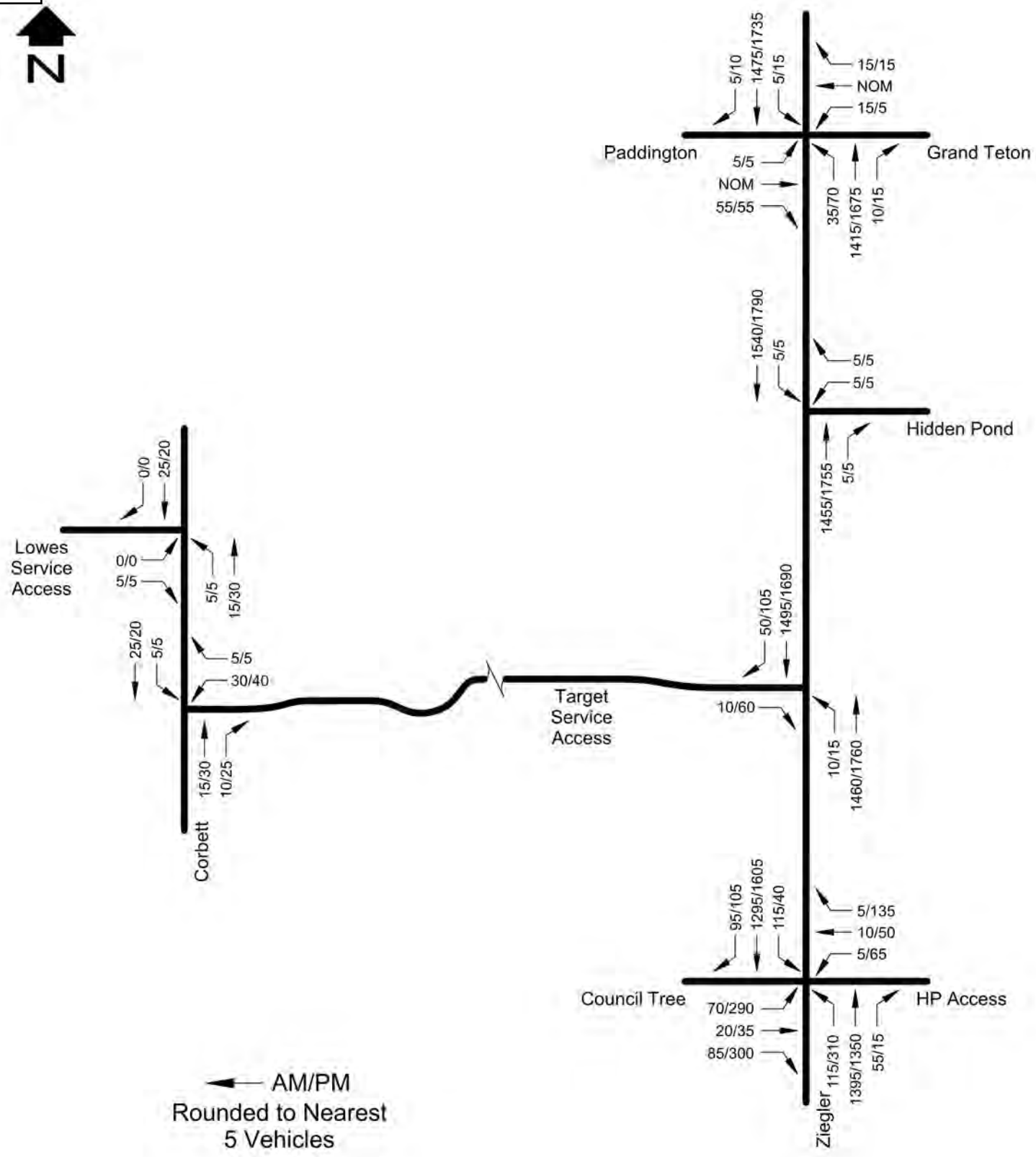
Item 22.



SHORT RANGE (2028) BACKGROUND PEAK HOUR TRAFFIC

Figure 7

Item 22.



LONG RANGE (2045) BACKGROUND PEAK HOUR TRAFFIC

Figure 8

Traffic Assignment

Trip assignment is the product of both the trip generation and trip distribution processes. Figure 9 shows the site generated weekday peak hour traffic at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond-Site Access, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access-Site Access intersections.

Total Traffic

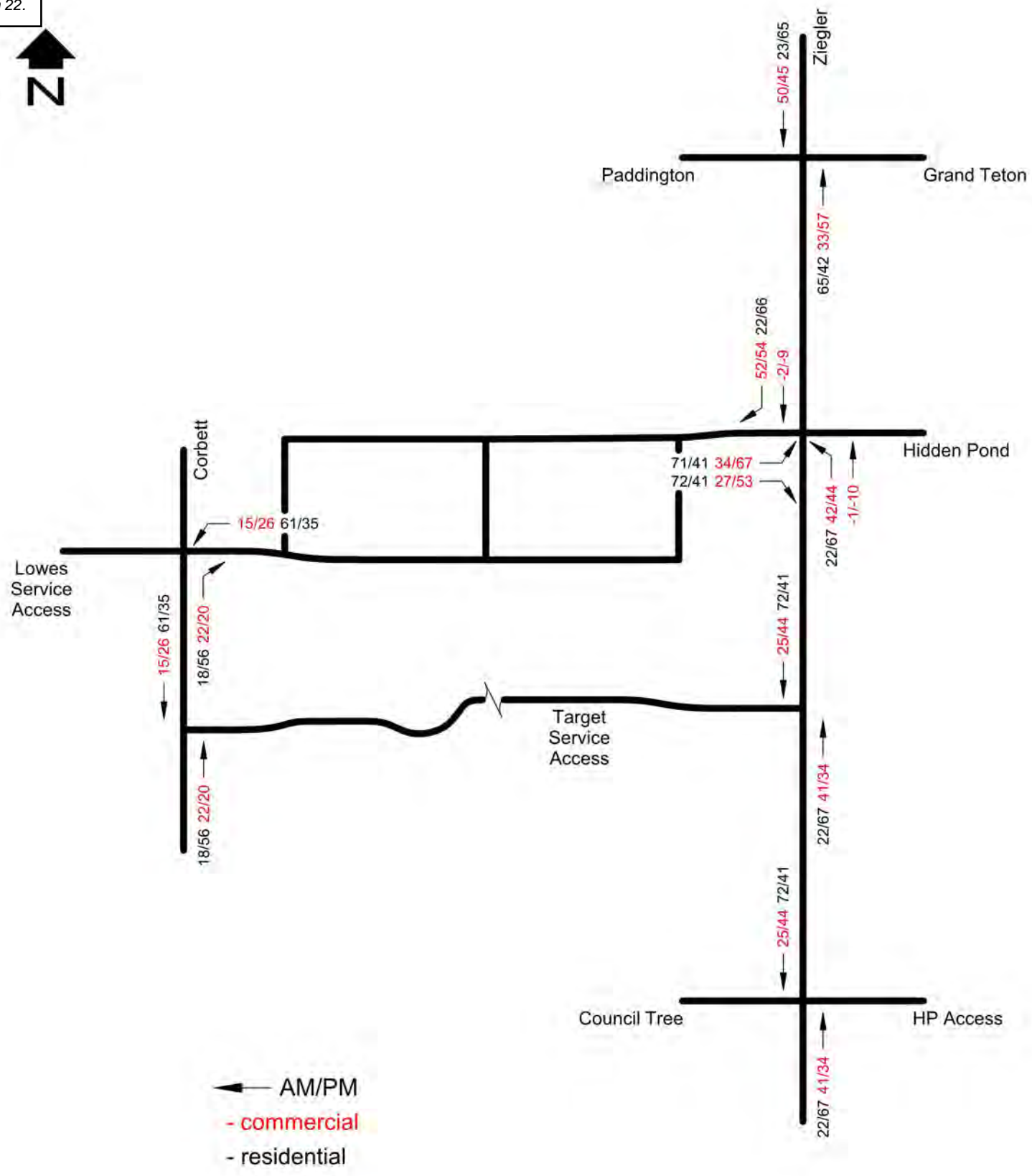
The traffic volumes generated by the proposed Ziegler-Corbett/Union Park Mixed-Use development were added to the background traffic volumes to produce the total traffic volume forecasts for the short range (2028) and long range (2045) futures. Figures 10 and 11 show the respective short range (2028) and long range (2045) total weekday peak hour traffic at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond-Site Access, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access-Site Access intersections. When the proposed signal at the Ziegler/Hidden Pond-Site Access intersection is installed, some Front Range Village and Affinity Senior Housing traffic may/will find it easier to use the newly installed signal than other routes. This adjustment in traffic volumes is reflected in the short range (2028) and long range (2045) total weekday peak hour traffic.

Signal Warrants

As a matter of policy, traffic signals are not installed at any location until such time that signal installation warrants are met according to the Manual on Uniform Traffic Control Devices. The Ziegler/Council Tree-HP Access intersection is currently signalized. For the streets in the vicinity of the Ziegler-Corbett/Union Park Mixed-Use, four hour and/or eight hour signal warrants are applicable. These warrants require much data and are applied when the traffic is actually on the area road system. As part of discussions (mid-2022), a preliminary signal warrant evaluation of the Ziegler/Hidden Pond-Site Access intersection was conducted. The Warrant 3/Peak Hour/Category A criteria was evaluated. It was concluded that the signal would be warranted.

The peak hour signal warrant utilizes the major street approach volume (both directions) and the minor street approach volume (greatest on one of the minor streets). The analysis procedure is a function of the number of approach lanes on each street. Ziegler Road has two through lanes in each direction. The Site Access, approaching Ziegler Road, will have a two lane approach. Since Hidden Pond Drive has a one lane approach, the eastbound left-turn and through movement will be combined in a single lane. Therefore, only this left-turn and through movement will be used for the peak hour signal warrant. At the major street approach volumes (greater than 1,800 vehicles per hour in each peak hour), the signal warrant threshold volume is ≥ 100 vehicles per hour. Using the short range (2028) and long range (2045) total weekday peak hour traffic (Figures 10 and 11), the Ziegler/

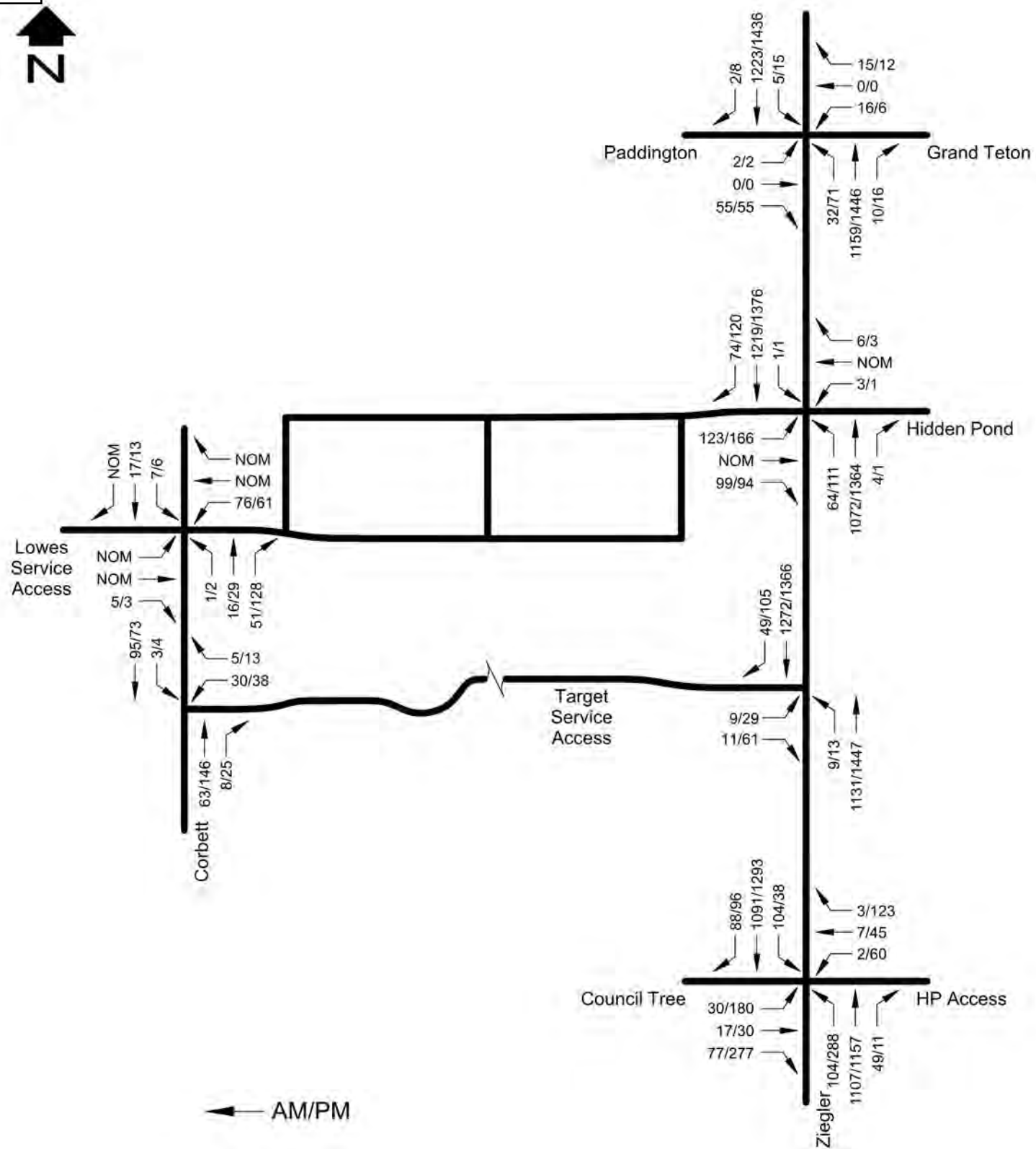
Item 22.



SITE GENERATED PEAK HOUR TRAFFIC

Figure 9

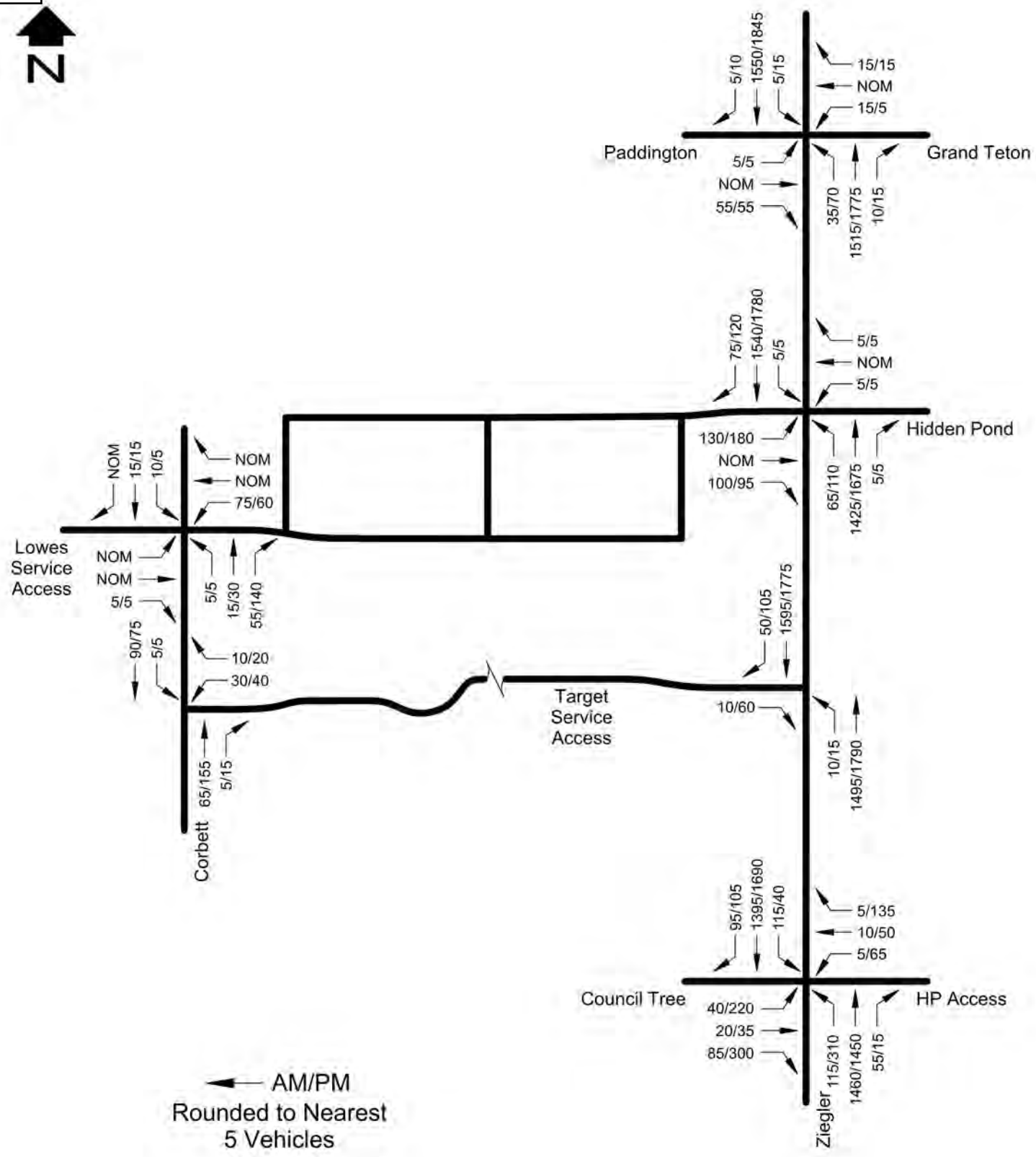
Item 22.



SHORT RANGE (2028) TOTAL PEAK HOUR TRAFFIC

Figure 10

Item 22.



LONG RANGE (2045) TOTAL PEAK HOUR TRAFFIC

Figure 11

Hidden Pond-Site Access intersection will meet peak hour signal warrants during the weekday morning and afternoon peak hours. Peak hour signal warrants are provided in Appendix D.

Geometry

Figures 12 and 13 respectively show schematics of the short range (2028) and long range (2045) geometry. In the short range (2028) future, the geometry at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, and Ziegler/Paddington-Grand Teton existing intersections was assumed to remain as it exists today.

Operation Analysis

Operation analyses were performed at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond-Site Access, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access-Site Access intersections. The operations analyses were conducted for the short range future, reflecting a year 2028 condition, and the long range future, reflecting a year 2045 condition.

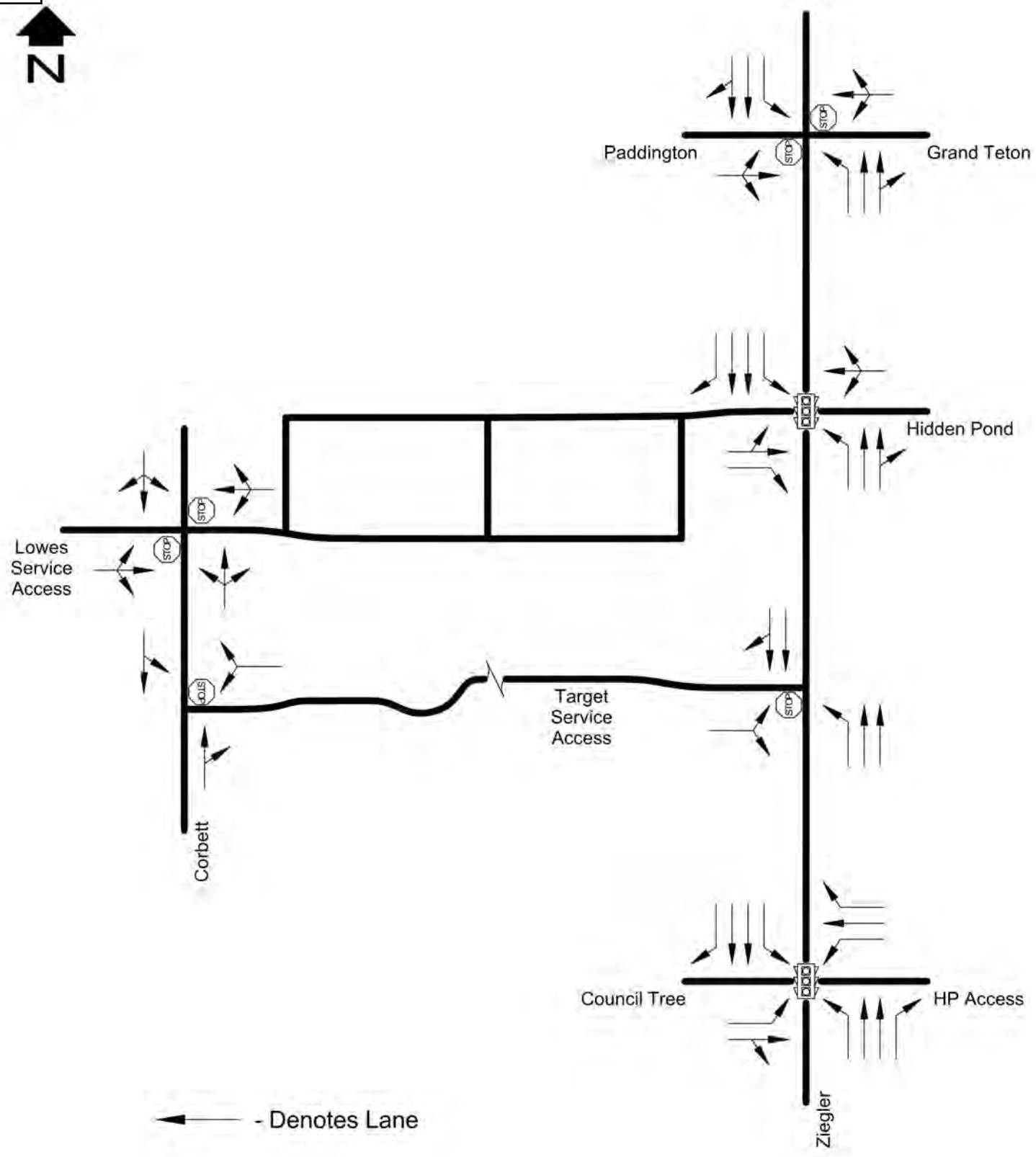
Table 3 shows the short range (2028) background weekday peak hour operation at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access intersections. The key intersections meet the Fort Collins level of service standards in the peak hours with the existing geometry. Calculation forms for these analyses are provided in Appendix E.

Table 4 shows the long range (2045) background weekday peak hour operation at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access intersections. The key intersections meet the Fort Collins level of service standards in the peak hours with the existing geometry. Calculation forms for these analyses are provided in Appendix F.

Using the traffic volumes shown in Figure 10, Table 5 shows the short range (2028) total weekday peak hour operation at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond-Site Access, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access-Site Access intersections. Calculation forms for these analyses are provided in Appendix G. The key intersections meet the Fort Collins level of service standards in the peak hours with the recommended/existing control and geometry.

Using the traffic volumes shown in Figure 11, Table 6 shows the long range (2045) total weekday peak hour operation at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond-Site Access, Ziegler/Paddington-Grand Teton,

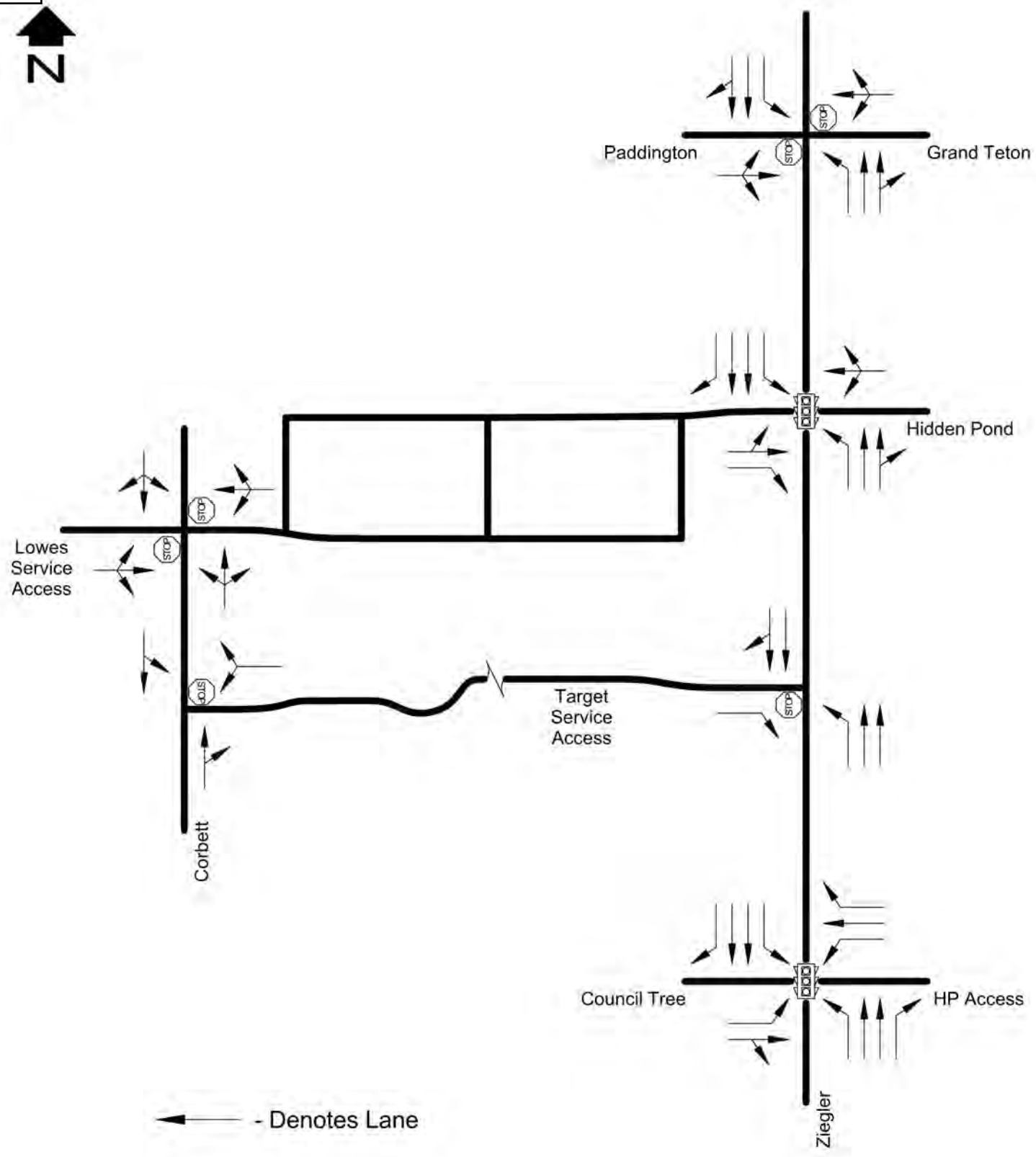
Item 22.



SHORT RANGE (2028) GEOMETRY

Figure 12

Item 22.



LONG RANGE (2045) GEOMETRY

Figure 13

TABLE 3
Short Range (2028) Background Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	D
	EB T/RT	D	D
	EB APPROACH	D	D
	WB LT	D	D
	WB T	D	D
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	D
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	B
	SB LT	A	B
	SB T	A	C
	SB RT	A	B
	SB APPROACH	A	C
OVERALL	A	C	
Ziegler/Target Service Access (stop sign)	EB LT/RT	D	E (43.2 secs)
	NB LT	B	B
	OVERALL	A	A
Ziegler/Hidden Pond (stop sign)	WB LT/RT	C	C
	SB LT	B	B
	OVERALL	A	A
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	C	D
	WB LT/T/RT	F (109.9 secs)	F (166.9 secs)
	NB LT	B	B
	SB LT	B	B
	OVERALL	A	A
Corbett/Target Service Access (stop sign)	WB LT/RT	A	A
	SB LT/T	A	A
	OVERALL	A	A
Corbett/Lowes Service Access (stop sign)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A

TABLE 4
Long Range (2045) Background Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	E (72.8 secs)
	EB T/RT	D	D
	EB APPROACH	D	E (66.6 secs)
	WB LT	D	D
	WB T	D	E (59.6 secs)
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	E (63.2 secs)
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	C
	SB LT	A	B
	SB T	A	C
	SB RT	A	B
	SB APPROACH	A	C
OVERALL	A	C	
Ziegler/Target Service Access (stop sign)	EB RT	C	C
	NB LT	B	C
	OVERALL	A	A
Ziegler/Hidden Pond (stop sign)	WB LT/RT	D	E (35.3 secs)
	SB LT	B	C
	OVERALL	A	A
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	F (59.3 secs)	F (255.3 secs)
	WB LT/T/RT	F (396.6 secs)	F (518.4 secs)
	NB LT	B	C
	SB LT	B	C
	OVERALL	A	A
Corbett/Target Service Access (stop sign)	WB LT/RT	A	A
	SB LT/T	A	A
	OVERALL	A	A
Corbett/Lowes Service Access (stop sign)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A

TABLE 5
Short Range (2028) Total Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	D
	EB T/RT	D	D
	EB APPROACH	D	D
	WB LT	D	D
	WB T	D	D
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	D
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	C
	SB LT	A	B
	SB T	B	D
	SB RT	A	C
	SB APPROACH	B	D
OVERALL	A	C	
Ziegler/Target Service Access (stop sign)	EB RT	C	D
	NB LT	B	B
	OVERALL	A	A
Ziegler/Hidden Pond-Site Access (signal)	EB LT/T	D	D
	EB RT	D	D
	EB APPROACH	D	D
	WB LT/T/RT	D	D
	NB LT	A	B
	NB T	C	C
	NB T/RT	C	C
	NB APPROACH	C	C
	SB LT	A	B
	SB T	A	B
	SB RT	A	A
	SB APPROACH	A	B
OVERALL	B	C	
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	C	E (38.9 secs)
	WB LT/T/RT	F (182.7 secs)	F (275.8 secs)
	NB LT	B	C
	SB LT	B	B
	OVERALL	A	A
Corbett/Target Service Access (stop sign)	WB LT/RT	A	B
	SB LT/T	A	A
	OVERALL	A	A
Corbett/Lowes Service Access (stop sign)	EB LT/T/RT	A	A
	WB LT/T/RT	A	A
	NB LT/T/RT	A	A
	SB LT/T/RT	A	A
	OVERALL	A	A

**TABLE 6
Long Range (2045) Total Peak Hour Operation**

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	E (63.4 secs)
	EB T/RT	D	E (72.9 secs)
	EB APPROACH	D	E (67.4 secs)
	WB LT	D	D
	WB T	D	D
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	E (72.0 secs)
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	C
	SB LT	A	B
	SB T	A	D
	SB RT	A	C
	SB APPROACH	A	D
OVERALL	A	D	
Ziegler/Target Service Access (stop sign)	EB LT/RT	C	C
	NB LT	C	C
	OVERALL	A	A
Ziegler/Hidden Pond-Site Access (signal)	EB LT/T	D	D
	EB RT	D	D
	EB APPROACH	D	D
	WB LT/T/RT	D	D
	NB LT	A	C
	NB T	A	C
	NB T/RT	A	C
	NB APPROACH	A	C
	SB LT	A	B
	SB T	A	B
	SB RT	A	A
	SB APPROACH	A	B
OVERALL	A	B	
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	F (85.7 secs)	F (476.9 secs)
	WB LT/T/RT	F (648.7 secs)	F (723.7 secs)
	NB LT	C	C
	SB LT	B	C
	OVERALL	A	B
Corbett/Target Service Access (stop sign)	WB LT/RT	A	B
	SB LT/T	A	A
	OVERALL	A	A
Corbett/Lowes Service Access (stop sign)	EB LT/T/RT	A	A
	WB LT/T/RT	A	A
	NB LT/T/RT	A	A
	SB LT/T/RT	A	A
	OVERALL	A	A

Corbett/Target Service Access, and Corbett/Lowes Service Access-Site Access intersections. Calculation forms for these analyses are provided in Appendix H. The key intersections meet the Fort Collins level of service standards in the peak hours with the recommended/existing control and geometry.

Pedestrian Level of Service

Appendix I shows a map of the area that is within 1320 feet of the Ziegler-Corbett/Union Park Mixed-Use site. The Ziegler-Corbett/Union Park Mixed-Use site is located within an area termed as "other," which sets the level of service threshold at LOS C for all measured factors. There are four destination areas within 1320 feet of the proposed Ziegler-Corbett/Union Park Mixed-Use site: 1) the residential area to the north and northwest of the site, 2) the commercial uses (Front Range Village) to the south and southwest of the site, 3) the HP Campus, and 4) the residential area to the east and northeast of the site. There are sidewalks along all streets in the area of the Ziegler-Corbett/Union Park Mixed-Use site. Sidewalks will be built throughout and adjacent to the development that will connect to existing nearby sidewalks along Ziegler Road and Corbett Road. A pedestrian/bike connection will be provided, connecting to the sidewalks along Paddington Road at Edmonds Road. There is no sidewalk on the south side of Paddington Road (Ziegler Road to Edmonds Road). This sidewalk should have been built with the English Ranch development. It is not the responsibility of the Ziegler-Corbett/Union Park Mixed-Use development to build this sidewalk since the Ziegler-Corbett/Union Park Mixed-Use development will not contribute pedestrian traffic along this segment of Paddington Road. As noted below, if the City of Fort Collins decides to signalize the Ziegler/Hidden Pond-Site Access intersection, there will be a safe, convenient pedestrian crossing at that intersection.

- **Directness** – The distance ratio to all pedestrian destinations is less than 1.2 (LOS A), except destination 4. The directness for destination 4 can be improved to LOS A with a traffic signal at the Ziegler/Hidden Pond-Site Access intersection.
- **Continuity** – The continuity to all pedestrian destinations will be acceptable at LOS B, since there are existing sidewalks adjacent to all the destination areas.
- **Street Crossings** – The street crossings will be acceptable at LOS B for destination areas 1 and 2. For destination areas 3 and 4, the LOS will be C crossing Ziegler Road at the Ziegler/Council Tree-HP Access signalized intersection and at the Ziegler/Hidden Pond-Site Access intersection, if the City decides to signalize it.
- **Visual Interest and Amenity** – The visual interest and amenity will be acceptable at LOS B for destination areas 1 and 2. For destination areas 3 and 4, the LOS will be C.
- **Security** – The security is acceptable at LOS B for destination areas 1 and 2. For destination areas 3 and 4, the LOS will be C.

Bicycle Level of Service

Appendix I shows a map of the area that is within 1320 feet of the Ziegler-Corbett/Union Park Mixed-Use site. Based upon Fort Collins bicycle LOS criteria, there is one destination area within 1320 feet of the Ziegler-Corbett/Union Park Mixed-Use site: 1) the commercial uses (Front Range Village) to the south and southwest of the site. The bicycle level of service is acceptable. The bicycle LOS Worksheet is provided in Appendix I. There are bicycle lanes along Harmony Road, Ziegler Road, Corbett Drive, and Council Tree Avenue. Bicycle lanes are not required on local streets.

Transit Level of Service

Currently, this area of Fort Collins is served by Transfort Route 16 service on Harmony Road.

IV. CONCLUSIONS/RECOMMENDATIONS

This study assessed the transportation impacts associated with the development of the Ziegler-Corbett/Union Park Mixed-Use in Fort Collins, Colorado. This study analyzed the transportation impacts in the short range (2028) and long range (2045) futures. As a result of these analyses, the following is concluded:

- Development of the Ziegler-Corbett/Union Park Mixed-Use site is feasible from a traffic engineering standpoint. The trip generation for full development of the Ziegler-Corbett/Union Park Mixed-Use site resulted in 5,390 daily trip ends, 458 morning peak hour trip ends, and 570 afternoon peak hour trip ends.
- Current operation at the Ziegler/Council Tree-HP Access, Ziegler/Target Service Access, Ziegler/Hidden Pond, Ziegler/Paddington-Grand Teton, Corbett/Target Service Access, and Corbett/Lowes Service Access intersections is acceptable based upon City of Fort Collins evaluation criteria.
- As part of discussions (mid-2022), a preliminary signal warrant evaluation of the Ziegler/Hidden Pond-Site Access intersection was conducted. The Warrant 3/Peak Hour/Category A criteria was evaluated. It was concluded that the signal would be warranted.
- Figures 12 and 13 respectively show schematics of the short range (2028) and long range (2045) geometry.
- With short range (2028) traffic and the Ziegler-Corbett/Union Park Mixed-Use development, the key intersections meet the Fort Collins level of service standards in the peak hours with the recommended/existing control and geometry.
- With long range (2045) traffic and the key intersections will meet the Fort Collins level of service standards in the peak hours using the recommended/existing control and geometry.
- With signalization of the Ziegler/Hidden Pond-Site Access intersection the pedestrian level of service will be acceptable. The bicycle level of service will be acceptable. Transfort Route 16 provides service on Harmony Road.

APPENDIX A

Attachment A Transportation Impact Study Base Assumptions

Project Information		
Project Name <u>ZIEGLER-CORBETT MIXED-USE</u>		
Project Location <u>WEST OF ZIEGLER, NORTH OF FRONT RANGE VILLAGE</u>		
TIS Assumptions		
Type of Study	Full: <u>YES</u>	Intermediate: <u>NO</u>
	MTIS: <u>NO</u>	Memo: <u>NO</u>
Study Area Boundaries	North: <u>PADDINGTON</u>	South: <u>COUNCIL TREE</u>
	East: <u>ZIEGLER</u>	West: <u>CORBETT</u>
Study Years	Short Range: <u>2028 (5yr)</u> Long Range: <u>2045</u>	
Future Traffic Growth Rate	<u>2% / YEAR</u>	
Study Intersections	1. All access drives (<u>ZIEGLER</u>) ^{5.}	Corbett- access drive
	2. <u>ZIEGLER/PADDINGTON</u> ^{6.}	
	3. <u>ZIEGLER/SITE- HIDDEN POND</u> ^{7.}	
	4. <u>ZIEGLER/COUNCIL TREE</u> ^{8.}	
Time Period for Study	<u>AM: 7:00-9:00</u> <u>PM: 4:00-6:00</u>	Sat Noon: <u>NO</u>
Trip Generation Rates	<u>PER ITE (LIMITED)</u>	
Trip Adjustment Factors	Passby: <u>N/A</u>	Captive Market: <u>N/A CONSERVATIVE</u>
Overall Trip Distribution	SEE ATTACHED SKETCH	
Mode Split Assumptions	<u>ALL MOTOR VEHICLE (CONSERVATIVE)</u>	
Design Vehicle Information	<u>PASSENGER CAR</u>	
Committed Roadway Improvements	<u>NOT AWARE OF ANY (CITY PROVIDED)</u>	
Other Traffic Studies	<u>NOT AWARE OF ANY (CITY PROVIDED)</u>	
Areas Requiring Special Study	<u>SIGNAL WARRANT AT ZIEGLER/SITE- HIDDEN POND</u>	

Date: JANUARY 16, 2023

Traffic Engineer: DELICH ASSOCIATES

Local Entity Engineer: Steven Gilchrist 01/23/2023

2233 BAF

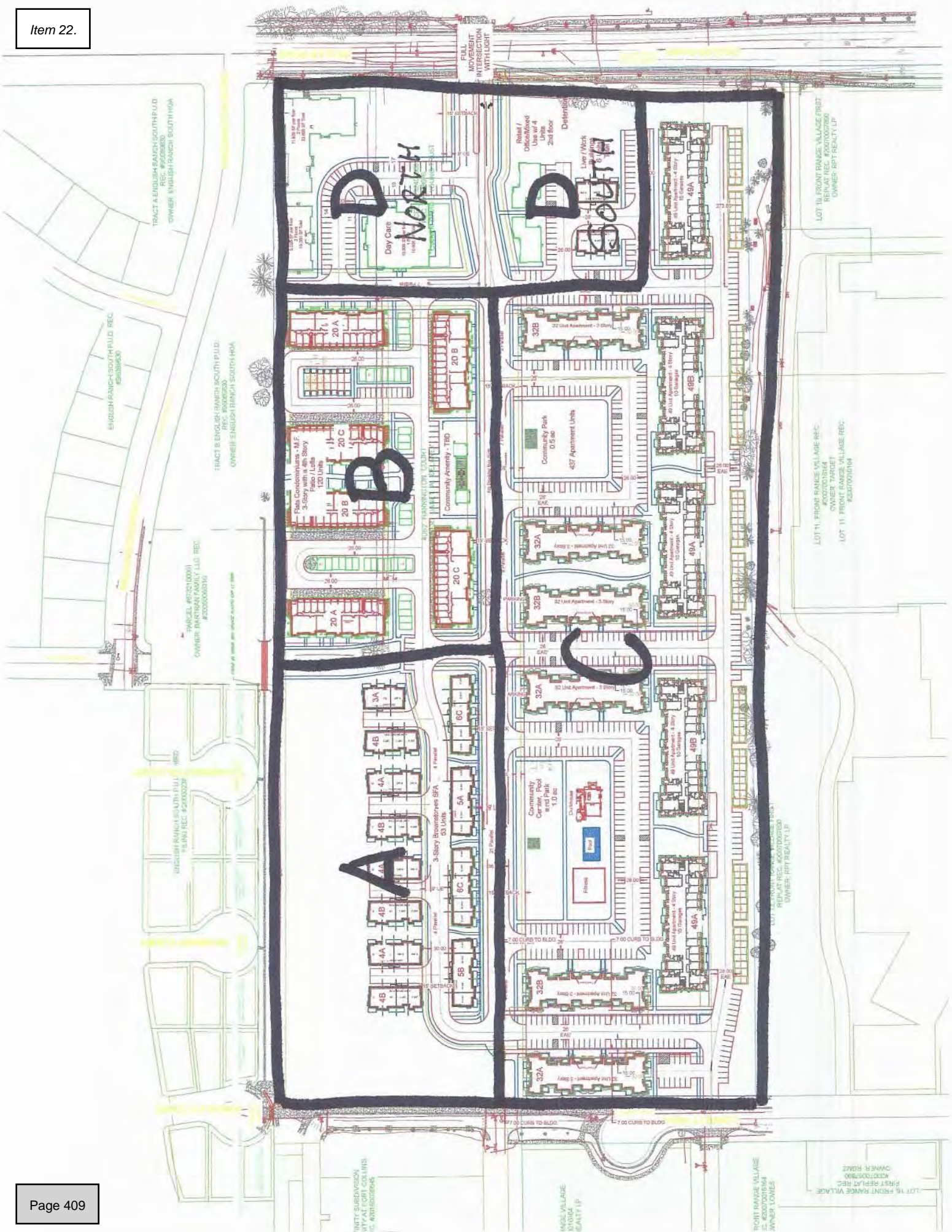


TABLE 2 Trip Generation													
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour				
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out	
Area A													
215	Single Family Attached	53 D.U.	EQ	354	EQ	5	EQ	17	EQ	17	EQ	11	
Area B													
220	Low-Rise Multifamily	120 D.U.	EQ	844	EQ	14	EQ	46	EQ	45	EQ	27	
Area C													
220	Low-Rise Multifamily	192 D.U.	EQ	1306	EQ	20	EQ	62	EQ	65	EQ	38	
221	Mid-Rise Multifamily	245 D.U.	EQ	1122	EQ	22	EQ	74	EQ	58	EQ	38	
Subtotal					2428		42		136		123		76
Area D South													
215	Single Family Attached	8 D.U.	7.20	58	0.12	1	0.36	3	0.34	3	0.23	2	
220	Low-Rise Multifamily	4 D.U.	6.74	26	0.10	0	0.30	2	0.32	1	0.19	1	
712	Small Office	5.356 KSF	14.39	78	1.37	7	0.30	2	0.73	4	1.43	8	
Subtotal					162		8		7		8		11
Area D North													
822	Shopping Plaza <40 KSF	16.825 KSF	54.45	916	1.42	24	0.94	16	3.295	55	3.295	55	
710	Office	16.825 KSF	10.84	182	1.34	23	0.18	3	0.24	4	1.20	20	
565	Day Care Center	10.6 KSF	47.62	504	5.83	62	5.17	55	5.23	55	5.89	63	
Subtotal					1602		109		74		114		138
Total (High)					5390		178		280		307		263

Untitled Map
Write a description for your map.

20% / 25%

20% / 25%

E Horsetooth Rd

ENGLISH RANCH

Sunstone Dr

Paddington Rd

Ziegler Rd

WOODLAND PARK

SITE

25% / 35%

30% / 20%

Ziegler Rd

TRIP DISTRIBUTION
RESIDENTIAL / COMMERCIAL

E Harmony Rd

APPENDIX B

DELICH ASSOCIATES
 2272 GLEN HAVEN DRIVE
 LOVELAND, CO 80538
 Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 8/13/2019 Observer: City of Fort Collins

Day: Tuesday Jurisdiction: Fort Collins

Intersection: Ziegler/Council Tree-HP Access

R = right turn
 S = straight
 L = left turn

Time Begins	Northbound: Ziegler				Southbound: Ziegler				Total north/south	Eastbound: Council Tree				Westbound: HP Access				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:30	18	150	9	177	15	196	10	221	398	8	5	22	35	0	0	0	0	35	433
7:45	28	148	10	186	34	178	29	241	427	9	2	18	29	1	3	2	6	35	462
8:00	28	122	11	161	22	150	24	196	357	13	4	20	37	1	2	1	4	41	398
8:15	26	133	17	176	29	139	21	189	365	10	5	14	29	0	2	0	2	31	396

7:30-8:30	100	553	47	700	100	663	84	847	1547	40	16	74	130	2	7	3	12	142	1689
PHF	0.89	0.92	0.69	0.94	0.74	0.85	0.72	0.88		0.77	0.8	0.84	0.88	0.5	0.58	0.38	0.5		0.91

4:30	80	198	2	280	7	174	22	203	483	52	4	68	124	10	7	26	43	167	650
4:45	62	194	2	258	10	218	17	245	503	58	16	79	153	16	23	32	71	224	727
5:00	82	227	3	312	12	231	22	265	577	41	2	67	110	16	8	40	64	174	751
5:15	51	160	4	215	7	179	31	217	432	58	7	51	116	15	5	20	40	156	588

4:30-5:30	275	779	11	1065	36	802	92	930	1995	209	29	265	503	57	43	118	218	721	2716
PHF	0.84	0.86	0.69	0.85	0.75	0.87	0.74	0.88		0.9	0.45	0.84	0.82	0.89	0.47	0.74	0.77		0.9

DELICH ASSOCIATES
 2272 GLEN HAVEN DRIVE
 LOVELAND, CO 80538
 Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 9/28/2021

Observer: Vickie

Day: Tuesday

Jurisdiction: Fort Collins

Intersection: Ziegler/Target Service Access

R = right turn
 S = straight
 L = left turn

Time Begins	Northbound: Ziegler				Southbound: Ziegler				Total north/south	Eastbound: Service Access				Westbound:				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:30	0	259		259		264	14	278	537	3		2	5				0	5	542
7:45	2	219		221		280	18	298	519	5		3	8				0	8	527
8:00	3	219		222		220	9	229	451	2		2	4				0	4	455
8:15	4	214		218		199	8	207	425	5		4	9				0	9	434

7:30-8:30	9	911	0	920	0	963	49	1012	1932	15	0	11	26	0	0	0	0	26	1958
PHF	0.56	0.88	n/a	0.89	n/a	0.86	0.68	0.85		0.75	n/a	0.69	0.72	n/a	n/a	n/a	n/a		0.9

4:30	5	278		283		236	25	261	544	15		20	35				0	35	579
4:45	2	258		260		268	29	297	557	7		11	18				0	18	575
5:00	1	311		312		263	21	284	596	15		18	33				0	33	629
5:15	5	300		305		282	30	312	617	12		12	24				0	24	641

4:30-5:30	13	1147	0	1160	0	1049	105	1154	2314	49	0	61	110	0	0	0	0	110	2424
PHF	0.65	0.92	n/a	0.93	n/a	0.93	0.88	0.92		0.82	n/a	0.76	0.79	n/a	n/a	n/a	n/a		0.95

DELICH ASSOCIATES
 2272 GLEN HAVEN DRIVE
 LOVELAND, CO 80538
 Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 9/28/2021

Observer: Vickie

Day: Tuesday

Jurisdiction: Fort Collins

Intersection: Ziegler/Hidden Pond

R = right turn
 S = straight
 L = left turn

Time Begins	Northbound: Ziegler				Southbound: Ziegler				Total north/south	Eastbound:				Westbound: Hidden Pond				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:30		262	0	262	1	278		279	541				0	0		4	4	4	545
7:45		223	1	224	0	298		298	522				0	0		1	1	1	523
8:00		219	2	221	0	226		226	447				0	3		1	4	4	451
8:15		218	1	219	0	207		207	426				0	0		0	0	0	426

7:30-8:30	0	922	4	926	1	1009	0	1010	1936	0	0	0	0	3	0	6	9	9	1945
PHF	n/a	0.88	0.5	0.88	0.25	0.85	n/a	0.85		n/a	n/a	n/a	n/a	0.25	n/a	0.38	0.56		0.89

4:30		293	0	293	0	261		261	554				0	0		0	0	0	554
4:45		265	0	265	1	297		298	563				0	0		2	2	2	565
5:00		326	0	326	0	283		283	609				0	1		0	1	1	610
5:15		311	1	312	0	312		312	624				0	0		1	1	1	625

4:30-5:30	0	1195	1	1196	1	1153	0	1154	2350	0	0	0	0	1	0	3	4	4	2354
PHF	n/a	0.92	0.25	0.92	0.25	0.92	n/a	0.92		n/a	n/a	n/a	n/a	0.25	n/a	0.38	0.5		0.94

DELICH ASSOCIATES
 2272 GLEN HAVEN DRIVE
 LOVELAND, CO 80538
 Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 9/29/2021 Observer: Vickie
 Day: Wednesday Jurisdiction: Fort Collins

Intersection: Ziegler/Paddington-Grand Teton

R = right turn
 S = straight
 L = left turn

Time Begins	Northbound: Ziegler				Southbound: Ziegler				Total north/south	Eastbound: Paddington				Westbound: Grand Teton				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:30	4	233	1	238	1	251	0	252	490	0	0	21	21	3	0	3	6	27	517
7:45	12	223	4	239	3	293	0	296	535	1	0	17	18	4	0	5	9	27	562
8:00	6	207	3	216	1	277	1	279	495	0	0	8	8	2	0	3	5	13	508
8:15	10	217	2	229	0	199	1	200	429	1	0	11	12	8	0	4	12	24	453

7:30-8:30	32	880	10	922	5	1020	2	1027	1949	2	0	57	59	17	0	15	32	91	2040
PHF	0.67	0.94	0.63	0.96	0.42	0.87	0.5	0.87		0.5	n/a	0.68	0.7	0.53	n/a	0.75	0.67		0.91

4:30	14	276	2	292	0	282	2	284	576	0	0	15	15	1	0	2	3	18	594
4:45	21	302	6	329	5	266	2	273	602	1	0	9	10	1	0	1	2	12	614
5:00	18	327	6	351	5	305	2	312	663	1	0	15	16	2	0	4	6	22	685
5:15	21	304	3	328	5	296	2	303	631	0	0	18	18	2	0	5	7	25	656

4:30-5:30	74	1209	17	1300	15	1149	8	1172	2472	2	0	57	59	6	0	12	18	77	2549
PHF	0.88	0.92	0.71	0.93	0.75	0.94	1	0.94		0.5	n/a	0.79	0.82	0.75	n/a	0.6	0.64		0.93

DELICH ASSOCIATES
 2272 GLEN HAVEN DRIVE
 LOVELAND, CO 80538
 Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 1/25/2023 Observer: Vickie
 Day: Wednesday Jurisdiction: Fort Collins

Intersection: Corbett/Target Service Drive

R = right turn
 S = straight
 L = left turn

Time Begins	Northbound: Corbett				Southbound: Corbett				Total north/south	Eastbound:				Westbound: Target Service				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00		2	0	2	0	1		1	3				0	2		0	2	2	5
7:15		1	1	2	1	3		4	6				0	2		0	2	2	8
7:30		2	3	5	1	2		3	8				0	6		0	6	6	14
7:45		3	1	4	1	2		3	7				0	7		0	7	7	14
8:00		4	2	6	1	6		7	13				0	8		0	8	8	21
8:15		5	1	6	0	9		9	15				0	6		0	6	6	21
8:30		1	2	3	0	5		5	8				0	10		1	11	11	19
8:45		4	3	7	2	6		8	15				0	6		2	8	8	23

8:00-9:00	0	14	8	22	3	26	0	29	51	0	0	0	0	30	0	3	33	33	84
PHF	n/a	0.7	0.67	0.79	0.38	0.72	n/a	0.81	0.85	n/a	n/a	n/a	n/a	0.75	n/a	0.38	0.75	0.75	0.91

4:00		10	7	17	0	4		4	21				0	6		0	6	6	27
4:15		7	6	13	2	5		7	20				0	15		1	16	16	36
4:30		7	8	15	1	5		6	21				0	8		2	10	10	31
4:45		2	4	6	1	4		5	11				0	9		2	11	11	22
5:00		5	6	11	0	2		2	13				0	8		0	8	8	21
5:15		4	5	9	1	3		4	13				0	4		0	4	4	17
5:30		2	1	3	1	4		5	8				0	7		2	9	9	17
5:45		3	6	9	0	3		3	12				0	3		0	3	3	15

4:00-5:00	0	26	25	51	4	18	0	22	73	0	0	0	0	38	0	5	43	43	116
PHF	n/a	0.65	0.78	0.75	0.5	0.9	n/a	0.79	0.87	n/a	n/a	n/a	n/a	0.63	n/a	0.63	0.67	0.67	0.81

DELICH ASSOCIATES
 2272 GLEN HAVEN DRIVE
 LOVELAND, CO 80538
 Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 1/25/2023 Observer: Vickie
 Day: Wednesday Jurisdiction: Fort Collins

Intersection: Corbett/Lowes Service Drive

R = right turn
 S = straight
 L = left turn

Time Begins	Northbound: Corbett				Southbound: Corbett				Total north/south	Eastbound: Lowes Service				Westbound:				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	0	2		2		1	0	1	3	0		0	0				0	0	3
7:15	1	0		1		4	0	4	5	0		0	0				0	0	5
7:30	0	2		2		3	0	3	5	0		0	0				0	0	5
7:45	1	2		3		2	0	2	5	0		1	1				0	1	6
8:00	1	3		4		6	0	6	10	0		1	1				0	1	11
8:15	0	5		5		8	0	8	13	0		1	1				0	1	14
8:30	0	2		2		4	0	4	6	0		1	1				0	1	7
8:45	0	6		6		6	0	6	12	0		2	2				0	2	14

8:00-9:00	1	16	0	17	0	24	0	24	41	0	0	5	5	0	0	0	0	5	46
PHF	0.25	0.67	n/a	0.71	n/a	0.75	n/a	0.75	0.79	n/a	n/a	0.63	0.63	n/a	n/a	n/a	n/a	0.63	0.82

4:00	1	9		10		4	0	4	14	0		0	0				0	0	14
4:15	1	7		8		6	0	6	14	0		1	1				0	1	15
4:30	0	9		9		5	0	5	14	0		1	1				0	1	15
4:45	0	4		4		4	0	4	8	0		1	1				0	1	9
5:00	0	5		5		2	0	2	7	0		0	0				0	0	7
5:15	0	4		4		4	0	4	8	0		0	0				0	0	8
5:30	0	4		4		4	0	4	8	0		1	1				0	1	9
5:45	1	2		3		2	0	2	5	0		1	1				0	1	6

4:00-5:00	2	29	0	31	0	19	0	19	50	0	0	3	3	0	0	0	0	3	53
PHF	0.5	0.81	n/a	0.78	n/a	0.79	n/a	0.79	0.89	n/a	n/a	0.75	0.75	n/a	n/a	n/a	n/a	0.75	0.88

APPENDIX C

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Recent AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	16	74	2	7	3	100	874	47	100	832	84
Future Volume (veh/h)	40	16	74	2	7	3	100	874	47	100	832	84
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	44	18	2	2	8	1	110	960	15	110	914	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	96	11	131	108	92	547	2755	1229	543	2755	1229
Arrive On Green	0.06	0.06	0.05	0.06	0.06	0.06	0.04	0.78	0.78	0.04	0.78	0.78
Sat Flow, veh/h	1406	1654	184	1392	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	44	0	20	2	8	1	110	960	15	110	914	60
Grp Sat Flow(s),veh/h/ln	1406	0	1837	1392	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.4	0.0	1.1	0.2	0.4	0.1	1.3	9.1	0.2	1.3	8.6	1.0
Cycle Q Clear(g_c), s	3.8	0.0	1.1	1.3	0.4	0.1	1.3	9.1	0.2	1.3	8.6	1.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	0	106	131	108	92	547	2755	1229	543	2755	1229
V/C Ratio(X)	0.31	0.00	0.19	0.02	0.07	0.01	0.20	0.35	0.01	0.20	0.33	0.05
Avail Cap(c_a), veh/h	405	0	451	393	459	389	598	2755	1229	805	2755	1229
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	49.4	50.0	49.0	48.9	2.3	3.8	2.8	2.4	3.7	2.9
Incr Delay (d2), s/veh	1.2	0.0	0.8	0.0	0.3	0.0	0.2	0.3	0.0	0.2	0.3	0.1
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	1.2	0.0	0.5	0.1	0.2	0.0	0.3	2.3	0.1	0.3	2.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	50.3	50.0	49.3	48.9	2.5	4.2	2.8	2.6	4.1	3.0
LnGrp LOS	D	A	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		64			11			1085			1084	
Approach Delay, s/veh		51.5			49.4			4.0			3.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	90.8		11.4	7.9	90.8		11.4				
Change Period (Y+Rc), s	4.0	6.5		6.0	4.0	6.5		6.0				
Max Green Setting (Gmax), s	7.0	60.5		26.0	20.0	47.5		26.0				
Max Q Clear Time (g_c+1), s	3.3	10.6		5.8	3.3	11.1		3.3				
Green Ext Time (p_c), s	0.1	7.3		0.1	0.2	7.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			5.5									
HCM 6th LOS			A									

9: Ziegler & Council Tree/Broadcom



Phase Number	1	2	4	5	6	8
Movement	NBL	SBTL	EBTL	SBL	NBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	11	67	32	24	54	32
Maximum Split (%)	10.0%	60.9%	29.1%	21.8%	49.1%	29.1%
Minimum Split (s)	11	28.5	32	11	29.5	32
Yellow Time (s)	3	4.5	3	3	4.5	3
All-Red Time (s)	1	2	3	1	2	3
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		14	19		16	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	36	47	4	36	60	4
End Time (s)	47	4	36	60	4	36
Yield/Force Off (s)	43	107.5	30	56	107.5	30
Yield/Force Off 170(s)	43	93.5	11	56	91.5	11
Local Start Time (s)	32	43	0	32	56	0
Local Yield (s)	39	103.5	26	52	103.5	26
Local Yield 170(s)	39	89.5	7	52	87.5	7












Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 75
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	44	99	2	8	3	110	960	52	110	914	92
v/c Ratio	0.28	0.38	0.01	0.04	0.01	0.22	0.39	0.05	0.23	0.37	0.08
Control Delay	45.6	16.5	37.0	38.1	0.0	4.2	9.2	0.1	4.3	8.5	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	16.5	37.0	38.1	0.0	4.2	9.2	0.1	4.3	8.5	2.2
Queue Length 50th (ft)	30	12	1	5	0	10	120	0	10	112	0
Queue Length 95th (ft)	55	53	8	17	0	42	272	0	42	241	22
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	343	462	299	457	474	508	2440	1125	645	2457	1127
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.21	0.01	0.02	0.01	0.22	0.39	0.05	0.17	0.37	0.08
Intersection Summary											

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Recent PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	29	265	57	43	118	275	884	11	36	1011	92
Future Volume (veh/h)	209	29	265	57	43	118	275	884	11	36	1011	92
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	232	32	80	63	48	14	306	982	1	40	1123	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	102	255	263	404	342	410	2270	1013	405	2053	916
Arrive On Green	0.22	0.22	0.21	0.22	0.22	0.22	0.09	0.64	0.64	0.03	0.58	0.58
Sat Flow, veh/h	1340	474	1184	1281	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	232	0	112	63	48	14	306	982	1	40	1123	52
Grp Sat Flow(s),veh/h/ln	1340	0	1657	1281	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	20.2	0.0	6.9	5.2	2.5	0.8	7.8	16.6	0.0	1.1	23.4	1.7
Cycle Q Clear(g_c), s	22.7	0.0	6.9	12.1	2.5	0.8	7.8	16.6	0.0	1.1	23.4	1.7
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	0	358	263	404	342	410	2270	1013	405	2053	916
V/C Ratio(X)	0.72	0.00	0.31	0.24	0.12	0.04	0.75	0.43	0.00	0.10	0.55	0.06
Avail Cap(c_a), veh/h	334	0	373	275	421	357	510	2270	1013	465	2053	916
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	39.9	44.7	37.9	37.2	14.5	10.8	7.8	9.7	15.6	11.1
Incr Delay (d2), s/veh	7.2	0.0	0.5	0.5	0.1	0.0	4.6	0.6	0.0	0.1	1.1	0.1
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	7.4	0.0	2.9	1.7	1.2	0.3	3.5	5.9	0.0	0.4	8.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	0.0	40.4	45.1	38.0	37.3	19.2	11.4	7.8	9.8	16.7	11.2
LnGrp LOS	D	A	D	D	D	D	B	B	A	A	B	B
Approach Vol, veh/h		344			125			1289			1215	
Approach Delay, s/veh		49.7			41.5			13.3			16.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	74.8		30.9	6.9	82.2		30.9				
Change Period (Y+Rc), s	4.0	6.5		6.0	4.0	6.5		6.0				
Max Green Setting (Gmax), s	17.0	60.5		26.0	7.0	70.5		26.0				
Max Q Clear Time (g_c+1), s	9.8	25.4		24.7	3.1	18.6		14.1				
Green Ext Time (p_c), s	0.5	9.3		0.2	0.0	7.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				19.9								
HCM 6th LOS				B								

9: Ziegler & Council Tree/Broadcom



Phase Number	1	2	4	5	6	8
Movement	NBL	SBTL	EBTL	SBL	NBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	67	32	11	77	32
Maximum Split (%)	17.5%	55.8%	26.7%	9.2%	64.2%	26.7%
Minimum Split (s)	11	28.5	32	11	29.5	32
Yellow Time (s)	3	4.5	3	3	4.5	3
All-Red Time (s)	1	2	3	1	2	3
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		14	19		16	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	36	57	4	36	47	4
End Time (s)	57	4	36	47	4	36
Yield/Force Off (s)	53	117.5	30	43	117.5	30
Yield/Force Off 170(s)	53	103.5	11	43	101.5	11
Local Start Time (s)	32	53	0	32	43	0
Local Yield (s)	49	113.5	26	39	113.5	26
Local Yield 170(s)	49	99.5	7	39	97.5	7












Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 80
 Offset: 4 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	232	326	63	48	131	306	982	12	40	1123	102
v/c Ratio	0.84	0.63	0.86	0.13	0.31	0.75	0.43	0.01	0.10	0.56	0.11
Control Delay	71.3	17.3	117.9	38.5	8.4	22.4	12.5	0.0	6.4	19.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.3	17.3	117.9	38.5	8.4	22.4	12.5	0.0	6.4	19.3	3.1
Queue Length 50th (ft)	169	54	46	30	0	75	207	0	8	298	0
Queue Length 95th (ft)	#290	152	#131	63	51	172	260	0	18	386	28
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	304	549	81	419	457	449	2259	1033	416	1988	934
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.59	0.78	0.11	0.29	0.68	0.43	0.01	0.10	0.56	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	15	11	9	908	1005	49
Future Vol, veh/h	15	11	9	908	1005	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	12	10	1009	1117	54

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1669	586	1171	0	0
Stage 1	1144	-	-	-	-
Stage 2	525	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	87	454	592	-	-
Stage 1	266	-	-	-	-
Stage 2	558	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	86	454	592	-	-
Mov Cap-2 Maneuver	195	-	-	-	-
Stage 1	261	-	-	-	-
Stage 2	558	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	592	-	257	-	-
HCM Lane V/C Ratio	0.017	-	0.112	-	-
HCM Control Delay (s)	11.2	-	20.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑↑	↑↑	
Traffic Vol, veh/h	49	61	13	1198	1078	105
Future Vol, veh/h	49	61	13	1198	1078	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	64	14	1261	1135	111

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1850	623	1246
Stage 1	1191	-	-
Stage 2	659	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	66	429	554
Stage 1	251	-	-
Stage 2	476	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	64	429	554
Mov Cap-2 Maneuver	173	-	-
Stage 1	245	-	-
Stage 2	476	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	554	-	259	-	-
HCM Lane V/C Ratio	0.025	-	0.447	-	-
HCM Control Delay (s)	11.7	-	29.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	-	-

18: Ziegler & Hidden Pond

Intersection

Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↕		↘	↕
Traffic Vol, veh/h	3	6	919	4	1	1051
Future Vol, veh/h	3	6	919	4	1	1051
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	1033	4	1	1181

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1628	519	0
Stage 1	1035	-	-
Stage 2	593	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	93	502	-
Stage 1	303	-	-
Stage 2	515	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	93	502	-
Mov Cap-2 Maneuver	213	-	-
Stage 1	303	-	-
Stage 2	514	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	666
HCM Lane V/C Ratio	-	-	0.029	0.002
HCM Control Delay (s)	-	-	15.7	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

18: Ziegler & Hidden Pond

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↓		↘	↑↑
Traffic Vol, veh/h	1	3	1246	1	1	1182
Future Vol, veh/h	1	3	1246	1	1	1182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	1326	1	1	1257

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1958	664	0
Stage 1	1327	-	-
Stage 2	631	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	56	403	-
Stage 1	212	-	-
Stage 2	492	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	56	403	-
Mov Cap-2 Maneuver	156	-	-
Stage 1	212	-	-
Stage 2	491	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	289	516
HCM Lane V/C Ratio	-	-	0.015	0.002
HCM Control Delay (s)	-	-	17.6	12
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0	0

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	55	16	0	15	32	883	10	5	981	2
Future Vol, veh/h	2	0	55	16	0	15	32	883	10	5	981	2
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	60	18	0	16	35	970	11	5	1078	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1644	2140	540	1595	2136	491	1080	0	0	981	0	0
Stage 1	1089	1089	-	1046	1046	-	-	-	-	-	-	-
Stage 2	555	1051	-	549	1090	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	66	48	486	72	49	523	641	-	-	699	-	-
Stage 1	230	290	-	244	304	-	-	-	-	-	-	-
Stage 2	484	302	-	488	289	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	61	45	486	60	46	523	641	-	-	699	-	-
Mov Cap-2 Maneuver	61	45	-	60	46	-	-	-	-	-	-	-
Stage 1	217	288	-	231	287	-	-	-	-	-	-	-
Stage 2	443	285	-	424	287	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	54.9	0.4	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	641	-	-	391	105	699	-	-
HCM Lane V/C Ratio	0.055	-	-	0.16	0.324	0.008	-	-
HCM Control Delay (s)	10.9	-	-	16	54.9	10.2	-	-
HCM Lane LOS	B	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	1.3	0	-	-

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	55	6	0	12	71	1162	16	15	1122	8
Future Vol, veh/h	2	0	55	6	0	12	71	1162	16	15	1122	8
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	59	6	0	13	76	1249	17	16	1206	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2020	2661	608	2045	2657	633	1215	0	0	1266	0	0
Stage 1	1243	1243	-	1410	1410	-	-	-	-	-	-	-
Stage 2	777	1418	-	635	1247	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	22	439	33	22	422	570	-	-	545	-	-
Stage 1	185	245	-	145	203	-	-	-	-	-	-	-
Stage 2	356	201	-	433	244	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	29	19	439	25	19	422	570	-	-	545	-	-
Mov Cap-2 Maneuver	29	19	-	25	19	-	-	-	-	-	-	-
Stage 1	160	238	-	126	176	-	-	-	-	-	-	-
Stage 2	299	174	-	364	237	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.5	79.2	0.7	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	570	-	-	293	67	545	-	-
HCM Lane V/C Ratio	0.134	-	-	0.209	0.289	0.03	-	-
HCM Control Delay (s)	12.3	-	-	20.5	79.2	11.8	-	-
HCM Lane LOS	B	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.8	1	0.1	-	-

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	3	14	8	3	26
Future Vol, veh/h	30	3	14	8	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	3	15	9	3	29

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	55	20	0
Stage 1	20	-	-
Stage 2	35	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	953	1058	-
Stage 1	1003	-	-
Stage 2	987	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	951	1058	-
Mov Cap-2 Maneuver	951	-	-
Stage 1	1003	-	-
Stage 2	985	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1591
HCM Lane V/C Ratio	-	-	0.038	0.002
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh 3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	38	5	26	25	4	18
Future Vol, veh/h	38	5	26	25	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	6	31	29	5	21

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	77	46	0
Stage 1	46	-	-
Stage 2	31	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	926	1023	-
Stage 1	976	-	-
Stage 2	992	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	923	1023	-
Mov Cap-2 Maneuver	923	-	-
Stage 1	976	-	-
Stage 2	989	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1544
HCM Lane V/C Ratio	-	-	0.054	0.003
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

6: Corbett & Lowes Service Access

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	1	16	24	0
Future Vol, veh/h	0	5	1	16	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	1	19	28	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	49	28	28	0	0
Stage 1	28	-	-	-	-
Stage 2	21	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	960	1047	1585	-	-
Stage 1	995	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	959	1047	1585	-	-
Mov Cap-2 Maneuver	959	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	1047	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

6: Corbett & Lowes Service Access

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	3	2	29	19	0
Future Vol, veh/h	0	3	2	29	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	2	34	22	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	60	22	22	0	0
Stage 1	22	-	-	-	-
Stage 2	38	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	947	1055	1593	-	-
Stage 1	1001	-	-	-	-
Stage 2	984	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	946	1055	1593	-	-
Mov Cap-2 Maneuver	946	-	-	-	-
Stage 1	1000	-	-	-	-
Stage 2	984	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1593	-	1055	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

UNSIGNALIZED INTERSECTIONS

Level-of-Service	Average Total Delay sec/veh
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

SIGNALIZED INTERSECTIONS

Level-of-Service	Average Total Delay sec/veh
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

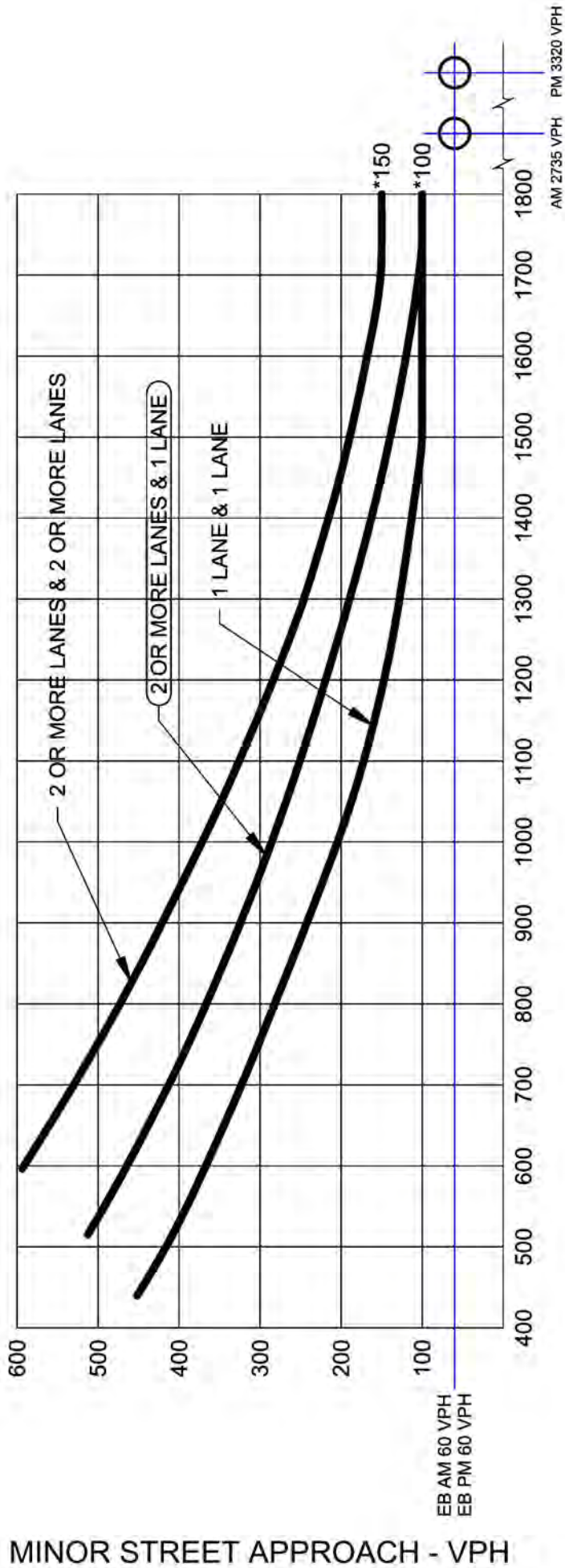
**Table 4-2
Fort Collins (GMA and City Limits)
Motor Vehicle LOS Standards (Intersections)**

	Overall	Any Approach Leg	Any Movement
Signalized	D ¹	E	E ²
Unsignalized Arterial/Arterial Collector/Collector	E ³	F ⁴	
Unsignalized Arterial/Collector Arterial/Local Collector/Local Local/Local	D ³	F ⁴	
Roundabout	E ^{3,5}	E ^{5,4}	E ⁵
¹ In mixed use district including downtown as defined by structure plan, overall LOS E is acceptable ² Applicable with at least 5% of total entering volume ³ Use weighed average to identify overall delay ⁴ Mitigation may be required ⁵ Apply unsignalized delay value thresholds to determine LOS			

APPENDIX D

FIGURE 4C-3. WARRANT 3, PEAK HOUR

MUTCD, 2003 EDITION, PAGE 4C-7



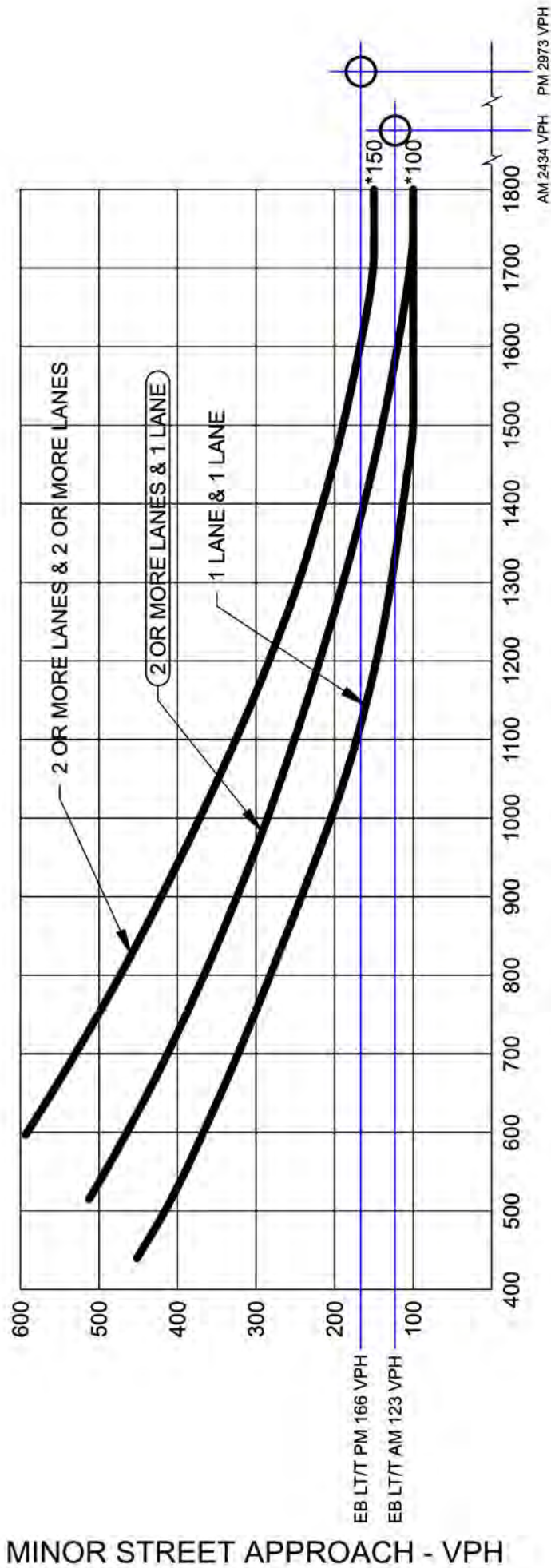
MAJOR STREET - TOTAL OF BOTH APPROACH - VEHICLES PER HOUR (VPH)

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LONG RANGE (2040) TOTAL PEAK HOUR WARRANT AT ZIEGLER/PADDINGTON-GRAND TETON INTERSECTION WITHOUT A CONNECTION TO PADDINGTON ROAD

FIGURE 4C-3. WARRANT 3, PEAK HOUR

MUTCD, 2003 EDITION, PAGE 4C-7



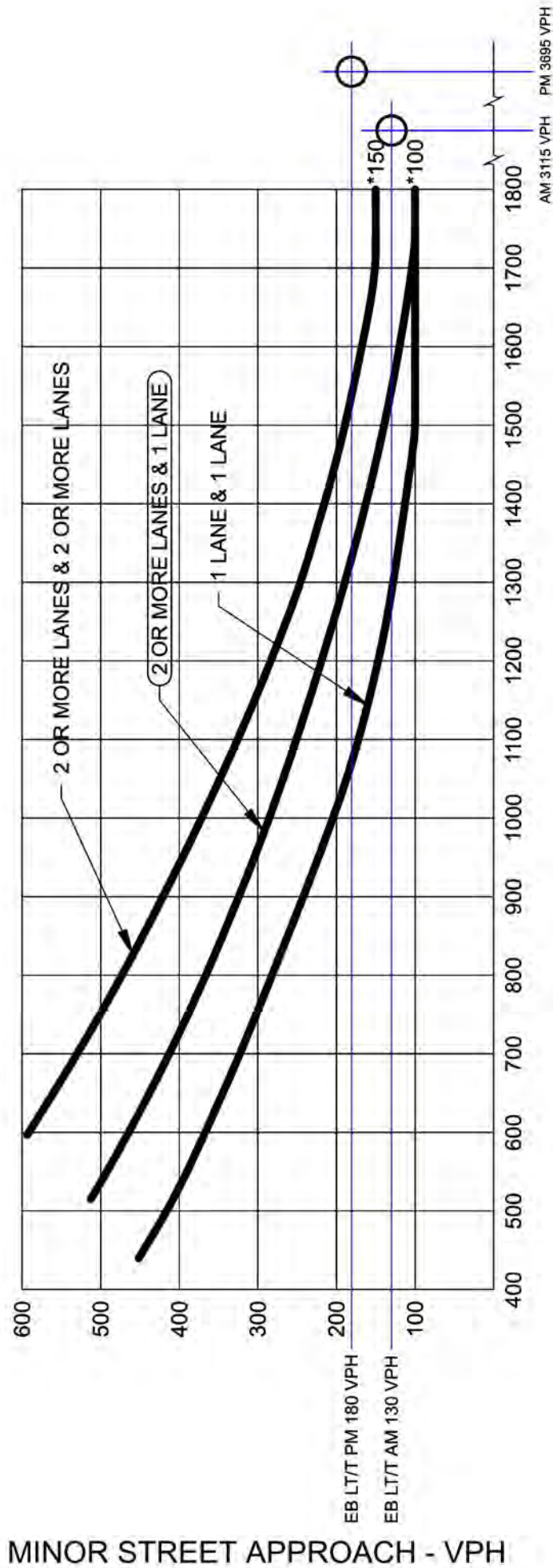
MAJOR STREET - TOTAL OF BOTH APPROACH - VEHICLES PER HOUR (VPH)

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

SHORT RANGE (2028) TOTAL PEAK HOUR WARRANT AT ZIEGLER/HIDDEN POND-SITE ACCESS INTERSECTION

FIGURE 4C-3. WARRANT 3, PEAK HOUR

MUTCD, 2003 EDITION, PAGE 4C-7



MAJOR STREET - TOTAL OF BOTH APPROACH - VEHICLES PER HOUR (VPH)

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LONG RANGE (2045) TOTAL PEAK HOUR WARRANT AT ZIEGLER/HIDDEN POND-SITE ACCESS INTERSECTION

APPENDIX E

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Short Bkgrd AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	17	77	2	7	3	104	1044	49	104	994	88
Future Volume (veh/h)	42	17	77	2	7	3	104	1044	49	104	994	88
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	46	19	3	2	8	1	114	1147	17	114	1092	64
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	94	15	133	112	95	471	2748	1226	465	2748	1226
Arrive On Green	0.06	0.06	0.05	0.06	0.06	0.06	0.04	0.77	0.77	0.04	0.77	0.77
Sat Flow, veh/h	1406	1577	249	1390	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	46	0	22	2	8	1	114	1147	17	114	1092	64
Grp Sat Flow(s),veh/h/ln	1406	0	1826	1390	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.5	0.0	1.3	0.2	0.4	0.1	1.4	11.9	0.3	1.4	11.1	1.0
Cycle Q Clear(g_c), s	4.0	0.0	1.3	1.4	0.4	0.1	1.4	11.9	0.3	1.4	11.1	1.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	109	133	112	95	471	2748	1226	465	2748	1226
V/C Ratio(X)	0.32	0.00	0.20	0.02	0.07	0.01	0.24	0.42	0.01	0.25	0.40	0.05
Avail Cap(c_a), veh/h	405	0	448	391	459	389	522	2748	1226	726	2748	1226
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	49.3	49.9	48.8	48.7	2.7	4.2	2.9	2.8	4.1	2.9
Incr Delay (d2), s/veh	1.3	0.0	0.9	0.0	0.3	0.0	0.3	0.5	0.0	0.3	0.4	0.1
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	1.3	0.0	0.6	0.1	0.2	0.0	0.3	3.0	0.1	0.3	2.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	50.2	49.9	49.1	48.7	2.9	4.6	2.9	3.1	4.5	3.0
LnGrp LOS	D	A	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		68			11			1278			1270	
Approach Delay, s/veh		51.4			49.2			4.5			4.3	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	90.5		11.6	7.9	90.5		11.6				
Change Period (Y+Rc), s	4.0	6.5		6.0	4.0	6.5		6.0				
Max Green Setting (Gmax), s	7.0	60.5		26.0	20.0	47.5		26.0				
Max Q Clear Time (g_c+1), s	3.4	13.1		6.0	3.4	13.9		3.4				
Green Ext Time (p_c), s	0.1	9.4		0.2	0.2	9.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

9: Ziegler & Council Tree/Broadcom



Phase Number	1	2	4	5	6	8
Movement	NBL	SBTL	EBTL	SBL	NBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	11	67	32	24	54	32
Maximum Split (%)	10.0%	60.9%	29.1%	21.8%	49.1%	29.1%
Minimum Split (s)	11	28.5	32	11	29.5	32
Yellow Time (s)	3	4.5	3	3	4.5	3
All-Red Time (s)	1	2	3	1	2	3
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		14	19		16	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	36	47	4	36	60	4
End Time (s)	47	4	36	60	4	36
Yield/Force Off (s)	43	107.5	30	56	107.5	30
Yield/Force Off 170(s)	43	93.5	11	56	91.5	11
Local Start Time (s)	32	43	0	32	56	0
Local Yield (s)	39	103.5	26	52	103.5	26
Local Yield 170(s)	39	89.5	7	52	87.5	7












Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 75
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	104	2	8	3	114	1147	54	114	1092	97
v/c Ratio	0.29	0.40	0.01	0.04	0.01	0.27	0.47	0.05	0.28	0.45	0.09
Control Delay	45.8	16.5	37.0	38.0	0.0	4.8	10.1	0.1	4.9	9.3	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	16.5	37.0	38.0	0.0	4.8	10.1	0.1	4.9	9.3	2.1
Queue Length 50th (ft)	31	13	1	5	0	10	156	0	10	145	0
Queue Length 95th (ft)	57	54	8	17	0	44	347	1	44	305	23
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	343	465	291	457	474	430	2435	1123	578	2452	1126
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.22	0.01	0.02	0.01	0.27	0.47	0.05	0.20	0.45	0.09
Intersection Summary											

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Short Bkgrd PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	30	277	60	45	123	288	1056	11	38	1208	96
Future Volume (veh/h)	218	30	277	60	45	123	288	1056	11	38	1208	96
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	242	33	116	67	50	17	320	1173	1	42	1342	51
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	81	285	240	418	354	362	2241	999	334	1980	883
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.11	0.63	0.63	0.03	0.56	0.56
Sat Flow, veh/h	1334	363	1277	1239	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	242	0	149	67	50	17	320	1173	1	42	1342	51
Grp Sat Flow(s),veh/h/ln	1334	0	1640	1239	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	21.2	0.0	9.4	5.9	2.6	1.0	9.4	21.8	0.0	1.2	32.2	1.8
Cycle Q Clear(g_c), s	23.8	0.0	9.4	15.2	2.6	1.0	9.4	21.8	0.0	1.2	32.2	1.8
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	367	240	418	354	362	2241	999	334	1980	883
V/C Ratio(X)	0.73	0.00	0.41	0.28	0.12	0.05	0.88	0.52	0.00	0.13	0.68	0.06
Avail Cap(c_a), veh/h	332	0	369	242	421	357	439	2241	999	393	1980	883
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	0.0	40.1	46.3	37.2	36.6	22.9	12.2	8.2	11.1	18.9	12.2
Incr Delay (d2), s/veh	8.1	0.0	0.7	0.6	0.1	0.1	16.5	0.9	0.0	0.2	1.9	0.1
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	7.8	0.0	3.9	1.9	1.2	0.4	6.6	7.9	0.0	0.4	12.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	0.0	40.9	46.9	37.3	36.6	39.4	13.1	8.2	11.2	20.8	12.3
LnGrp LOS	D	A	D	D	D	D	D	B	A	B	C	B
Approach Vol, veh/h		391			134			1494			1435	
Approach Delay, s/veh		49.5			42.0			18.7			20.2	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	72.4		31.8	7.0	81.2		31.8				
Change Period (Y+Rc), s	4.0	6.5		6.0	4.0	6.5		6.0				
Max Green Setting (Gmax), s	17.0	60.5		26.0	7.0	70.5		26.0				
Max Q Clear Time (g_c+1), s	11.4	34.2		25.8	3.2	23.8		17.2				
Green Ext Time (p_c), s	0.5	10.8		0.0	0.0	10.2		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.7								
HCM 6th LOS				C								



Phase Number	1	2	4	5	6	8
Movement	NBL	SBTL	EBTL	SBL	NBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	67	32	11	77	32
Maximum Split (%)	17.5%	55.8%	26.7%	9.2%	64.2%	26.7%
Minimum Split (s)	11	28.5	32	11	29.5	32
Yellow Time (s)	3	4.5	3	3	4.5	3
All-Red Time (s)	1	2	3	1	2	3
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		14	19		16	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	36	57	4	36	47	4
End Time (s)	57	4	36	47	4	36
Yield/Force Off (s)	53	117.5	30	43	117.5	30
Yield/Force Off 170(s)	53	103.5	11	43	101.5	11
Local Start Time (s)	32	53	0	32	43	0
Local Yield (s)	49	113.5	26	39	113.5	26
Local Yield 170(s)	49	99.5	7	39	97.5	7












Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 90
 Offset: 4 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	242	341	67	50	137	320	1173	12	42	1342	107
v/c Ratio	0.86	0.67	0.99	0.13	0.31	0.87	0.52	0.01	0.13	0.71	0.12
Control Delay	73.0	21.9	153.5	38.3	8.2	48.4	14.0	0.0	6.9	24.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	21.9	153.5	38.3	8.2	48.4	14.0	0.0	6.9	24.5	3.1
Queue Length 50th (ft)	178	82	51	31	0	154	268	0	9	415	0
Queue Length 95th (ft)	#310	187	#146	66	52	#314	332	0	19	502	28
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	303	532	73	419	462	377	2240	1025	341	1880	891
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.64	0.92	0.12	0.30	0.85	0.52	0.01	0.12	0.71	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	15	11	9	1080	1175	49
Future Vol, veh/h	15	11	9	1080	1175	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	12	10	1200	1306	54

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1953	680	1360	0	0
Stage 1	1333	-	-	-	-
Stage 2	620	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	56	393	501	-	-
Stage 1	211	-	-	-	-
Stage 2	499	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	55	393	501	-	-
Mov Cap-2 Maneuver	154	-	-	-	-
Stage 1	207	-	-	-	-
Stage 2	499	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	501	-	207	-	-
HCM Lane V/C Ratio	0.02	-	0.14	-	-
HCM Control Delay (s)	12.3	-	25.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	49	61	13	1384	1281	105
Future Vol, veh/h	49	61	13	1384	1281	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	64	14	1457	1348	111

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2161	730	1459
Stage 1	1404	-	-
Stage 2	757	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	~40	365	459
Stage 1	193	-	-
Stage 2	424	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~39	365	459
Mov Cap-2 Maneuver	133	-	-
Stage 1	187	-	-
Stage 2	424	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	459	-	205	-	-
HCM Lane V/C Ratio	0.03	-	0.565	-	-
HCM Control Delay (s)	13.1	-	43.2	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	3.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↕↔		↘	↕↕
Traffic Vol, veh/h	3	6	1091	4	1	1221
Future Vol, veh/h	3	6	1091	4	1	1221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	1226	4	1	1372

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1916	615	0	0	1230
Stage 1	1228	-	-	-	-
Stage 2	688	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	59	434	-	-	562
Stage 1	240	-	-	-	-
Stage 2	460	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	59	434	-	-	562
Mov Cap-2 Maneuver	168	-	-	-	-
Stage 1	240	-	-	-	-
Stage 2	459	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	284	562
HCM Lane V/C Ratio	-	-	0.036	0.002
HCM Control Delay (s)	-	-	18.1	11.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↓		↘	↑↑
Traffic Vol, veh/h	1	3	1432	1	1	1385
Future Vol, veh/h	1	3	1432	1	1	1385
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	1523	1	1	1473

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2263	762	0	0	1524
Stage 1	1524	-	-	-	-
Stage 2	739	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	34	347	-	-	434
Stage 1	166	-	-	-	-
Stage 2	433	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	34	347	-	-	434
Mov Cap-2 Maneuver	122	-	-	-	-
Stage 1	166	-	-	-	-
Stage 2	432	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	434
HCM Lane V/C Ratio	-	-	0.018	0.002
HCM Control Delay (s)	-	-	20.5	13.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	55	16	0	15	32	1055	10	5	1151	2
Future Vol, veh/h	2	0	55	16	0	15	32	1055	10	5	1151	2
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	60	18	0	16	35	1159	11	5	1265	2

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1926	2516	634	1878	2512	585	1267	0	0	1170	0	0
Stage 1	1276	1276	-	1235	1235	-	-	-	-	-	-	-
Stage 2	650	1240	-	643	1277	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	40	28	422	44	28	454	544	-	-	593	-	-
Stage 1	176	236	-	187	247	-	-	-	-	-	-	-
Stage 2	424	245	-	428	236	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	36	26	422	36	26	454	544	-	-	593	-	-
Mov Cap-2 Maneuver	36	26	-	36	26	-	-	-	-	-	-	-
Stage 1	165	234	-	175	231	-	-	-	-	-	-	-
Stage 2	382	229	-	364	234	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	19.7		109.9			0.4				0
HCM LOS	C		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	544	-	-	307	65	593	-	-
HCM Lane V/C Ratio	0.065	-	-	0.204	0.524	0.009	-	-
HCM Control Delay (s)	12.1	-	-	19.7	109.9	11.1	-	-
HCM Lane LOS	B	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	2.1	0	-	-

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	2	0	55	6	0	12	71	1348	16	15	1325	8
Future Vol, veh/h	2	0	55	6	0	12	71	1348	16	15	1325	8
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	59	6	0	13	76	1449	17	16	1425	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2339	3080	717	2355	3076	733	1434	0	0	1466	0	0
Stage 1	1462	1462	-	1610	1610	-	-	-	-	-	-	-
Stage 2	877	1618	-	745	1466	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	19	12	372	19	12	363	470	-	-	456	-	-
Stage 1	135	192	-	109	162	-	-	-	-	-	-	-
Stage 2	310	161	-	372	191	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	16	10	372	14	10	363	470	-	-	456	-	-
Mov Cap-2 Maneuver	16	10	-	14	10	-	-	-	-	-	-	-
Stage 1	113	185	-	91	136	-	-	-	-	-	-	-
Stage 2	251	135	-	302	184	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29.2		166.9		0.7		0.1	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	470	-	-	209	39	456	-	-
HCM Lane V/C Ratio	0.162	-	-	0.293	0.496	0.035	-	-
HCM Control Delay (s)	14.1	-	-	29.2	166.9	13.2	-	-
HCM Lane LOS	B	-	-	D	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.2	1.7	0.1	-	-

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh 3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	3	14	8	3	26
Future Vol, veh/h	30	3	14	8	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	3	15	9	3	29

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	55	20	0
Stage 1	20	-	-
Stage 2	35	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	953	1058	-
Stage 1	1003	-	-
Stage 2	987	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	951	1058	-
Mov Cap-2 Maneuver	951	-	-
Stage 1	1003	-	-
Stage 2	985	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1591
HCM Lane V/C Ratio	-	-	0.038	0.002
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh 3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	38	5	26	25	4	18
Future Vol, veh/h	38	5	26	25	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	6	31	29	5	21

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	77	46	0
Stage 1	46	-	-
Stage 2	31	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	926	1023	-
Stage 1	976	-	-
Stage 2	992	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	923	1023	-
Mov Cap-2 Maneuver	923	-	-
Stage 1	976	-	-
Stage 2	989	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1544
HCM Lane V/C Ratio	-	-	0.054	0.003
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

6: Corbett & Lowes Service Access

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	1	16	24	0
Future Vol, veh/h	0	5	1	16	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	1	19	28	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	49	28	28	0	0
Stage 1	28	-	-	-	-
Stage 2	21	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	960	1047	1585	-	-
Stage 1	995	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	959	1047	1585	-	-
Mov Cap-2 Maneuver	959	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	1047	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

6: Corbett & Lowes Service Access

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	3	2	29	19	0
Future Vol, veh/h	0	3	2	29	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	2	34	22	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	60	22	22	0	0
Stage 1	22	-	-	-	-
Stage 2	38	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	947	1055	1593	-	-
Stage 1	1001	-	-	-	-
Stage 2	984	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	946	1055	1593	-	-
Mov Cap-2 Maneuver	946	-	-	-	-
Stage 1	1000	-	-	-	-
Stage 2	984	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1593	-	1055	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX F

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Long Bkgrd AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	20	85	5	10	5	115	1395	55	115	1295	95
Future Volume (veh/h)	70	20	85	5	10	5	115	1395	55	115	1295	95
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	74	21	4	5	11	1	121	1468	21	121	1363	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	122	23	142	66	56	344	2523	1125	324	2523	1125
Arrive On Green	0.06	0.08	0.07	0.02	0.04	0.04	0.04	0.71	0.71	0.04	0.71	0.71
Sat Flow, veh/h	1781	1527	291	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	74	0	25	5	11	1	121	1468	21	121	1363	63
Grp Sat Flow(s),veh/h/ln	1781	0	1818	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.2	0.0	1.4	0.3	0.6	0.1	2.0	22.5	0.4	2.0	19.9	1.3
Cycle Q Clear(g_c), s	4.2	0.0	1.4	0.3	0.6	0.1	2.0	22.5	0.4	2.0	19.9	1.3
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	0	145	142	66	56	344	2523	1125	324	2523	1125
V/C Ratio(X)	0.35	0.00	0.17	0.04	0.17	0.02	0.35	0.58	0.02	0.37	0.54	0.06
Avail Cap(c_a), veh/h	220	0	314	228	323	274	394	2523	1125	374	2523	1125
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	47.3	49.7	51.5	51.2	6.2	7.9	4.7	7.0	7.5	4.8
Incr Delay (d2), s/veh	1.0	0.0	0.6	0.1	1.2	0.1	0.6	1.0	0.0	0.7	0.8	0.1
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	1.9	0.0	0.7	0.1	0.3	0.0	0.6	7.0	0.1	0.6	6.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	0.0	47.9	49.8	52.6	51.3	6.8	8.9	4.7	7.7	8.3	4.9
LnGrp LOS	D	A	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		99			17			1610			1547	
Approach Delay, s/veh		46.6			51.7			8.7			8.2	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	83.6	4.7	13.8	7.9	83.6	9.6	8.9				
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0				
Max Green Setting (Gmax), s	7.0	58.5	6.0	18.0	7.0	58.5	6.0	18.0				
Max Q Clear Time (g_c+1), s	4.0	21.9	2.3	3.4	4.0	24.5	6.2	2.6				
Green Ext Time (p_c), s	0.1	12.6	0.0	0.0	0.1	13.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	WBL	EBTL	SBL	NBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes			Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11	65	10	24	11	65	10	24
Maximum Split (%)	10.0%	59.1%	9.1%	21.8%	10.0%	59.1%	9.1%	21.8%
Minimum Split (s)	11	28.5	9.5	24	11	29.5	9.5	24
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	4	7	5	4	4	7	5	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7				7		
Flash Dont Walk (s)		14				16		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	34	45	0	10	34	45	0	10
End Time (s)	45	0	10	34	45	0	10	34
Yield/Force Off (s)	41	103.5	6	28	41	103.5	6	28
Yield/Force Off 170(s)	41	89.5	6	28	41	87.5	6	28
Local Start Time (s)	34	45	0	10	34	45	0	10
Local Yield (s)	41	103.5	6	28	41	103.5	6	28
Local Yield 170(s)	41	89.5	6	28	41	87.5	6	28

Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	110	5	11	5	121	1468	58	121	1363	100
v/c Ratio	0.42	0.47	0.03	0.08	0.02	0.36	0.61	0.05	0.40	0.57	0.09
Control Delay	48.1	20.3	36.8	46.8	0.2	6.0	12.5	0.3	7.1	12.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	20.3	36.8	46.8	0.2	6.0	12.5	0.3	7.1	12.0	2.0
Queue Length 50th (ft)	50	14	3	7	0	9	211	0	9	194	0
Queue Length 95th (ft)	83	66	13	25	0	40	495	3	40	438	21
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	176	356	174	321	367	343	2420	1117	310	2408	1112
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.31	0.03	0.03	0.01	0.35	0.61	0.05	0.39	0.57	0.09

Intersection Summary

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Long Bkgrd PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	35	300	65	50	135	310	1350	15	40	1605	105
Future Volume (veh/h)	290	35	300	65	50	135	310	1350	15	40	1605	105
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	299	36	116	67	52	1	320	1392	1	41	1655	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	51	165	210	99	84	351	2285	1019	279	1900	847
Arrive On Green	0.13	0.13	0.12	0.05	0.05	0.05	0.14	0.64	0.64	0.03	0.53	0.53
Sat Flow, veh/h	1781	389	1255	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	299	0	152	67	52	1	320	1392	1	41	1655	12
Grp Sat Flow(s),veh/h/ln	1781	0	1644	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.0	0.0	10.6	4.2	3.3	0.1	14.5	27.6	0.0	1.2	48.7	0.4
Cycle Q Clear(g_c), s	16.0	0.0	10.6	4.2	3.3	0.1	14.5	27.6	0.0	1.2	48.7	0.4
Prop In Lane	1.00		0.76	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	0	217	210	99	84	351	2285	1019	279	1900	847
V/C Ratio(X)	0.90	0.00	0.70	0.32	0.53	0.01	0.91	0.61	0.00	0.15	0.87	0.01
Avail Cap(c_a), veh/h	332	0	329	217	234	198	351	2285	1019	339	1900	847
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	50.2	49.7	55.4	53.9	35.9	12.6	7.6	12.5	24.3	13.1
Incr Delay (d2), s/veh	26.0	0.0	4.1	0.9	4.3	0.1	27.2	1.2	0.0	0.2	5.8	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	3.6	0.0	4.6	1.9	1.7	0.0	11.7	9.9	0.0	0.5	20.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	0.0	54.3	50.6	59.6	53.9	63.2	13.8	7.6	12.7	30.1	13.1
LnGrp LOS	E	A	D	D	E	D	E	B	A	B	C	B
Approach Vol, veh/h		451			120			1713			1708	
Approach Delay, s/veh		66.6			54.5			23.0			29.6	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	69.7	9.5	20.8	7.0	82.7	19.0	11.3				
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0				
Max Green Setting (Gmax), s	16.0	54.5	6.0	23.0	7.0	63.5	15.0	14.0				
Max Q Clear Time (g_c+1), s	16.5	50.7	6.2	12.6	3.2	29.6	18.0	5.3				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.5	0.0	12.3	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			31.7									
HCM 6th LOS			C									

Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	WBL	EBTL	SBL	NBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes			Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	20	61	10	29	11	70	19	20
Maximum Split (%)	16.7%	50.8%	8.3%	24.2%	9.2%	58.3%	15.8%	16.7%
Minimum Split (s)	11	28.5	9.5	20	11	29.5	9.5	20
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	4	7	5	4	4	7	5	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7				7		
Flash Dont Walk (s)		14				16		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39	59	0	10	39	50	0	19
End Time (s)	59	0	10	39	50	0	19	39
Yield/Force Off (s)	55	113.5	6	33	46	113.5	15	33
Yield/Force Off 170(s)	55	99.5	6	33	46	97.5	15	33
Local Start Time (s)	39	59	0	10	39	50	0	19
Local Yield (s)	55	113.5	6	33	46	113.5	15	33
Local Yield 170(s)	55	99.5	6	33	46	97.5	15	33












Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 100
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	299	345	67	52	139	320	1392	15	41	1655	108
v/c Ratio	0.80	0.73	0.39	0.33	0.47	0.84	0.66	0.01	0.17	1.01	0.13
Control Delay	56.6	25.6	40.5	55.6	8.3	52.3	19.0	0.0	9.5	56.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	25.6	40.5	55.6	8.3	52.3	19.0	0.0	9.5	56.5	0.6
Queue Length 50th (ft)	208	87	40	39	0	182	365	0	9	~678	0
Queue Length 95th (ft)	289	191	74	76	31	#392	502	0	23	#849	4
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	372	508	171	232	352	381	2115	1000	249	1643	828
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.68	0.39	0.22	0.39	0.84	0.66	0.01	0.16	1.01	0.13

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	10	10	1460	1495	50
Future Vol, veh/h	0	10	10	1460	1495	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	1537	1574	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	814	1627
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	321	396
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	321	396
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	396	-	321	-	-
HCM Lane V/C Ratio	0.027	-	0.033	-	-
HCM Control Delay (s)	14.3	-	16.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	60	15	1760	1690	105
Future Vol, veh/h	0	60	15	1760	1690	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	15	1814	1742	108

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	925	1850
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	271	324
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	271	324
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	324	-	271	-	-
HCM Lane V/C Ratio	0.048	-	0.228	-	-
HCM Control Delay (s)	16.7	-	22.2	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

18: Ziegler & Hidden Pond

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↓		↘	↑↑
Traffic Vol, veh/h	5	5	1455	5	5	1540
Future Vol, veh/h	5	5	1455	5	5	1540
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	1532	5	5	1621

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2356	769	0
Stage 1	1535	-	-
Stage 2	821	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	30	344	-
Stage 1	164	-	-
Stage 2	393	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	30	344	-
Mov Cap-2 Maneuver	116	-	-
Stage 1	164	-	-
Stage 2	388	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	429
HCM Lane V/C Ratio	-	-	0.061	0.012
HCM Control Delay (s)	-	-	27.2	13.5
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.2	0

18: Ziegler & Hidden Pond

Intersection

Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	5	5	1755	5	5	1790
Future Vol, veh/h	5	5	1755	5	5	1790
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	1809	5	5	1845

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2745	907	0	0	1814
Stage 1	1812	-	-	-	-
Stage 2	933	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	16	279	-	-	335
Stage 1	115	-	-	-	-
Stage 2	343	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	16	279	-	-	335
Mov Cap-2 Maneuver	84	-	-	-	-
Stage 1	115	-	-	-	-
Stage 2	338	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	335
HCM Lane V/C Ratio	-	-	0.08	0.015
HCM Control Delay (s)	-	-	35.3	15.9
HCM Lane LOS	-	-	E	C
HCM 95th %tile Q(veh)	-	-	0.3	0

15: Ziegler & Paddington/Grand Teton

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	5	0	55	15	0	15	35	1415	10	5	1475	5
Future Vol, veh/h	5	0	55	15	0	15	35	1415	10	5	1475	5
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	58	16	0	16	37	1489	11	5	1553	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2385	3140	779	2356	3137	750	1558	0	0	1500	0	0
Stage 1	1566	1566	-	1569	1569	-	-	-	-	-	-	-
Stage 2	819	1574	-	787	1568	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	11	339	19	11	354	421	-	-	443	-	-
Stage 1	116	170	-	116	170	-	-	-	-	-	-	-
Stage 2	336	169	-	351	170	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	16	10	339	~15	10	354	421	-	-	443	-	-
Mov Cap-2 Maneuver	16	10	-	~15	10	-	-	-	-	-	-	-
Stage 1	106	168	-	106	155	-	-	-	-	-	-	-
Stage 2	293	154	-	288	168	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	59.3	\$ 396.6	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	421	-	-	126	29	443	-	-
HCM Lane V/C Ratio	0.088	-	-	0.501	1.089	0.012	-	-
HCM Control Delay (s)	14.4	-	-	59.3	396.6	13.2	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.3	3.6	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	55	5	0	15	70	1675	15	15	1735	10
Future Vol, veh/h	5	0	55	5	0	15	70	1675	15	15	1735	10
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	57	5	0	15	72	1727	15	15	1789	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2832	3710	900	2804	3708	871	1799	0	0	1742	0	0
Stage 1	1824	1824	-	1879	1879	-	-	-	-	-	-	-
Stage 2	1008	1886	-	925	1829	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	4	282	8	4	294	339	-	-	357	-	-
Stage 1	80	127	-	74	119	-	-	-	-	-	-	-
Stage 2	258	118	-	290	126	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	6	3	282	~5	3	294	339	-	-	357	-	-
Mov Cap-2 Maneuver	6	3	-	~5	3	-	-	-	-	-	-	-
Stage 1	63	122	-	58	94	-	-	-	-	-	-	-
Stage 2	193	93	-	222	121	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.3	\$ 518.4	0.7	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	339	-	-	58	19	357	-	-
HCM Lane V/C Ratio	0.213	-	-	1.066	1.085	0.043	-	-
HCM Control Delay (s)	18.5	-	-	255.3	\$ 518.4	15.5	-	-
HCM Lane LOS	C	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	-	5.1	2.9	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	5	15	10	5	25
Future Vol, veh/h	30	5	15	10	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	5	16	11	5	26

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	58	22	0	0	27
Stage 1	22	-	-	-	-
Stage 2	36	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	949	1055	-	-	1587
Stage 1	1001	-	-	-	-
Stage 2	986	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	946	1055	-	-	1587
Mov Cap-2 Maneuver	946	-	-	-	-
Stage 1	1001	-	-	-	-
Stage 2	983	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1587
HCM Lane V/C Ratio	-	-	0.038	0.003
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh 3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	40	5	30	25	5	20
Future Vol, veh/h	40	5	30	25	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	5	32	26	5	21

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	76	45	0
Stage 1	45	-	-
Stage 2	31	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	927	1025	-
Stage 1	977	-	-
Stage 2	992	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	924	1025	-
Mov Cap-2 Maneuver	924	-	-
Stage 1	977	-	-
Stage 2	989	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1546
HCM Lane V/C Ratio	-	-	0.051	0.003
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

6: Corbett & Lowes Service Access

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↙	↘	
Traffic Vol, veh/h	0	5	5	15	25	0
Future Vol, veh/h	0	5	5	15	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	5	16	26	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	52	26	26	0	0
Stage 1	26	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	957	1050	1588	-	-
Stage 1	997	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	954	1050	1588	-	-
Mov Cap-2 Maneuver	954	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	997	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	1050	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

6: Corbett & Lowes Service Access

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	5	30	20	0
Future Vol, veh/h	0	5	5	30	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	5	32	21	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	63	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	943	1056	1595	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	940	1056	1595	-	-	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1056	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX G

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Short Total AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	17	77	2	7	3	104	1107	49	104	1091	88
Future Volume (veh/h)	30	17	77	2	7	3	104	1107	49	104	1091	88
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	33	19	1	2	8	1	114	1216	17	114	1199	65
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	86	5	119	91	77	398	2786	1243	448	2786	1243
Arrive On Green	0.05	0.05	0.04	0.05	0.05	0.05	0.04	0.78	0.78	0.03	0.53	0.53
Sat Flow, veh/h	1406	1761	93	1392	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	33	0	20	2	8	1	114	1216	17	114	1199	65
Grp Sat Flow(s),veh/h/ln	1406	0	1854	1392	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.5	0.0	1.1	0.2	0.4	0.1	1.3	12.4	0.3	1.3	22.8	2.2
Cycle Q Clear(g_c), s	3.0	0.0	1.1	1.3	0.4	0.1	1.3	12.4	0.3	1.3	22.8	2.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	0	91	119	91	77	398	2786	1243	448	2786	1243
V/C Ratio(X)	0.26	0.00	0.22	0.02	0.09	0.01	0.29	0.44	0.01	0.25	0.43	0.05
Avail Cap(c_a), veh/h	405	0	455	393	459	389	448	2786	1243	709	2786	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	50.3	50.9	50.0	49.8	4.9	3.9	2.6	2.7	11.0	6.2
Incr Delay (d2), s/veh	1.0	0.0	1.2	0.1	0.4	0.1	0.4	0.5	0.0	0.3	0.5	0.1
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	0.9	0.0	0.6	0.1	0.2	0.0	0.5	3.0	0.1	0.2	9.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	0.0	51.5	51.0	50.4	49.9	5.3	4.4	2.6	3.0	11.5	6.2
LnGrp LOS	D	A	D	D	D	D	A	A	A	A	B	A
Approach Vol, veh/h		53			11			1347			1378	
Approach Delay, s/veh		52.1			50.4			4.5			10.6	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	91.7		10.4	7.9	91.7		10.4				
Change Period (Y+Rc), s	4.0	6.5		6.0	4.0	6.5		6.0				
Max Green Setting (Gmax), s	7.0	60.5		26.0	20.0	47.5		26.0				
Max Q Clear Time (g_c+1), s	3.3	24.8		5.0	3.3	14.4		3.3				
Green Ext Time (p_c), s	0.1	10.3		0.1	0.2	10.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								

9: Ziegler & Council Tree/Broadcom



Phase Number	1	2	4	5	6	8
Movement	NBL	SBTL	EBTL	SBL	NBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	11	67	32	24	54	32
Maximum Split (%)	10.0%	60.9%	29.1%	21.8%	49.1%	29.1%
Minimum Split (s)	11	28.5	32	11	29.5	32
Yellow Time (s)	3	4.5	3	3	4.5	3
All-Red Time (s)	1	2	3	1	2	3
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		14	19		16	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	36	47	4	36	60	4
End Time (s)	47	4	36	60	4	36
Yield/Force Off (s)	43	107.5	30	56	107.5	30
Yield/Force Off 170(s)	43	93.5	11	56	91.5	11
Local Start Time (s)	32	43	0	32	56	0
Local Yield (s)	39	103.5	26	52	103.5	26
Local Yield 170(s)	39	89.5	7	52	87.5	7












Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 80
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	104	2	8	3	114	1216	54	114	1199	97
v/c Ratio	0.21	0.41	0.02	0.04	0.01	0.30	0.50	0.05	0.29	0.49	0.09
Control Delay	44.3	17.0	37.5	38.6	0.0	5.2	10.4	0.1	4.0	13.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	17.0	37.5	38.6	0.0	5.2	10.4	0.1	4.0	13.4	3.9
Queue Length 50th (ft)	22	13	1	5	0	9	163	0	4	313	13
Queue Length 95th (ft)	44	54	8	17	0	44	389	1	47	518	m49
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	343	465	289	457	474	394	2446	1128	558	2472	1135
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.22	0.01	0.02	0.01	0.29	0.50	0.05	0.20	0.49	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Short Total PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	30	277	60	45	123	288	1157	11	38	1293	96
Future Volume (veh/h)	180	30	277	60	45	123	288	1157	11	38	1293	96
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	200	33	119	67	50	15	320	1286	1	42	1437	51
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	70	253	202	369	312	359	2335	1041	318	1981	884
Arrive On Green	0.20	0.20	0.19	0.20	0.20	0.20	0.13	0.66	0.66	0.01	0.18	0.18
Sat Flow, veh/h	1337	356	1283	1235	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	200	0	152	67	50	15	320	1286	1	42	1437	51
Grp Sat Flow(s),veh/h/ln	1337	0	1639	1235	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	17.4	0.0	9.9	6.1	2.6	0.9	12.7	23.3	0.0	1.2	45.7	3.2
Cycle Q Clear(g_c), s	20.1	0.0	9.9	16.0	2.6	0.9	12.7	23.3	0.0	1.2	45.7	3.2
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	323	202	369	312	359	2335	1041	318	1981	884
V/C Ratio(X)	0.68	0.00	0.47	0.33	0.14	0.05	0.89	0.55	0.00	0.13	0.73	0.06
Avail Cap(c_a), veh/h	331	0	369	236	421	357	390	2335	1041	377	1981	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	0.0	43.0	49.7	39.7	39.1	32.7	11.1	7.1	11.1	40.3	23.0
Incr Delay (d2), s/veh	4.8	0.0	1.1	1.0	0.2	0.1	20.7	0.9	0.0	0.2	2.4	0.1
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	6.2	0.0	4.1	1.9	1.2	0.4	11.1	8.2	0.0	0.5	22.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	0.0	44.1	50.7	39.9	39.1	53.3	12.0	7.1	11.3	42.7	23.1
LnGrp LOS	D	A	D	D	D	D	D	B	A	B	D	C
Approach Vol, veh/h		352			132			1607			1530	
Approach Delay, s/veh		49.0			45.3			20.2			41.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.9	72.4		28.6	7.0	84.3		28.6				
Change Period (Y+Rc), s	4.0	6.5		6.0	4.0	6.5		6.0				
Max Green Setting (Gmax), s	17.0	60.5		26.0	7.0	70.5		26.0				
Max Q Clear Time (g_c+1), s	14.7	47.7		22.1	3.2	25.3		18.0				
Green Ext Time (p_c), s	0.2	7.7		0.6	0.0	11.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.8									
HCM 6th LOS			C									



Phase Number	1	2	4	5	6	8
Movement	NBL	SBTL	EBTL	SBL	NBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	67	32	11	77	32
Maximum Split (%)	17.5%	55.8%	26.7%	9.2%	64.2%	26.7%
Minimum Split (s)	11	28.5	32	11	29.5	32
Yellow Time (s)	3	4.5	3	3	4.5	3
All-Red Time (s)	1	2	3	1	2	3
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		14	19		16	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	36	57	4	36	47	4
End Time (s)	57	4	36	47	4	36
Yield/Force Off (s)	53	117.5	30	43	117.5	30
Yield/Force Off 170(s)	53	103.5	11	43	101.5	11
Local Start Time (s)	32	53	0	32	43	0
Local Yield (s)	49	113.5	26	39	113.5	26
Local Yield 170(s)	49	99.5	7	39	97.5	7












Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 90
 Offset: 4 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	200	341	67	50	137	320	1286	12	42	1437	107
v/c Ratio	0.75	0.69	1.10	0.13	0.32	0.89	0.57	0.01	0.14	0.76	0.12
Control Delay	62.0	23.7	188.6	38.6	8.4	56.5	14.4	0.0	7.9	39.2	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	23.7	188.6	38.6	8.4	56.5	14.4	0.0	7.9	39.2	9.5
Queue Length 50th (ft)	142	87	52	31	0	177	308	0	15	614	27
Queue Length 95th (ft)	227	192	#148	66	52	#352	381	0	m13	690	m56
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	303	527	69	419	462	361	2276	1041	310	1883	892
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.65	0.97	0.12	0.30	0.89	0.57	0.01	0.14	0.76	0.12

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	9	11	9	1131	1272	49
Future Vol, veh/h	9	11	9	1131	1272	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	12	10	1257	1413	54

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2089	734	1467
Stage 1	1440	-	-
Stage 2	649	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	45	363	456
Stage 1	184	-	-
Stage 2	482	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	44	363	456
Mov Cap-2 Maneuver	135	-	-
Stage 1	180	-	-
Stage 2	482	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	456	-	206	-	-
HCM Lane V/C Ratio	0.022	-	0.108	-	-
HCM Control Delay (s)	13.1	-	24.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	29	61	13	1447	1366	105
Future Vol, veh/h	29	61	13	1447	1366	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	64	14	1523	1438	111

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2284	775	1549	0	0
Stage 1	1494	-	-	-	-
Stage 2	790	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	33	341	424	-	-
Stage 1	172	-	-	-	-
Stage 2	408	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	32	341	424	-	-
Mov Cap-2 Maneuver	119	-	-	-	-
Stage 1	166	-	-	-	-
Stage 2	408	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	424	-	213	-	-
HCM Lane V/C Ratio	0.032	-	0.445	-	-
HCM Control Delay (s)	13.8	-	34.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-

Item 22.

M 6th Signalized Intersection Summary

Short Total AM

18: Ziegler & Site Access/Hidden Pond

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	0	99	3	0	6	64	1072	4	1	1219	74
Future Volume (veh/h)	123	0	99	3	0	6	64	1072	4	1	1219	74
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	138	0	5	3	0	1	72	1204	4	1	1370	53
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	0	197	82	9	11	351	2713	9	300	2515	1122
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.02	0.25	0.24	0.01	0.71	0.71
Sat Flow, veh/h	1426	0	1585	196	71	89	1781	3633	12	1781	3554	1585
Grp Volume(v), veh/h	138	0	5	4	0	0	72	589	619	1	1370	53
Grp Sat Flow(s), veh/h/ln	1426	0	1585	355	0	0	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	1.0	30.8	30.8	0.0	20.2	1.1
Cycle Q Clear(g_c), s	10.4	0.0	0.3	10.4	0.0	0.0	1.0	30.8	30.8	0.0	20.2	1.1
Prop In Lane	1.00		1.00	0.75		0.25	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	230	0	197	98	0	0	351	1327	1395	300	2515	1122
V/C Ratio(X)	0.60	0.00	0.03	0.04	0.00	0.00	0.20	0.44	0.44	0.00	0.54	0.05
Avail Cap(c_a), veh/h	350	0	331	221	0	0	393	1327	1395	395	2515	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	0.0	42.3	43.1	0.0	0.0	5.9	22.1	22.1	7.6	7.6	4.9
Incr Delay (d2), s/veh	2.5	0.0	0.1	0.2	0.0	0.0	0.3	1.1	1.0	0.0	0.9	0.1
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	3.9	0.0	0.1	0.1	0.0	0.0	0.3	14.9	15.6	0.0	6.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	0.0	42.3	43.3	0.0	0.0	6.2	23.2	23.1	7.6	8.5	4.9
LnGrp LOS	D	A	D	D	A	A	A	C	C	A	A	A
Approach Vol, veh/h		143			4			1280			1424	
Approach Delay, s/veh		49.4			43.3			22.2			8.4	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	87.2		18.7	8.4	82.9		18.7				
Change Period (Y+Rc), s	4.0	6.0		6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	66.0		22.0	7.0	65.0		22.0				
Max Q Clear Time (g_c+1), s	2.0	32.8		12.4	3.0	22.2		12.4				
Green Ext Time (p_c), s	0.0	8.8		0.4	0.0	13.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

18: Ziegler & Site Access/Hidden Pond

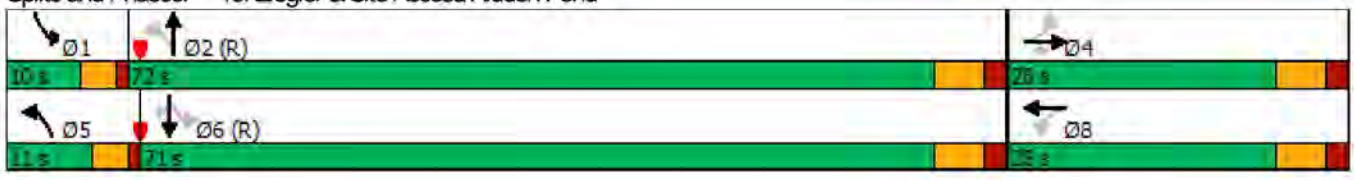


Phase Number	1	2	4	5	6	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	10	72	28	11	71	28
Maximum Split (%)	9.1%	65.5%	25.5%	10.0%	64.5%	25.5%
Minimum Split (s)	9.5	24	24	9.5	24	24
Yellow Time (s)	3	4	4	3	4	4
All-Red Time (s)	1	2	2	1	2	2
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99	109	71	99	0	71
End Time (s)	109	71	99	0	71	99
Yield/Force Off (s)	105	65	93	106	65	93
Yield/Force Off 170(s)	105	54	82	106	54	82
Local Start Time (s)	99	109	71	99	0	71
Local Yield (s)	105	65	93	106	65	93
Local Yield 170(s)	105	54	82	106	54	82









Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 18: Ziegler & Site Access/Hidden Pond



18: Ziegler & Site Access/Hidden Pond

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	138	111	10	72	1208	1	1370	83
v/c Ratio	0.64	0.33	0.03	0.24	0.46	0.00	0.57	0.08
Control Delay	56.6	9.8	0.2	8.1	13.0	4.0	11.8	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	9.8	0.2	8.1	13.0	4.0	11.8	2.1
Queue Length 50th (ft)	92	0	0	10	136	0	258	0
Queue Length 95th (ft)	149	45	0	0	542	2	374	18
Internal Link Dist (ft)	339		254		1		370	
Turn Bay Length (ft)		200		350		100		350
Base Capacity (vph)	292	418	379	312	2610	376	2397	1099
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.27	0.03	0.23	0.46	0.00	0.57	0.08
Intersection Summary								

M 6th Signalized Intersection Summary
18: Ziegler & Site Access/Hidden Pond

Short Total PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	0	94	1	0	3	111	1364	1	1	1376	120
Future Volume (veh/h)	166	0	94	1	0	3	111	1364	1	1	1376	120
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	177	0	12	1	0	1	118	1451	1	1	1464	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	0	332	59	15	29	274	2451	2	214	2250	1004
Arrive On Green	0.20	0.00	0.21	0.20	0.00	0.20	0.03	0.45	0.45	0.01	0.63	0.63
Sat Flow, veh/h	990	0	1585	66	71	137	1781	3644	3	1781	3554	1585
Grp Volume(v), veh/h	177	0	12	2	0	0	118	707	745	1	1464	79
Grp Sat Flow(s),veh/h/ln	990	0	1585	274	0	0	1781	1777	1870	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.7	0.0	0.0	0.0	2.5	35.8	35.8	0.0	30.8	2.3
Cycle Q Clear(g_c), s	22.0	0.0	0.7	22.0	0.0	0.0	2.5	35.8	35.8	0.0	30.8	2.3
Prop In Lane	1.00		1.00	0.50		0.50	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	0	332	100	0	0	274	1195	1258	214	2250	1004
V/C Ratio(X)	0.68	0.00	0.04	0.02	0.00	0.00	0.43	0.59	0.59	0.00	0.65	0.08
Avail Cap(c_a), veh/h	281	0	357	123	0	0	350	1195	1258	301	2250	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	0.0	37.8	39.6	0.0	0.0	13.0	20.6	20.6	11.7	13.7	8.5
Incr Delay (d2), s/veh	6.0	0.0	0.0	0.1	0.0	0.0	1.1	2.2	2.1	0.0	1.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	0.3	0.1	0.0	0.0	1.1	16.1	16.9	0.0	11.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	37.8	39.7	0.0	0.0	14.1	22.8	22.7	11.7	15.2	8.7
LnGrp LOS	D	A	D	D	A	A	B	C	C	B	B	A
Approach Vol, veh/h		189			2			1570			1544	
Approach Delay, s/veh		51.8			39.7			22.1			14.9	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	85.7		30.1	8.9	81.0		30.1				
Change Period (Y+Rc), s	4.0	6.0		6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	72.0		26.0	10.0	68.0		26.0				
Max Q Clear Time (g_c+1), s	2.0	37.8		24.0	4.5	32.8		24.0				
Green Ext Time (p_c), s	0.0	11.9		0.2	0.1	13.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									

18: Ziegler & Site Access/Hidden Pond

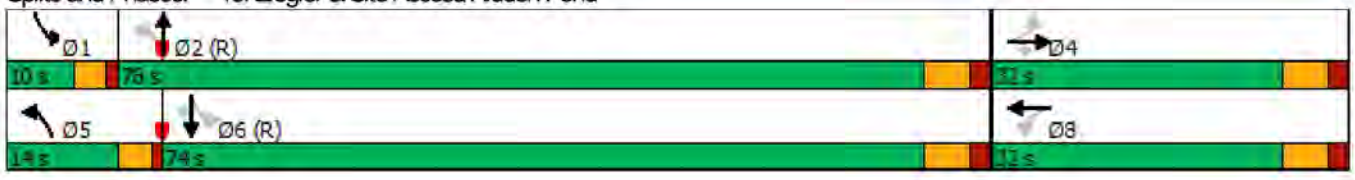


Phase Number	1	2	4	5	6	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	10	78	32	14	74	32
Maximum Split (%)	8.3%	65.0%	26.7%	11.7%	61.7%	26.7%
Minimum Split (s)	9.5	24	24	9	24	24
Yellow Time (s)	3	4	4	3	4	4
All-Red Time (s)	1	2	2	1	2	2
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	106	116	74	106	0	74
End Time (s)	116	74	106	0	74	106
Yield/Force Off (s)	112	68	100	116	68	100
Yield/Force Off 170(s)	112	57	89	116	57	89
Local Start Time (s)	106	116	74	106	0	74
Local Yield (s)	112	68	100	116	68	100
Local Yield 170(s)	112	57	89	116	57	89









Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 70
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 18: Ziegler & Site Access/Hidden Pond



18: Ziegler & Site Access/Hidden Pond

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	177	100	4	118	1452	1	1464	128
v/c Ratio	0.73	0.28	0.01	0.43	0.56	0.00	0.64	0.12
Control Delay	63.2	9.5	0.0	14.3	18.8	5.0	15.6	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	9.5	0.0	14.3	18.8	5.0	15.6	2.1
Queue Length 50th (ft)	130	0	0	44	427	0	335	0
Queue Length 95th (ft)	199	45	0	m89	603	2	496	26
Internal Link Dist (ft)	234		254		1		370	
Turn Bay Length (ft)		150		350		100		350
Base Capacity (vph)	316	433	406	302	2572	284	2282	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.23	0.01	0.39	0.56	0.00	0.64	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	55	16	0	15	32	1159	10	5	1223	2
Future Vol, veh/h	2	0	55	16	0	15	32	1159	10	5	1223	2
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	60	18	0	16	35	1274	11	5	1344	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2062	2710	673	2032	2706	643	1346	0	0	1285	0	0
Stage 1	1355	1355	-	1350	1350	-	-	-	-	-	-	-
Stage 2	707	1355	-	682	1356	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	32	21	398	33	21	416	508	-	-	536	-	-
Stage 1	157	216	-	159	217	-	-	-	-	-	-	-
Stage 2	392	216	-	406	216	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	29	19	398	26	19	416	508	-	-	536	-	-
Mov Cap-2 Maneuver	29	19	-	26	19	-	-	-	-	-	-	-
Stage 1	146	214	-	148	202	-	-	-	-	-	-	-
Stage 2	351	201	-	341	214	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.9		182.7		0.3		0	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	508	-	-	275	48	536	-	-
HCM Lane V/C Ratio	0.069	-	-	0.228	0.71	0.01	-	-
HCM Control Delay (s)	12.6	-	-	21.9	182.7	11.8	-	-
HCM Lane LOS	B	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	2.8	0	-	-

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	55	6	0	12	71	1446	16	15	1436	8
Future Vol, veh/h	2	0	55	6	0	12	71	1446	16	15	1436	8
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	59	6	0	13	76	1555	17	16	1544	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2511	3305	777	2520	3301	786	1553	0	0	1572	0	0
Stage 1	1581	1581	-	1716	1716	-	-	-	-	-	-	-
Stage 2	930	1724	-	804	1585	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	14	8	340	14	8	335	422	-	-	415	-	-
Stage 1	114	167	-	93	143	-	-	-	-	-	-	-
Stage 2	287	142	-	343	167	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	11	6	340	10	6	335	422	-	-	415	-	-
Mov Cap-2 Maneuver	11	6	-	10	6	-	-	-	-	-	-	-
Stage 1	93	160	-	76	117	-	-	-	-	-	-	-
Stage 2	226	116	-	272	160	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	38.9		275.8		0.7		0.1	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	166	28	415	-	-
HCM Lane V/C Ratio	0.181	-	-	0.369	0.691	0.039	-	-
HCM Control Delay (s)	15.4	-	-	38.9	275.8	14	-	-
HCM Lane LOS	C	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	1.6	2.2	0.1	-	-

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	5	63	8	3	95
Future Vol, veh/h	30	5	63	8	3	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	5	69	9	3	104

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	184	74	0
Stage 1	74	-	-
Stage 2	110	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	805	988	-
Stage 1	949	-	-
Stage 2	915	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	803	988	-
Mov Cap-2 Maneuver	803	-	-
Stage 1	949	-	-
Stage 2	913	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	825	1520
HCM Lane V/C Ratio	-	-	0.047	0.002
HCM Control Delay (s)	-	-	9.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	38	13	146	25	4	73
Future Vol, veh/h	38	13	146	25	4	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	15	172	29	5	86

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	283	187	0
Stage 1	187	-	-
Stage 2	96	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	707	855	-
Stage 1	845	-	-
Stage 2	928	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	704	855	-
Mov Cap-2 Maneuver	704	-	-
Stage 1	845	-	-
Stage 2	924	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	737	1371
HCM Lane V/C Ratio	-	-	0.081	0.003
HCM Control Delay (s)	-	-	10.3	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

6: Corbett & Lowes Service Access/Site Access

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	5	76	0	0	1	16	51	7	17	0
Future Vol, veh/h	0	0	5	76	0	0	1	16	51	7	17	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	91	85	91	91	91	85	85	91	91	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	84	0	0	1	19	56	8	20	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	85	113	20	88	85	47	20	0	0	75	0	0
Stage 1	36	36	-	49	49	-	-	-	-	-	-	-
Stage 2	49	77	-	39	36	-	-	-	-	-	-	-
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	901	777	1058	897	805	1022	1596	-	-	1524	-	-
Stage 1	980	865	-	964	854	-	-	-	-	-	-	-
Stage 2	964	831	-	976	865	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	896	772	1058	888	800	1022	1596	-	-	1524	-	-
Mov Cap-2 Maneuver	896	772	-	888	800	-	-	-	-	-	-	-
Stage 1	979	861	-	963	853	-	-	-	-	-	-	-
Stage 2	963	830	-	966	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.5	0.1	2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	1058	888	1524	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.094	0.005	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.5	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

6: Corbett & Lowes Service Access/Site Access

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	61	0	0	2	29	128	6	13	0
Future Vol, veh/h	0	0	3	61	0	0	2	29	128	6	13	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	90	85	90	90	90	85	85	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	68	0	0	2	34	142	7	15	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	138	209	15	140	138	105	15	0	0	176	0	0
Stage 1	29	29	-	109	109	-	-	-	-	-	-	-
Stage 2	109	180	-	31	29	-	-	-	-	-	-	-
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	833	688	1065	830	753	949	1603	-	-	1400	-	-
Stage 1	988	871	-	896	805	-	-	-	-	-	-	-
Stage 2	896	750	-	986	871	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	829	684	1065	823	748	949	1603	-	-	1400	-	-
Mov Cap-2 Maneuver	829	684	-	823	748	-	-	-	-	-	-	-
Stage 1	987	867	-	895	804	-	-	-	-	-	-	-
Stage 2	895	749	-	978	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.8	0.1	2.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	1065	823	1400	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.082	0.005	-	-
HCM Control Delay (s)	7.2	0	-	8.4	9.8	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

APPENDIX H

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Long Total AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	85	5	10	5	115	1460	55	115	1395	95
Future Volume (veh/h)	40	20	85	5	10	5	115	1460	55	115	1395	95
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	42	21	4	5	11	1	121	1537	21	121	1468	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	94	18	142	66	56	382	2588	1154	317	2588	1154
Arrive On Green	0.04	0.06	0.05	0.02	0.04	0.04	0.04	0.73	0.73	0.06	0.97	0.97
Sat Flow, veh/h	1781	1527	291	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	42	0	25	5	11	1	121	1537	21	121	1468	63
Grp Sat Flow(s),veh/h/ln	1781	0	1818	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	1.4	0.3	0.6	0.1	1.8	22.8	0.4	1.8	3.2	0.1
Cycle Q Clear(g_c), s	2.4	0.0	1.4	0.3	0.6	0.1	1.8	22.8	0.4	1.8	3.2	0.1
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	0	112	142	66	56	382	2588	1154	317	2588	1154
V/C Ratio(X)	0.23	0.00	0.22	0.04	0.17	0.02	0.32	0.59	0.02	0.38	0.57	0.05
Avail Cap(c_a), veh/h	220	0	314	228	323	274	432	2588	1154	367	2588	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	49.2	49.7	51.5	51.2	3.1	7.2	4.1	6.6	0.5	0.5
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.1	1.2	0.1	0.5	1.0	0.0	0.8	0.9	0.1
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	1.1	0.0	0.7	0.1	0.3	0.0	0.5	6.8	0.1	0.6	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	50.2	49.8	52.6	51.3	3.6	8.2	4.1	7.4	1.4	0.6
LnGrp LOS	D	A	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		67			17			1679			1652	
Approach Delay, s/veh		48.1			51.7			7.8			1.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	85.6	4.7	11.8	7.9	85.6	7.6	8.9				
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0				
Max Green Setting (Gmax), s	7.0	58.5	6.0	18.0	7.0	58.5	6.0	18.0				
Max Q Clear Time (g_c+1), s	3.8	5.2	2.3	3.4	3.8	24.8	4.4	2.6				
Green Ext Time (p_c), s	0.1	15.6	0.0	0.0	0.1	14.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	WBL	EBTL	SBL	NBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes			Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11	65	10	24	11	65	10	24
Maximum Split (%)	10.0%	59.1%	9.1%	21.8%	10.0%	59.1%	9.1%	21.8%
Minimum Split (s)	11	28.5	9.5	24	11	29.5	9.5	24
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	4	7	5	4	4	7	5	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7				7		
Flash Dont Walk (s)		14				16		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	34	45	0	10	34	45	0	10
End Time (s)	45	0	10	34	45	0	10	34
Yield/Force Off (s)	41	103.5	6	28	41	103.5	6	28
Yield/Force Off 170(s)	41	89.5	6	28	41	87.5	6	28
Local Start Time (s)	34	45	0	10	34	45	0	10
Local Yield (s)	41	103.5	6	28	41	103.5	6	28
Local Yield 170(s)	41	89.5	6	28	41	87.5	6	28












Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	110	5	11	5	121	1537	58	121	1468	100
v/c Ratio	0.24	0.47	0.03	0.08	0.02	0.39	0.64	0.05	0.42	0.61	0.09
Control Delay	42.4	20.3	36.8	46.8	0.2	7.0	13.5	0.3	10.2	13.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	20.3	36.8	46.8	0.2	7.0	13.5	0.3	10.2	13.5	2.4
Queue Length 50th (ft)	28	14	3	7	0	9	231	0	12	376	4
Queue Length 95th (ft)	54	66	13	25	0	40	541	3	m20	641	m26
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	178	356	177	321	367	313	2407	1111	295	2408	1112
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.31	0.03	0.03	0.01	0.39	0.64	0.05	0.41	0.61	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

M 6th Signalized Intersection Summary
9: Ziegler & Council Tree/Broadcom

Long Total PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	35	300	65	50	135	310	1450	15	40	1690	105
Future Volume (veh/h)	220	35	300	65	50	135	310	1450	15	40	1690	105
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	227	36	127	67	52	10	320	1495	1	41	1742	40
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	44	156	184	217	184	342	2327	1038	261	1912	853
Arrive On Green	0.06	0.12	0.11	0.05	0.12	0.12	0.15	0.65	0.65	0.01	0.18	0.18
Sat Flow, veh/h	1781	362	1278	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	227	0	163	67	52	10	320	1495	1	41	1742	40
Grp Sat Flow(s),veh/h/ln	1781	0	1640	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.0	0.0	11.6	3.9	3.0	0.7	16.2	30.1	0.0	1.2	57.7	2.5
Cycle Q Clear(g_c), s	7.0	0.0	11.6	3.9	3.0	0.7	16.2	30.1	0.0	1.2	57.7	2.5
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	0	201	184	217	184	342	2327	1038	261	1912	853
V/C Ratio(X)	0.79	0.00	0.81	0.36	0.24	0.05	0.93	0.64	0.00	0.16	0.91	0.05
Avail Cap(c_a), veh/h	286	0	205	195	234	198	342	2327	1038	321	1912	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	0.0	51.7	43.6	48.2	47.2	39.8	12.3	7.2	12.8	46.5	23.8
Incr Delay (d2), s/veh	14.3	0.0	21.2	1.2	0.6	0.1	32.2	1.4	0.0	0.3	8.0	0.1
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	4.5	0.0	6.0	1.8	1.5	0.3	12.2	10.7	0.0	0.5	29.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	72.9	44.8	48.8	47.3	72.0	13.7	7.2	13.1	54.6	23.9
LnGrp LOS	E	A	E	D	D	D	E	B	A	B	D	C
Approach Vol, veh/h		390			129			1816			1823	
Approach Delay, s/veh		67.4			46.6			24.0			53.0	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	70.1	9.3	19.7	7.0	84.1	10.0	18.9				
Change Period (Y+Rc), s	4.0	6.5	4.0	6.0	4.0	6.5	4.0	6.0				
Max Green Setting (Gmax), s	17.0	62.5	6.0	14.0	7.0	72.5	6.0	14.0				
Max Q Clear Time (g_c+1), s	18.2	59.7	5.9	13.6	3.2	32.1	9.0	5.0				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.0	14.6	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	WBL	EBTL	SBL	NBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes			Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	21	69	10	20	11	79	10	20
Maximum Split (%)	17.5%	57.5%	8.3%	16.7%	9.2%	65.8%	8.3%	16.7%
Minimum Split (s)	11	28.5	9.5	20	11	29.5	9.5	20
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	1	2	1	2	1	2	1	2
Minimum Initial (s)	4	7	5	4	4	7	5	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7				7		
Flash Dont Walk (s)		14				16		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	30	51	0	10	30	41	0	10
End Time (s)	51	0	10	30	41	0	10	30
Yield/Force Off (s)	47	113.5	6	24	37	113.5	6	24
Yield/Force Off 170(s)	47	99.5	6	24	37	97.5	6	24
Local Start Time (s)	30	51	0	10	30	41	0	10
Local Yield (s)	47	113.5	6	24	37	113.5	6	24
Local Yield 170(s)	47	99.5	6	24	37	97.5	6	24












Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 100
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Red

Splits and Phases: 9: Ziegler & Council Tree/Broadcom



9: Ziegler & Council Tree/Broadcom

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	345	67	52	139	320	1495	15	41	1742	108
v/c Ratio	0.85	0.88	0.39	0.25	0.46	0.95	0.65	0.01	0.17	0.91	0.12
Control Delay	72.2	42.3	44.9	50.8	12.9	72.9	15.6	0.0	5.0	36.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	42.3	44.9	50.8	12.9	72.9	15.6	0.0	5.0	36.3	3.5
Queue Length 50th (ft)	157	100	42	37	0	195	376	0	4	757	13
Queue Length 95th (ft)	#288	#271	83	76	58	#381	462	0	m5	#848	m18
Internal Link Dist (ft)		262		234			488			523	
Turn Bay Length (ft)	100		150		40	420		340	400		400
Base Capacity (vph)	268	394	170	232	321	338	2296	1062	254	1907	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.88	0.39	0.22	0.43	0.95	0.65	0.01	0.16	0.91	0.12

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	10	10	1505	1595	50
Future Vol, veh/h	0	10	10	1505	1595	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	1584	1679	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	866	1732
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	297	360
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	297	360
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	360	-	297	-	-
HCM Lane V/C Ratio	0.029	-	0.035	-	-
HCM Control Delay (s)	15.3	-	17.6	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

22: Ziegler & Target Service Access

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↕	↕	
Traffic Vol, veh/h	0	60	15	1795	1775	105
Future Vol, veh/h	0	60	15	1795	1775	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	15	1851	1830	108

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	969	1938
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	253	299
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	253	299
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	299	-	253	-	-
HCM Lane V/C Ratio	0.052	-	0.244	-	-
HCM Control Delay (s)	17.7	-	23.8	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

18: Ziegler & Site Access/Hidden Pond

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	100	5	0	5	65	1435	5	5	1540	75
Future Volume (veh/h)	130	0	100	5	0	5	65	1435	5	5	1540	75
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	137	0	11	5	0	1	68	1511	5	5	1621	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	0	183	87	6	7	295	2728	9	340	2550	1138
Arrive On Green	0.11	0.00	0.12	0.11	0.00	0.11	0.06	1.00	0.99	0.02	0.72	0.72
Sat Flow, veh/h	1543	0	1585	235	52	57	1781	3633	12	1781	3554	1585
Grp Volume(v), veh/h	137	0	11	6	0	0	68	739	777	5	1621	53
Grp Sat Flow(s),veh/h/ln	1543	0	1585	344	0	0	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.7	0.0	0.0	0.0	0.9	0.1	0.1	0.1	26.0	1.1
Cycle Q Clear(g_c), s	9.4	0.0	0.7	9.4	0.0	0.0	0.9	0.1	0.1	0.1	26.0	1.1
Prop In Lane	1.00		1.00	0.83		0.17	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	183	97	0	0	295	1334	1403	340	2550	1138
V/C Ratio(X)	0.60	0.00	0.06	0.06	0.00	0.00	0.23	0.55	0.55	0.01	0.64	0.05
Avail Cap(c_a), veh/h	336	0	303	205	0	0	321	1334	1403	426	2550	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	43.3	44.0	0.0	0.0	7.1	0.0	0.0	3.9	8.1	4.5
Incr Delay (d2), s/veh	2.5	0.0	0.1	0.3	0.0	0.0	0.4	1.7	1.6	0.0	1.2	0.1
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	3.9	0.0	0.3	0.2	0.0	0.0	0.4	0.6	0.6	0.0	8.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	0.0	43.5	44.3	0.0	0.0	7.5	1.7	1.6	3.9	9.3	4.6
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		148			6			1584			1679	
Approach Delay, s/veh		49.7			44.3			1.9			9.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	87.6		17.7	8.4	83.9		17.7				
Change Period (Y+Rc), s	4.0	6.0		6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	68.0		20.0	6.0	68.0		20.0				
Max Q Clear Time (g_c+1), s	2.1	2.1		11.4	2.9	28.0		11.4				
Green Ext Time (p_c), s	0.0	14.8		0.4	0.0	16.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.6									
HCM 6th LOS			A									

18: Ziegler & Site Access/Hidden Pond

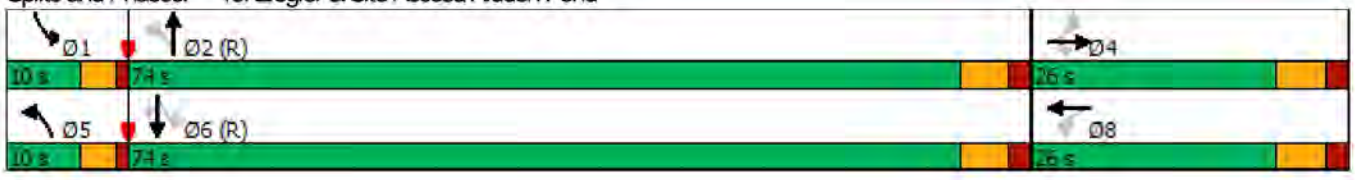


Phase Number	1	2	4	5	6	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	10	74	26	10	74	26
Maximum Split (%)	9.1%	67.3%	23.6%	9.1%	67.3%	23.6%
Minimum Split (s)	9.5	24	24	9	24	24
Yellow Time (s)	3	4	4	3	4	4
All-Red Time (s)	1	2	2	1	2	2
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100	0	74	100	0	74
End Time (s)	0	74	100	0	74	100
Yield/Force Off (s)	106	68	94	106	68	94
Yield/Force Off 170(s)	106	57	83	106	57	83
Local Start Time (s)	100	0	74	100	0	74
Local Yield (s)	106	68	94	106	68	94
Local Yield 170(s)	106	57	83	106	57	83









Intersection Summary

Cycle Length 110
 Control Type Actuated-Coordinated
 Natural Cycle 75
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 18: Ziegler & Site Access/Hidden Pond



18: Ziegler & Site Access/Hidden Pond

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	137	105	10	68	1516	5	1621	79
v/c Ratio	0.66	0.32	0.04	0.28	0.58	0.02	0.67	0.07
Control Delay	58.4	10.3	0.2	9.7	15.0	3.8	13.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	10.3	0.2	9.7	15.0	3.8	13.2	2.0
Queue Length 50th (ft)	92	0	0	9	195	1	344	0
Queue Length 95th (ft)	152	46	0	m38	599	4	468	17
Internal Link Dist (ft)	234		254		1		370	
Turn Bay Length (ft)		150		350		100		350
Base Capacity (vph)	267	387	343	240	2624	283	2421	1108
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.27	0.03	0.28	0.58	0.02	0.67	0.07





















Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

M 6th Signalized Intersection Summary

Long Total PM

18: Ziegler & Site Access/Hidden Pond

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	0	95	5	0	5	110	1680	5	5	1780	120
Future Volume (veh/h)	170	0	95	5	0	5	110	1680	5	5	1780	120
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	175	0	13	5	0	2	113	1732	5	5	1835	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	0	247	73	9	12	230	2622	8	186	2442	1089
Arrive On Green	0.15	0.00	0.16	0.15	0.00	0.15	0.03	0.48	0.48	0.01	0.69	0.69
Sat Flow, veh/h	1352	0	1585	136	58	78	1781	3635	10	1781	3554	1585
Grp Volume(v), veh/h	175	0	13	7	0	0	113	846	891	5	1835	81
Grp Sat Flow(s),veh/h/ln	1352	0	1585	272	0	0	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.8	0.1	0.0	0.0	2.0	43.4	43.4	0.1	40.1	2.0
Cycle Q Clear(g_c), s	15.3	0.0	0.8	15.4	0.0	0.0	2.0	43.4	43.4	0.1	40.1	2.0
Prop In Lane	1.00		1.00	0.71		0.29	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	259	0	247	91	0	0	230	1282	1348	186	2442	1089
V/C Ratio(X)	0.68	0.00	0.05	0.08	0.00	0.00	0.49	0.66	0.66	0.03	0.75	0.07
Avail Cap(c_a), veh/h	310	0	304	144	0	0	261	1282	1348	264	2442	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	43.1	44.3	0.0	0.0	18.8	19.8	19.9	11.9	12.2	6.2
Incr Delay (d2), s/veh	4.5	0.0	0.1	0.4	0.0	0.0	1.6	2.7	2.6	0.1	2.2	0.1
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	5.5	0.0	0.3	0.2	0.0	0.0	1.9	19.4	20.4	0.0	13.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	0.0	43.2	44.6	0.0	0.0	20.4	22.5	22.4	12.0	14.3	6.3
LnGrp LOS	D	A	D	D	A	A	C	C	C	B	B	A
Approach Vol, veh/h		188			7			1850			1921	
Approach Delay, s/veh		53.4			44.6			22.3			14.0	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	91.6		23.7	8.9	87.4		23.7				
Change Period (Y+Rc), s	4.0	6.0		6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	76.0		22.0	7.0	75.0		22.0				
Max Q Clear Time (g_c+1), s	2.1	45.4		17.3	4.0	42.1		17.4				
Green Ext Time (p_c), s	0.0	15.3		0.4	0.1	18.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			19.8									
HCM 6th LOS			B									

01/28/2023

Synchro 11 Light Report
lt pm.syn



Phase Number	1	2	4	5	6	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	10	82	28	11	81	28
Maximum Split (%)	8.3%	68.3%	23.3%	9.2%	67.5%	23.3%
Minimum Split (s)	9.5	24	24	9	24	24
Yellow Time (s)	3	4	4	3	4	4
All-Red Time (s)	1	2	2	1	2	2
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	109	119	81	109	0	81
End Time (s)	119	81	109	0	81	109
Yield/Force Off (s)	115	75	103	116	75	103
Yield/Force Off 170(s)	115	64	92	116	64	92
Local Start Time (s)	109	119	81	109	0	81
Local Yield (s)	115	75	103	116	75	103
Local Yield 170(s)	115	64	92	116	64	92









Intersection Summary

Cycle Length 120
 Control Type Actuated-Coordinated
 Natural Cycle 80
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 18: Ziegler & Site Access/Hidden Pond



18: Ziegler & Site Access/Hidden Pond

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	175	98	10	113	1737	5	1835	124
v/c Ratio	0.76	0.29	0.03	0.59	0.67	0.02	0.78	0.11
Control Delay	68.9	10.3	0.2	24.7	15.4	4.2	18.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	10.3	0.2	24.7	15.4	4.2	18.2	1.7
Queue Length 50th (ft)	129	0	0	46	413	1	522	0
Queue Length 95th (ft)	207	46	0	m81	604	4	638	22
Internal Link Dist (ft)	234		254		1		370	
Turn Bay Length (ft)		150		350		100		350
Base Capacity (vph)	268	382	340	194	2605	220	2338	1088
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.26	0.03	0.58	0.67	0.02	0.78	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	55	15	0	15	35	1515	10	5	1550	5
Future Vol, veh/h	5	0	55	15	0	15	35	1515	10	5	1550	5
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	58	16	0	16	37	1595	11	5	1632	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2517	3325	819	2501	3322	803	1637	0	0	1606	0	0
Stage 1	1645	1645	-	1675	1675	-	-	-	-	-	-	-
Stage 2	872	1680	-	826	1647	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	14	8	319	~15	8	326	392	-	-	403	-	-
Stage 1	104	156	-	99	150	-	-	-	-	-	-	-
Stage 2	312	150	-	332	155	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	12	7	319	~11	7	326	392	-	-	403	-	-
Mov Cap-2 Maneuver	12	7	-	~11	7	-	-	-	-	-	-	-
Stage 1	94	154	-	90	136	-	-	-	-	-	-	-
Stage 2	269	136	-	268	153	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	85.7	\$ 648.7	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	392	-	-	102	21	403	-	-
HCM Lane V/C Ratio	0.094	-	-	0.619	1.504	0.013	-	-
HCM Control Delay (s)	15.1	-	-	85.7	\$ 648.7	14.1	-	-
HCM Lane LOS	C	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3	4.2	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

15: Ziegler & Paddington/Grand Teton

Intersection

Int Delay, s/veh 11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	55	5	0	15	70	1775	15	15	1845	10
Future Vol, veh/h	5	0	55	5	0	15	70	1775	15	15	1845	10
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	57	5	0	15	72	1830	15	15	1902	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2996	3926	956	2963	3924	923	1912	0	0	1845	0	0
Stage 1	1937	1937	-	1982	1982	-	-	-	-	-	-	-
Stage 2	1059	1989	-	981	1942	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	6	3	258	6	3	272	306	-	-	325	-	-
Stage 1	68	111	-	63	105	-	-	-	-	-	-	-
Stage 2	240	105	-	268	110	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~4	2	258	~4	2	272	306	-	-	325	-	-
Mov Cap-2 Maneuver	~4	2	-	~4	2	-	-	-	-	-	-	-
Stage 1	52	106	-	48	80	-	-	-	-	-	-	-
Stage 2	173	80	-	199	105	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s\$	476.9	\$ 723.7	0.8	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	306	-	-	41	15	325	-	-
HCM Lane V/C Ratio	0.236	-	-	1.509	1.375	0.048	-	-
HCM Control Delay (s)	20.4	-	-	\$ 476.9	\$ 723.7	16.6	-	-
HCM Lane LOS	C	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	-	6.3	3.2	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	10	65	5	5	90
Future Vol, veh/h	30	10	65	5	5	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	11	68	5	5	95

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	176	71	0
Stage 1	71	-	-
Stage 2	105	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	814	991	-
Stage 1	952	-	-
Stage 2	919	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	812	991	-
Mov Cap-2 Maneuver	812	-	-
Stage 1	952	-	-
Stage 2	916	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	850	1527
HCM Lane V/C Ratio	-	-	0.05	0.003
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

4: Corbett & Target Service Access

Intersection

Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	40	20	155	15	5	75
Future Vol, veh/h	40	20	155	15	5	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	21	163	16	5	79

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	260	171	0
Stage 1	171	-	-
Stage 2	89	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3,518	3,318	-
Pot Cap-1 Maneuver	729	873	-
Stage 1	859	-	-
Stage 2	934	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	726	873	-
Mov Cap-2 Maneuver	726	-	-
Stage 1	859	-	-
Stage 2	930	-	-

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

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	-	769	1397
HCM Lane V/C Ratio	-	-	0.082	0.004
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

6: Corbett & Lowes Service Access/Site Access

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	5	75	0	0	5	15	55	10	15	0
Future Vol, veh/h	0	0	5	75	0	0	5	15	55	10	15	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	79	0	0	5	16	58	11	16	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	93	122	16	96	93	45	16	0	0	74	0	0
Stage 1	38	38	-	55	55	-	-	-	-	-	-	-
Stage 2	55	84	-	41	38	-	-	-	-	-	-	-
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	891	768	1063	887	797	1025	1602	-	-	1526	-	-
Stage 1	977	863	-	957	849	-	-	-	-	-	-	-
Stage 2	957	825	-	974	863	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	884	760	1063	875	789	1025	1602	-	-	1526	-	-
Mov Cap-2 Maneuver	884	760	-	875	789	-	-	-	-	-	-	-
Stage 1	974	857	-	954	846	-	-	-	-	-	-	-
Stage 2	954	823	-	962	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.5	0.5	2.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1063	875	1526	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	0.09	0.007	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.5	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

6: Corbett & Lowes Service Access/Site Access

Intersection

Int Delay, s/veh 2.7

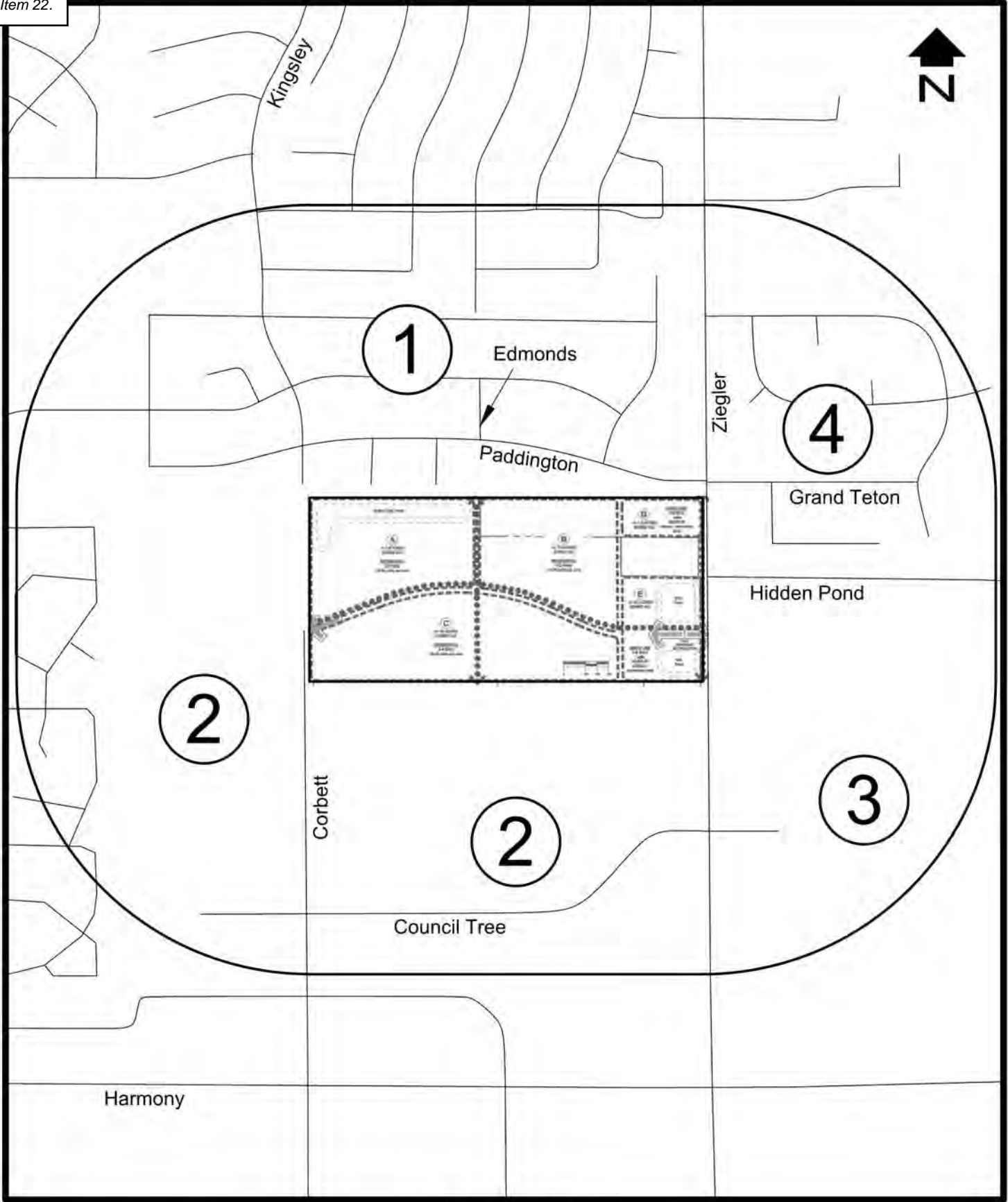
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	5	60	0	0	5	30	140	5	15	0
Future Vol, veh/h	0	0	5	60	0	0	5	30	140	5	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	63	0	0	5	32	147	5	16	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	142	215	16	145	142	106	16	0	0	179	0	0
Stage 1	26	26	-	116	116	-	-	-	-	-	-	-
Stage 2	116	189	-	29	26	-	-	-	-	-	-	-
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	828	683	1063	824	749	948	1602	-	-	1397	-	-
Stage 1	992	874	-	889	800	-	-	-	-	-	-	-
Stage 2	889	744	-	988	874	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	823	678	1063	815	743	948	1602	-	-	1397	-	-
Mov Cap-2 Maneuver	823	678	-	815	743	-	-	-	-	-	-	-
Stage 1	988	871	-	885	797	-	-	-	-	-	-	-
Stage 2	885	741	-	979	871	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.8	0.2	1.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1063	815	1397	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	0.077	0.004	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.8	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

APPENDIX I



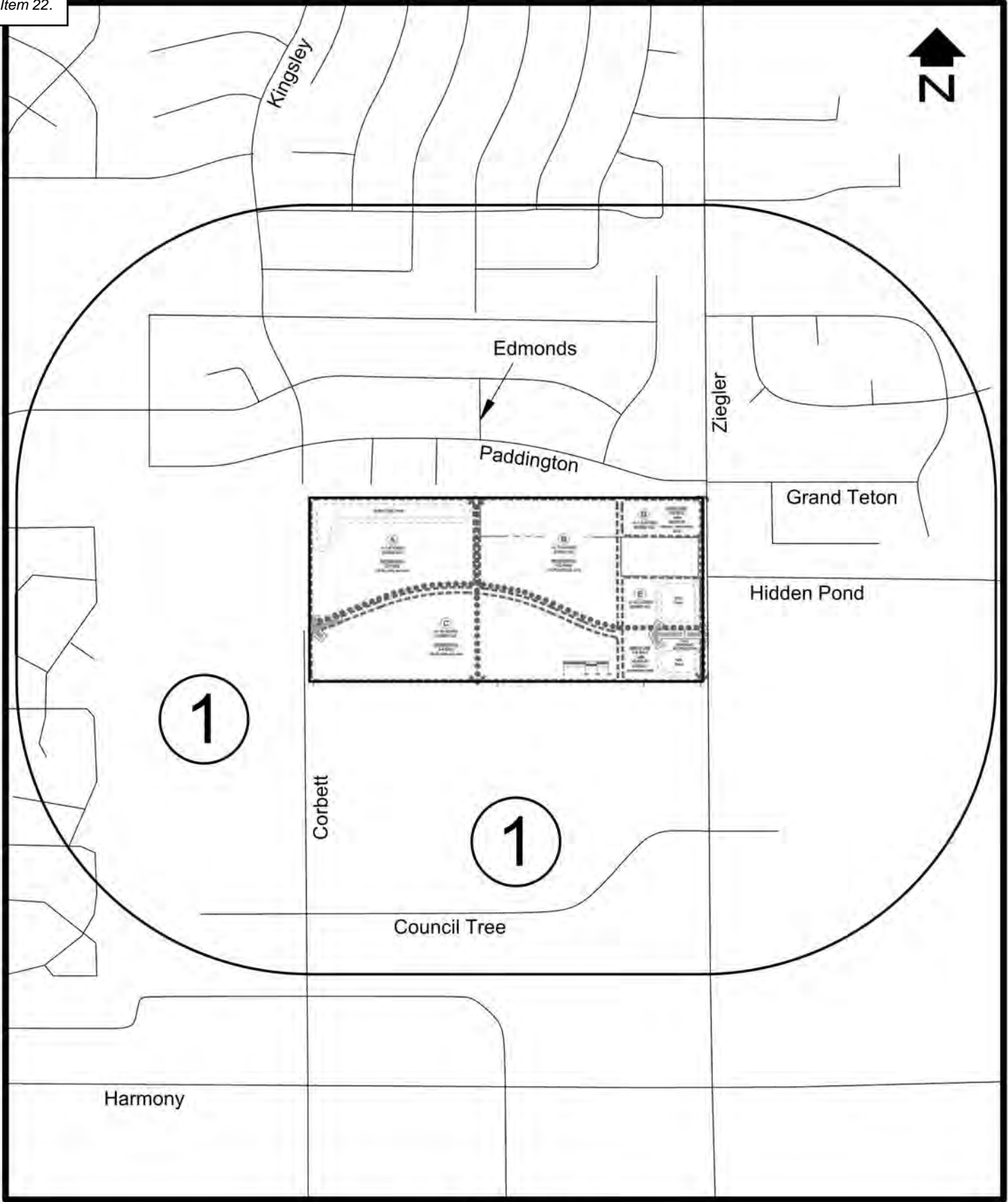
SCALE: 1"=600'

PEDESTRIAN INFLUENCE AREA

Pedestrian LOS Worksheet

Project Location Classification: Other

	Description of Applicable Destination Area Within 1320'	Destination Area Classification	Level of Service (minimum based on project location classification)					
			Directness	Continuity	Street Crossings	Visual Interest & Amenities	Security	
1	The residential neighborhood to the north and northwest of the site	Residential	Minimum	C	C	C	C	C
			Actual	A	B	B	B	B
			Proposed	A	B	B	B	B
2	Commercial uses to the south and southwest of the site (Front Range Village)	Commercial	Minimum	C	C	C	C	C
			Actual	A	B	B	B	B
			Proposed	A	B	B	B	B
3	HP Campus	Industrial	Minimum	C	C	C	C	C
			Actual	A	B	C	C	C
			Proposed	A	B	C	C	C
4	The residential neighborhood to the east and northeast of the site	Residential	Minimum	C	C	C	C	C
			Actual	F	B	C	C	C
			Proposed	See Text	B	C	C	C
5			Minimum					
			Actual					
			Proposed					
6			Minimum					
			Actual					
			Proposed					
7			Minimum					
			Actual					
			Proposed					
8			Minimum					
			Actual					
			Proposed					
9			Minimum					
			Actual					
			Proposed					
10			Minimum					
			Actual					
			Proposed					



SCALE: 1"=600'

BICYCLE INFLUENCE AREA

Bicycle LOS Worksheet					
			Level of Service – Connectivity		
			Minimum	Actual	Proposed
		Base Connectivity:	C	B	B
Specific connections to priority sites:					
Description of Applicable Destination Area Within 1320'	Destination Area Classification				
1 Commercial uses to the south and southwest of the site (Front Range Village)	Commercial		C	B	B
2					
3					
4					
5					
6					
7					
8					

**Drainage Report
Presented at
Planning & Zoning
Commission**

March 23, 2023

AMENDED
OVERALL DRAINAGE REPORT

FOR

Ziegler-Corbett

Prepared by:

Highland Development Services

6355 Fairgrounds Ave, Suite 100

Windsor, Colorado 80550

Phone: 970.674.7550

Prepared for:

Landmark Real Estate Holdings, LLC

6341 Fairgrounds Ave, Suite 100

Windsor, Colorado 80550

Office: 970.460.0567

November 11, 2022

Job Number 21-1044-00





November 11, 2022

Mr. Wes Lamarque
Fort Collins Utilities
700 Wood Street
Fort Collins, CO 80522

RE: Amended Overall Drainage Report - Ziegler-Corbett

Dear Wes,

We are pleased to submit for your review, the Overall Drainage Report for the Ziegler – Corbett Overall Development Plan. This report is amended to include the Young Property (described herein as *Parcel 3*) and describes the general drainage design intent to be implemented with future development and in accordance with the criteria in the City of Fort Collins Storm Drainage Manual.

I appreciate your time and consideration in reviewing this submittal. Please call if you have any questions.

Sincerely,
Highland Development Services

A handwritten signature in blue ink, appearing to read "Jason T. Claeys", is written over the typed name.

Jason T. Claeys, P.E., LEED AP

TABLE OF CONTENTS

Table of Contents	i
Engineer’s Certification Block	ii
General Description and Location	1
Site Description and Location	1
Storm Drainage Criteria	2
Existing Conditions	2
Drainage Basins.....	4
Drainage Facility Design	5
Drainage Conveyance Design	5
Detention/Water Quality Pond Design	5
Low Impact Development.....	6
Stormwater Pollution Prevention	8
Conclusions	9
References	10
Appendix	11
Appendix A – References.....	A

ENGINEER'S CERTIFICATION BLOCK

I hereby certify that this Overall Drainage Report for Ziegler-Corbett was prepared by me (or under my direct supervision) for the owners thereof and meets or exceeds the criteria of the City of Fort Collins Stormwater Design Standards.

Jason T. Claeys, PE
Registered Professional Engineer
State of Colorado No. 42122

GENERAL DESCRIPTION AND LOCATION

SITE DESCRIPTION AND LOCATION

The Ziegler-Corbett property is located in the Southeast Quarter of Section 32, Township 7 North, Range 68 West of the Sixth Principal Meridian, City of Fort Collins, County of Larimer, State of Colorado. More specifically, the Ziegler-Corbett property is located north of the Front Range Village commercial area, east of the Affinity residences, south of the English Ranch residential subdivision, and west of Ziegler Road.

The project site is approximately 32.78 acres currently and is undeveloped agricultural and rural residential land, with one residence and multiple outbuildings. The site appears to be mostly vegetated with grass harvested for livestock feed. The site generally slopes from the west to the east at about 0.7% slope.

The intent of the Amended Overall Development Plan (ODP) is to update the existing ODP with the anticipated uses and the inclusion of *Parcel 3*. No improvements are being constructed with the ODP, but rather establishing future expectations for development. The property is anticipated to be a high-density multi-use development, mainly multi-family residential with retail space and supporting amenities.

The Ziegler-Corbett property is located within the City's Fox Meadows Drainage Basin. In addition to the City of Fort Collins Stormwater Design Standards, drainage requirements are also described in both the "Front Range Village Final Drainage and Erosion Control Study," prepared by Stantec Consulting Inc., dated February 2007, and the "Final Drainage Report for Affinity Fort Collins", prepared by JR Engineering, LLC, dated March 2, 2016.

No City or FEMA floodplains/floodways are located within the Ziegler-Corbett property.

STORM DRAINAGE CRITERIA

This Overall Drainage Report was prepared to establish future design expectations that meet or exceed the City of Fort Collins storm water criteria. The City of Fort Collins's Storm Drainage Design Criteria and amendments to the Urban Drainage Flood Control District's (UDFCD) Drainage Criteria Manual (USDCM) Volumes 1, 2 and 3 were referenced as guidelines for this design.

EXISTING CONDITIONS

The Ziegler – Corbett property overall is a part of a drainage basin that is situated north of Harmony Road, and west of Ziegler Road, which runoff is conveyed east under Ziegler Road into the existing drainage channel on the HP Harmony Campus property. It has been determined in the *Front Range Village Final Drainage Report* that this area is allowed to contribute 76.7 cfs to the HP Campus drainage channel during 100-year event peak discharge. More specific to this site, 20.1 cfs release rate was allocated to the Ziegler-Corbett & the Affinity Fort Collins properties. Per *The Final Drainage Report for Affinity Fort Collins*, the Affinity site has a 100-yr peak release rate of 2.1 cfs, allowing a 100-yr peak discharge of 18.0 cfs from the Ziegler – Corbett property.

The Harmony Village Manufactured Home Community does not provide adequate detention facilities and during a 100-yr storm event, a portion of the site that flows to the east into both the Front Range Village development as well as the Affinity Fort Collins site. This runoff was evaluated in the *Front Range Village Final Drainage Report* and was determined to be 116 cfs peak runoff during the 100-yr event. This runoff is to be collected in the Front Range Village Detention Pond D, which is intended to collect, but not detain this flow. During the 100-year event, this peak flow of 116 cfs will flow over the weir on the north side of Detention Pond D and will be conveyed via the private drive aisles to a level spreading weir on the northeast side of the Affinity Fort Collins site, where it is discharged into the Ziegler-Corbett property. This flow is then assumed to sheet flow east to be inadvertently detained on the east side of the Ziegler-Corbett property along Ziegler Road.

In reference to the *Front Range Village Final Drainage Report*, a future detention pond is planned to be incorporated into the Ziegler-Corbett site, Detention Pond 298. The volume of Detention Pond 298 will be determined by the lesser of the two following scenarios:

1. Standard detention volume required for the site, detaining the 100-yr peak developed runoff to the 2-yr historic runoff rate, plus the existing inadvertent detention volume,

the detention volume currently provided onsite due to existing constraints such as grade features and outlet restrictions, or

2. The volume required to detain the combination of 100-yr peak runoff rates from the developed onsite and existing offsite flows to the allocated release rate of 20.1 cfs.

For the purposes of this report, it is assumed that scenario 1 is the lesser of the two. Future detention volume calculations should confirm this assumption.

Based on the topographic survey of the existing conditions, the inadvertent detention volume is constrained for this site by the spill location along the north property line, at an approximate elevation of 4928.0 ft. The inadvertent detention volume is estimated to be 7.5± acre-ft. The estimated volume did not account for the 2 existing culverts along the west side of Ziegler Road that currently provide ponding relief for the Ziegler-Corbet site.

The FAA Method was utilized to estimate the required detention for the developed conditions in accordance with the City of Fort Collins requirements (the 100-year developed peak runoff detained to the 2-year historical peak runoff) to be 8.8± acre-ft. Combining the inadvertent detention and the required detention volume, a total of 16.3± acre-ft is required to accommodate the developed site, as well as account for the displacement of the historical inadvertent detention.

All supporting preliminary calculations are located in the Appendix.

DRAINAGE BASINS

The Ziegler-Corbett property conceptual developed drainage basins, percent impervious, and flow paths are to be determined with future applications. For the purposes of this study, it is assumed the site is approximately 90% impervious for high-density mixed-use sites and the corresponding runoff coefficient. Historical drainage analysis was completed for the Ziegler-Corbett property to determine the allowed 2-yr historic runoff rate.

DRAINAGE FACILITY DESIGN

DRAINAGE CONVEYANCE DESIGN

Storm infrastructure to convey runoff will potentially include overland grass-lined swales, concrete trickle pans, inlets, storm sewer and culverts. Stormwater detention and water quality enhancement will be achieved through the use of a series of extended detention basins and low impact development techniques. Storm inlets, storm sewers and the roadway culverts will be appropriately sized with the final drainage design

DETENTION/WATER QUALITY POND DESIGN

Multiple extended detention basins (EDB) with a dry bottom will be utilized as the detention and water quality facility for the Ziegler-Corbett property. The EDBs will combine to provide an estimated detention volume of $16.3 \pm$ acre-ft, accounting for the existing inadvertent detention on the site, as well as the additional detention required to accommodate the site in its developed condition. Detention volume calculations are to be confirmed with future applications. For the overall drainage study, the FAA method was used to estimate the detention volume needed. EPA SWWM or the Rational Method may be utilized for the final drainage design, as determined by the City. UDFCD is referenced for the water quality capture volume (WQCV) with a 40-yr drain time. Due to the limited grades on the site, multiple ponds are proposed throughout the site with the main detention pond being located in the northwest corner of the site. The ultimate outfall will be the existing HP Harmony Campus storm channel system, which ultimately flows into the Cache La Poudre River.

Reference the appendix for estimated calculations and the drainage plan.

LOW IMPACT DEVELOPMENT

The City of Fort Collins updated the Low Impact Development ordinance in 2016 (Ordinance No. 007, 2016) to require:

- Treat at least 75% of any newly developed or redeveloped impervious area using one or a combination of LID techniques, or
- Treat at least 50% of any newly developed or redeveloped impervious area using one or a combination of LID techniques when 25% of private drivable surfaces are permeable.

To satisfy the required implementation of Low Impact Development (LID) techniques, the Ziegler-Corbett property could utilize below grade infiltration galleries (such as ADS StormTech chamber system), bioretention ponds/rain gardens, and/or permeable pavers. Other LID techniques will be explored, but due to the limited grade available and the amount of detention volume required, shallow infiltration galleries may assist in maintaining storm drain grades and detention volumes. Infiltration galleries, rain gardens, and permeable pavers can promote infiltration while capturing fine sediment that drains off the impervious areas. Isolator rows can be implemented at the headworks to the infiltration galleries to allow larger sediment particles to settle prior to entering the infiltration gallery. The isolator rows will be accessible to remove sediments. Standard water quality is also provided, as needed, within the detention ponds in addition to these LID infiltration galleries. A Standard Operations Procedure will be provided at final design to assist in ensuring that these BMPs will adequately perform over time.

Below is a description of the 4-step process for selecting structural BMPs:

Urban Drainage and Flood Control District (UDFCD) recommends a Four Step Process for receiving water protection that focuses on reducing runoff volumes, treating the water quality capture volume (WQCV), stabilizing drainageways and implementing long-term source controls. The Four Step Process applies to the management of smaller, frequently occurring events.

Step 1: Employ Runoff Reduction Practices

To reduce runoff peaks, volumes, and pollutant loads from urbanizing areas, implement Low Impact Development (LID) strategies, including Minimizing Directly Connected Impervious Areas (MDCIA).

Captured runoff from strategic areas are routed through below grade infiltration galleries, bioretention pond/rain gardens, and/or permeable pavers. Infiltration galleries, rain gardens,

and permeable pavers will slow runoff, promote infiltration, and filter runoff prior to being released into the adjacent storm drain system.

Step 2: Implement BMPs that Provide a Water Quality Capture Volume with Slow Release

The infiltration galleries, rain gardens, and permeable pavers are designed to provide water quality capture volume per Urban Drainage's recommendations and calculations. The captured runoff is design for a 12-hr drain time.

Step 3: Stabilize Drainageways

Natural Drainageways are subject to bed and bank erosion due to increases in frequency, duration, rate, and volume of runoff during and following development. Because the site will drain to an existing storm system, bank stabilization is unnecessary with this project.

Step 4: Implement Site Specific and Other Source Control BMPs

Proactively controlling pollutants at their source by preventing pollution rather than removing contaminants once they have entered the stormwater system or receiving waters is important when protecting storm systems and receiving waters. This can be accomplished through site specific needs such as construction site runoff control, post-construction runoff control and pollution prevention / good housekeeping. It will be the responsibility of the contractor to develop a procedural best management practice for the site.

STORMWATER POLLUTION PREVENTION

Erosion and sedimentation can be controlled on-site by use of sediment control logs, inlet protection, a gravel construction entrance, seeding, mulch, and turf. The measures are designed to limit the overall sediment yield increase due to construction as required by the City of Fort Collins. During overlot and final grading the soil will be roughened and furrowed perpendicular to the prevailing winds.

During the performance of the work required by these specifications or any operations appurtenant thereto, whether on right-of-way provided by the City or elsewhere, the contractor shall furnish all labor, equipment, materials, and means required. The Contractor shall conduct proper efficient measures wherever and as necessary to reduce dust nuisance, and to prevent dust nuisance that has originated from his operations from damaging crops, orchards, cultivated fields, and dwellings, or causing nuisance to persons. The Contractor will be held liable for any damage resulting from dust originating from his operations under these specifications on right-of-way or elsewhere.

It is unlawful to track or cause to be tracked mud or other debris onto city streets or rights-of-way. Wherever construction vehicles access routes or intersect paved public roads, provisions must be made to minimize the transport of sediment by runoff or vehicles tracking onto the paved surface. Stabilized construction entrances are required with base material consisting of 6" coarse aggregate. The contractor will be responsible for clearing mud tracked onto city streets on a daily basis.

All temporary and permanent erosion and sediment control practices must be maintained and repaired as needed to assure continued performance of their intended function. Silt fence and sediment control logs will require periodic replacement. Maintenance is the responsibility of the contractor.

All disturbed areas must be seeded and mulched within 30 days of project start. Vegetation shall not be considered established until a ground cover is achieved which is demonstrated to be mature enough to control soil erosion to the satisfaction of the City Inspector and to survive severe weather conditions.

CONCLUSIONS

This Overall Drainage Report for the Ziegler-Corbett property has been prepared to comply with the stormwater criteria set by the City of Fort Collins. The proposed development's drainage system will be designed to convey the developed peak storm water runoff through the site to the existing storm drain system and to the development's detention, water quality, and LID facilities. Storm drains will be sized to provide the required roadway relief in both the 2-yr and 100-yr storm events, and to adequately convey the released runoff from the detention ponds disbursed throughout the site. Overland relief will be provided at all sump locations. The calculated 100-yr peak flows released from the Ziegler-Corbett property will adhere to the allowed rates as established in the *Front Range Village & Affinity Fort Collins* drainage studies. This overall drainage report anticipates the implementation of best management practices for erosion control, temporary and permanent, and on-site construction facilities that will be further designed and details in future Preliminary and Final Drainage Reports.

It can therefore be concluded that future development of the Ziegler-Corbett property will comply with the storm water jurisdictional criteria and will not adversely affect the adjacent properties, streets, storm drain system and/or detention/water quality facilities. Controlling the developed runoff from these improvements will improve the current situations currently existing on the site. Therefore, this preliminary report satisfies the burden of proof needed to proceed to a future Preliminary & Final Drainage Reports.

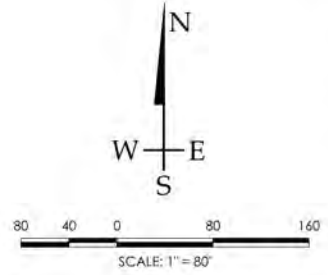
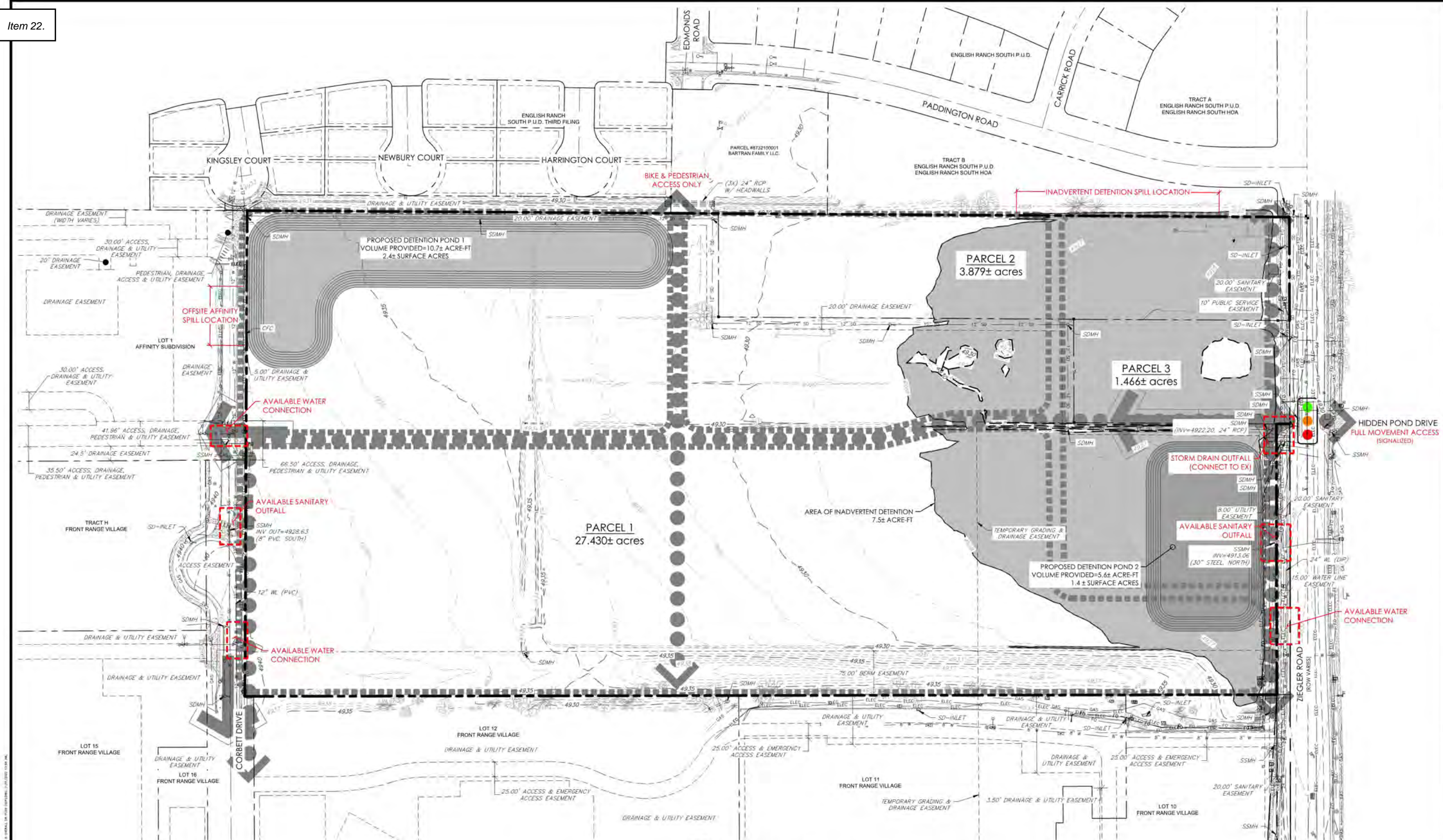
REFERENCES

1. Urban Storm Drainage Criteria Manual (Volumes 1, 2, and 3), Urban Drainage and Flood Control District, Revised August 2018.
2. Fort Collins Stormwater Criteria Manual, Fort Collins Utilities, City of Fort Collins, Colorado, Dated November 2018
3. "Final Drainage Report for Affinity Fort Collins," prepared by JR Engineering, LLC, Dated March 2, 2016.
4. "Final Drainage and Erosion Control Study for Front Range Village, Fort Collins, Colorado," Prepared by Stantec Consulting, Inc., dated February 2007.

APPENDIX

Appendix A – References

APPENDIX A - REFERENCES



- NOTES**
- TOTAL SITE AREA IS 32.78± ACRES.
 - BOUNDARY, UTILITY AND TOPOGRAPHICAL INFORMATION PROVIDED BY ALTA LAND TITLE SURVEY PREPARED BY MAJESTIC SURVEYING, DATED 9-24-21.
 - PROJECT VERTICAL DATUM IS ON NAVD88.
 - WATER SERVICE TO BE PROVIDED BY THE CITY OF FORT COLLINS UTILIZING MAIN WITHIN CORBETT DRIVE AND ZIEGLER ROAD.
 - SEWER SERVICE TO BE PROVIDED BY THE CITY OF FORT COLLINS UTILIZING 30" MAIN ALONG THE WEST SIDE OF ZIEGLER ROAD AND/OR THE 8" MAIN ALONG EAST SIDE OF CORBETT DRIVE.
 - STORMWATER OUTFALL PROVIDED BY THE EXISTING 24" STORM DRAIN STUB, IN COMBINATION WITH ADEQUATELY SIZED SPILLWAYS.
 - ALL POINTS OF ACCESS, POINTS OF UTILITY CONNECTIONS, AND STORMWATER DETENTION LOCATIONS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE WITH SUBSEQUENT PROJECT DEVELOPMENT APPLICATIONS.



NO.	REVISION	BY	DATE

ZIEGLER-CORBETT
AMENDED OVERALL DEVELOPMENT PLAN
MASTER UTILITY & OVERALL DRAINAGE PLAN

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:
 FOR AND ON BEHALF OF HIGHLAND DEVELOPMENT SERVICES
 DATE 11/11/22
 SCALE (H) 1" = 80'
 SCALE (V) N/A
 DRAWN BY JTC
 CHECKED BY JTC
 HDS PROJECT # 21-1044-00

Ziegler-Corbett Inadvertent Detention Volume

Design Engineer: J.Claeys
Design Firm: Highland Development
Project Number: 21-1044-00
Date: November 9, 2022

DESIGN CRITERIA

Urban Storm Drainage Criteria Manual, Urban Drainage and Flood Control District, Revised August 2018

Stage Storage

Volume (pond volume calculated using the prismatic formula):

$$V = \frac{(A_1 + A_2 + \sqrt{A_1 A_2}) \text{Depth}}{3}$$

CONTOUR (FT)	AREA (FT ²)	AREA (ACRE)	VOLUME (ACRE-FT)	DEPTH (FT)	CUMULATIVE VOLUME (ACRE-FT)
4925.00	0	0.00	0.00	0.00	0.00
4926.00	3144	0.07	0.02	1.00	0.02
4927.00	164156	3.77	1.45	2.00	1.48
4928.00	377427	8.66	6.05	3.00	7.53

*Inadvertant spill elevation = 4928.00 ft

Ziegler-Corbett

EXISTING IMPERVIOUS AREA CALCULATION

Design Engineer: J.Claeys
 Design Firm: Highland Development Services
 Project Number: 21-1044-00
 Date: November 11, 2022

DESIGN CRITERIA:

Fort Collins Stormwater Criteria Manual, December 2018

BASINS:

% Impervious values from Table RO-11 in the Fort Collins Amendments to the Urban Drainage and Flood Control District Criteria Manual
 Runoff Coefficients and Frequency Adjustment Factors for City of Fort Collins - Storm Water Criteria Manual

Land Use	% Impervious	Runoff Coefficient C
Paved	100%	0.95
Roof	90%	0.95
Walks/RAP	90%	0.95
Gravel/Pavers	40%	0.50
Lawns (Clayey Soil)	2%	0.20

Return Period	Frequency Adjustment Factor (C _f)
2-year to 10-year	1.00
100-year	1.25

Sub-basin Designation	A _{total} (sq feet)	A _{total} (acres)	A _{paved} (sq feet)	A _{roof} (sq feet)	A _{walk/RAP} (sq feet)	A _{gravel/pavers} (sq feet)	A _{lawn} (sq feet)	Weighted % Impervious	COMPOSITE	
									C ₂ to C ₁₀	C ₁₀₀
H1	1,427,720	32.78	3,427	9,737	6,176	39,454	1,368,926	4.3%	0.22	0.27

Ziegler-Corbett
HISTORIC TIME OF CONCENTRATION

Design Engineer: J.Claeys
 Design Firm: Highland Development
 Project Number: 21-1044-00
 Date: November 11, 2022

DESIGN CRITERIA:

Fort Collins Stormwater Criteria Manual, December 2018

EQUATIONS:

$$t_c = t_i + t_t \quad \text{-Equation 6-2}$$

$$V = C_v S_w^{0.5} \quad \text{-Equation 6-4}$$

$$t_c = (18 - 15i) + \frac{L}{60(24i + 12)\sqrt{S}} \quad \text{-Urbanized Check Equation 6-5}$$

$$t_i = \frac{1.87(1.1 - C_x C_f)\sqrt{L}}{\sqrt[3]{S}} \quad \text{- CoFC Overland Flow}$$

$$t_t = \frac{L}{60V}$$

CONSTRAINTS:

- 300 ft - Overland flow shall not exceed for developed condition
- 500 ft - Overland flow shall not exceed for undeveloped condition

Final t_c = minimum of $t_i + t_t$ and urbanized basin check
 recommended minimum t_c = 5 min for urbanized basins

Time of Concentration (2-yr to 10-yr)

SUB-BASIN DATA					INITIAL/OVERLAND TIME (t _i)			TRAVEL TIME (t _t)					t _c =t _i +t _t (min)	Urban Check		Final t _c (min)	
DESIGN POINT	Sub-basin	% Impervious	C ₂₋₁₀	AREA (acres)	LENGTH (ft)	SLOPE (ft/ft)	t _i (min)	LENGTH (ft)	SLOPE (ft/ft)	Table RO-2		VELOCITY (ft/s)		t _t (min)	OVERALL SLOPE (ft/ft)		t _c (min)
										Type of Travel Surface	C _v						
H1	H1	4.3%	0.22	32.78	500	0.0074	40.75	1453	0.0074	Tillage/Field	5	0.43	56.30	97.06	0.0074	46.41	46.41

Ziegler-Corbett
HISTORIC TIME OF CONCENTRATION

Design Engineer: J.Claeys
 Design Firm: Highland Development
 Project Number: 21-1044-00
 Date: November 11, 2022

DESIGN CRITERIA:

Fort Collins Stormwater Criteria Manual, December 2018

EQUATIONS:

$$t_c = t_i + t_t \quad \text{-Equation 6-2}$$

$$V = C_v S_w^{0.5} \quad \text{-Equation 6-4}$$

$$t_c = (18 - 15i) + \frac{L}{60(24i + 12)\sqrt{S}} \quad \text{-Urbanized Check Equation 6-5}$$

$$t_i = \frac{1.87(1.1 - C_x C_f)\sqrt{L}}{\sqrt[3]{S}} \quad \text{- CoFC Overland Flow}$$

$$t_t = \frac{L}{60V}$$

CONSTRAINTS:

- 300 ft - Overland flow shall not exceed for developed condition
- 500 ft - Overland flow shall not exceed for undeveloped condition

Final t_c = minimum of $t_i + t_t$ and urbanized basin check
 recommended minimum t_c = 5 min for urbanized basins

Time of Concentration (100-yr)

SUB-BASIN DATA				INITIAL/OVERLAND TIME (t _i)			TRAVEL TIME (t _t)					t _c =t _i +t _t (min)	Urban Check		Final t _c (min)		
DESIGN POINT	Sub-basin	% Impervious	C ₁₀₀	AREA (acres)	LENGTH (ft)	SLOPE (ft/ft)	t _i (min)	LENGTH (ft)	SLOPE (ft/ft)	Table RO-2			VELOCITY (ft/s)	t _t (min)		OVERALL SLOPE (ft/ft)	t _c (min)
										Type of Travel Surface	C _v						
H1	H1	4.3%	0.27	32.776	500	0.0074	38.23	1453	0.0074	Tillage/Field	5	0.43	56.30	94.53	0.0074	46.41	46.41

Ziegler-Corbett

HISTORIC PEAK RUNOFF

Design Engineer: J.Claeys
 Design Firm: Highland Development Services
 Project Number: 21-1044-00
 Date: November 11, 2022

DESIGN CRITERIA:

Fort Collins Stormwater Criteria Manual, December 2018

EQUATIONS:

$$Q_n = C_n I_n A_n$$

Q_n = n -yr peak discharge (cfs)
 C_n = n -yr runoff coefficient
 I_n = n -yr rainfall intensity (in/hr)
 A_n = Basin drainage area (ac)

$$I = \frac{28.5 P_1}{(10 + t_c)^{(0.786651)}}$$

I = rainfall intensity (in/hr)
 P_1 = one-hour point rainfall depth (in)
 t_c = time of concentration (min)
 P_{1-2yr} = **0.82** in
 $P_{1-100yr}$ = **2.86** in

BASIN SUMMARY:

Design Point	Sub-basin	Area (acres)	2-yr Peak Runoff					100-yr Peak Runoff				
			t_c (min)	Runoff Coeff (C ₅)	C(A) (acres)	Intensity (in/hr)	Q (ft ³ /s)	t_c (min)	Runoff Coeff. (C ₁₀₀)	C(A) (acres)	Intensity (in/hr)	Q (ft ³ /s)
H1	H1	32.78	46.41	0.22	7.16	0.98	7.01	46.41	0.27	8.95	3.42	30.57

Ziegler-Corbett 100-yr Detention Volume - FAA Method

Design Engineer: J.Claeys
 Design Firm: Highland Development Services
 Project Number: 21-1044-00
 Date: November 11, 2022

DESIGN CRITERIA

Fort Collins Stormwater Criteria Manual, December 2018

Developed Detention Volume Calculation

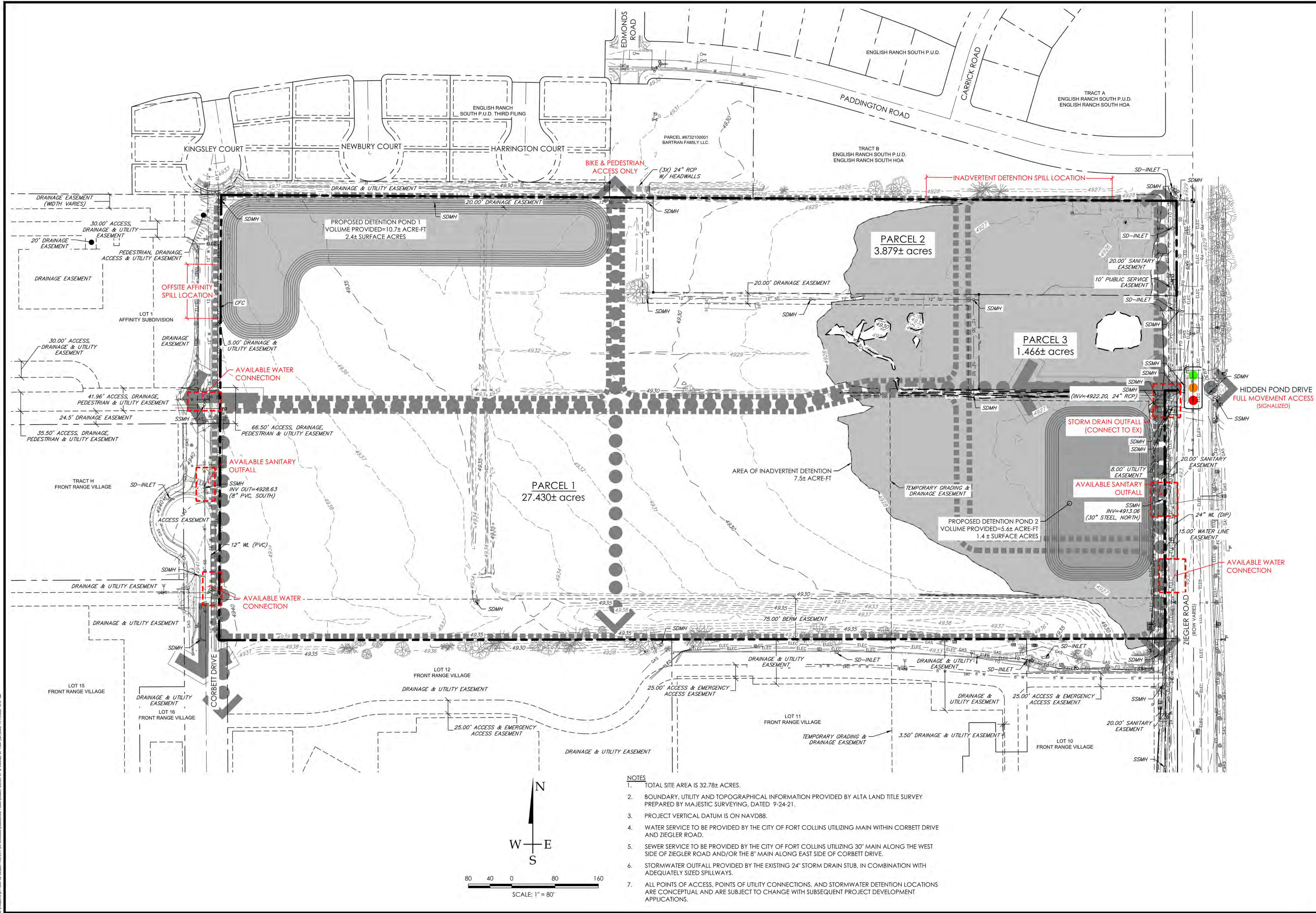
Runoff Coefficient (C)	0.85	
Frequency Factor (C_f)	1.25	
Adjusted Runoff Coefficient (CC_f)	1.00	
Area (A)	32.78	acres
Allowed Release Rate	7.01	cfs

Required Detention	
ft ³	acre-ft
383,731	8.81

Time (min)	100-yr Intensity (I , in/hr)	Q_{100} (cfs)	Accumulative Runoff Volume (ft ³)	Release Volume (ft ³)	Detained Volume (ft ³)	Detained Volume (acre-ft)
0	0.00	0.00	0	0	0	0.00
5	9.95	326.11	97,833	2,103	95,730	2.20
10	7.72	253.02	151,814	4,206	147,608	3.39
15	6.52	213.69	192,324	6,309	186,015	4.27
20	5.60	183.54	220,248	8,412	211,836	4.86
25	4.98	163.22	244,829	10,515	234,314	5.38
30	4.52	148.14	266,657	12,618	254,039	5.83
35	4.08	133.72	280,816	14,721	266,095	6.11
40	3.74	122.58	294,188	16,824	277,364	6.37
45	3.46	113.40	306,184	18,927	287,257	6.59
50	3.23	105.86	317,590	21,030	296,560	6.81
55	3.03	99.31	327,717	23,133	304,584	6.99
60	2.86	93.74	337,451	25,236	312,215	7.17
65	2.72	89.15	347,677	27,339	320,338	7.35
70	2.59	84.89	356,526	29,442	327,084	7.51
75	2.48	81.28	365,769	31,545	334,224	7.67
80	2.38	78.00	374,422	33,648	340,774	7.82
85	2.29	75.05	382,779	35,751	347,028	7.97
90	2.21	72.43	391,137	37,854	353,283	8.11
95	2.13	69.81	397,921	39,957	357,964	8.22
100	2.06	67.52	405,099	42,060	363,039	8.33
105	2.00	65.55	412,965	44,163	368,802	8.47
110	1.94	63.58	419,651	46,266	373,385	8.57
115	1.89	61.94	427,419	48,369	379,050	8.70
120	1.84	60.31	434,203	50,472	383,731	8.81

**Utility Plans
Presented at
Planning & Zoning
Commission**

March 23, 2023



- NOTES**
- TOTAL SITE AREA IS 32.78± ACRES.
 - BOUNDARY, UTILITY AND TOPOGRAPHICAL INFORMATION PROVIDED BY ALTA LAND TITLE SURVEY PREPARED BY MAJESTIC SURVEYING, DATED 9-24-21.
 - PROJECT VERTICAL DATUM IS ON NAVD88.
 - WATER SERVICE TO BE PROVIDED BY THE CITY OF FORT COLLINS UTILIZING MAIN WITHIN CORBETT DRIVE AND ZIEGLER ROAD.
 - SEWER SERVICE TO BE PROVIDED BY THE CITY OF FORT COLLINS UTILIZING 30" MAIN ALONG THE WEST SIDE OF ZIEGLER ROAD AND/OR THE 8" MAIN ALONG EAST SIDE OF CORBETT DRIVE.
 - STORMWATER OUTFALL PROVIDED BY THE EXISTING 24" STORM DRAIN STUB, IN COMBINATION WITH ADEQUATELY SIZED SPILLWAYS.
 - ALL POINTS OF ACCESS, POINTS OF UTILITY CONNECTIONS, AND STORMWATER DETENTION LOCATIONS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE WITH SUBSEQUENT PROJECT DEVELOPMENT APPLICATIONS.



NO.	REVISION	BY	DATE

ZIEGLER-CORBETT
AMENDED OVERALL DEVELOPMENT PLAN
MASTER UTILITY & OVERALL DRAINAGE PLAN

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

FOR AND ON BEHALF OF HIGHLAND DEVELOPMENT SERVICES

DATE	11/11/22
SCALE (H)	1" = 80'
SCALE (V)	N/A
DRAWN BY	JTC
CHECKED BY	JTC
HDS PROJECT #	21-1044-00

ODP
 SHEET 1 OF 1

Intersection Spacing Variance

**Presented at
Planning & Zoning
Commission**

March 23, 2023



November 11, 2022

City of Fort Collins – Traffic Engineering
626 Linden St
Fort Collins, CO 80524

Re: Ziegler- Corbett –Intersection Spacing Variance

Dear Staff:

This variance letter pertains to the intersection spacing of the proposed Ziegler-Corbett access and the existing unsignalized Paddington Road/Grand Teton Place intersection along Ziegler Road.

According to Table 7-3 Fort Collins (GMA and City Limits) Street Standards – Technical Design Criteria in the **Larimer County Urban Area Street Standards (LCUASS)**, on four lane arterials, the distance between unsignalized intersections is a minimum of 460'. The estimated traffic generated from the Ziegler-Corbett onto Ziegler Road will meet the peak hour signal warrant with the proposed intersection aligned with the existing Hidden Pond Drive intersection. The existing intersection spacing between Hidden Pond Drive and Paddington Road/Grand Teton Place is approximately 430'. According to Section 8.2.2 Lane Alignment in LCUASS, lanes shall align through an intersection. This along with the signalization warrant, is requiring the variance of standard from the minimum intersection spacing.

The traffic memorandum "Ziegler-Corbett Traffic Analyses Related to Inclusion of the Young Property", prepared by Delich Associates, dated September 15, 2022, analyzed Ziegler Road access scenarios and is referenced as part of this variance request. Scenario 2 is the analyses of a signalized access onto Ziegler Road, aligned with the existing Hidden Pond Road. In this report it is stated:

If the Scenario 2 intersection is implemented, the peak hour signal warrant will be met. It is acknowledged that the Ziegler/Paddington-Grand Teton intersection is approximately 430 feet to the north (does not meet intersection spacing criterion). Therefore, a variance will be required due to this. Based upon the operations analyses, the 95th percentile left-turn queues (northbound to Paddington Road and southbound to Hidden Pond Drive) will not conflict. The respective queues are not more than 25 feet. This segment can be striped as a continuous two-way left-turn lane. With a signal at the Ziegler/Site Access-Hidden Pond intersection, it is expected that gaps to the north/south through traffic on Ziegler Road will occur, which will improve the minor leg operation at the stop sign controlled Ziegler/Paddington-Grand Teton intersection.

Therefore, it is requested that the reduction from the standard minimum 460' intersection spacing to the existing 430' separation be considered.

This variance will not be detrimental to the public health, welfare, and safety. This variance will have no impact on the capital and maintenance costs of the City of Fort Collins. It is respectfully requested this variance be granted.

Sincerely,
Highland Development Services

Jason T. Claeys, P.E., LEED AP
Sr. Project Manager
Enclosure



DELICH ASSOCIATES Traffic & Transportation Engineering
2272 Glen Haven Drive Loveland, Colorado 80538
Phone: (970) 669-2061 Fax: (970) 669-5034



MEMORANDUM

TO: Jason Sherill, Landmark Homes
Mike Walker, TB Group
Jason Claeys, Highland Development Services
Nicole Hahn, Fort Collins Traffic Operations
Ryan Mounce, Fort Collins Planning

FROM: Matt Delich

DATE: September 15, 2022

SUBJECT: Ziegler-Corbett Traffic Analyses Related to Inclusion of the Young Property
(File: 2166ME01)



This memorandum provides traffic analyses related to the inclusion of the Young Property in the Ziegler-Corbett Mixed-Use ODP. The **Ziegler-Corbett Mixed-Use ODP Master Transportation Impact Study (TIS)**, dated January 2022, was utilized in the following analyses. As discussed in a meeting with City staff on August 4, 2022, two access scenarios were analyzed. Scenario 1 – The proposed channelized-T intersection would continue to be the primary access to the Ziegler-Corbett Mixed-Use development. Scenarios 2 – The access to the Ziegler-Corbett Mixed-Use development would be moved to the Young Property, lining up with Hidden Pond Drive on the east side of Ziegler Road. In both scenarios, all other intersections would remain as analyzed in the TIS, with no vehicular access from the Ziegler-Corbett Mixed-Use development to Paddington Road. The following analyses were conducted: trip generation, trip assignment, level of service operations, and signal warrants.

The location of the Young Property is shown on the site plan from the TIS (outlined in red) in Appendix A. The Young Property will be part of Area D. The land uses on the Young Property, as analyzed, are 20,000 square feet of retail and 20,000 square feet of general office. The trip generation table from the TIS is provided in Appendix A showing the additional trips from the Young Property. The peak hour trip generation for these additional uses were assigned to the site generated traffic as shown in Figure 1. The long range (2040) total peak hour traffic is shown in Figure 2. The alternative full-movement Ziegler/Site Access-Hidden Pond intersection (Scenario 2) is also shown in Figure 2.

The intersection level of service (LOS) was analyzed for both scenarios. Table 1 shows the peak hour operation at the Ziegler/Site Access intersection (channelized-T intersection). Calculation forms are provided in Appendix B. The calculated delay for the minor street left turns will be similar to that at the channelized-T intersection (slightly higher with the additional traffic due to the Young Property). The City of Fort Collins accepts that LOS F will occur at stop sign controlled intersections along arterial streets.

Table 2 shows the peak hour operation at the Ziegler/Site Access-Hidden Pond intersection (Scenarios 2 [4-leg intersection]). Calculation forms are provided in Appendix C. The calculated

delay for the minor street left turns and the legs will be significant. As expected, the delays will be higher than those at the channelized-T intersection. These significant delays will have a bearing on the following signal warrant analyses.

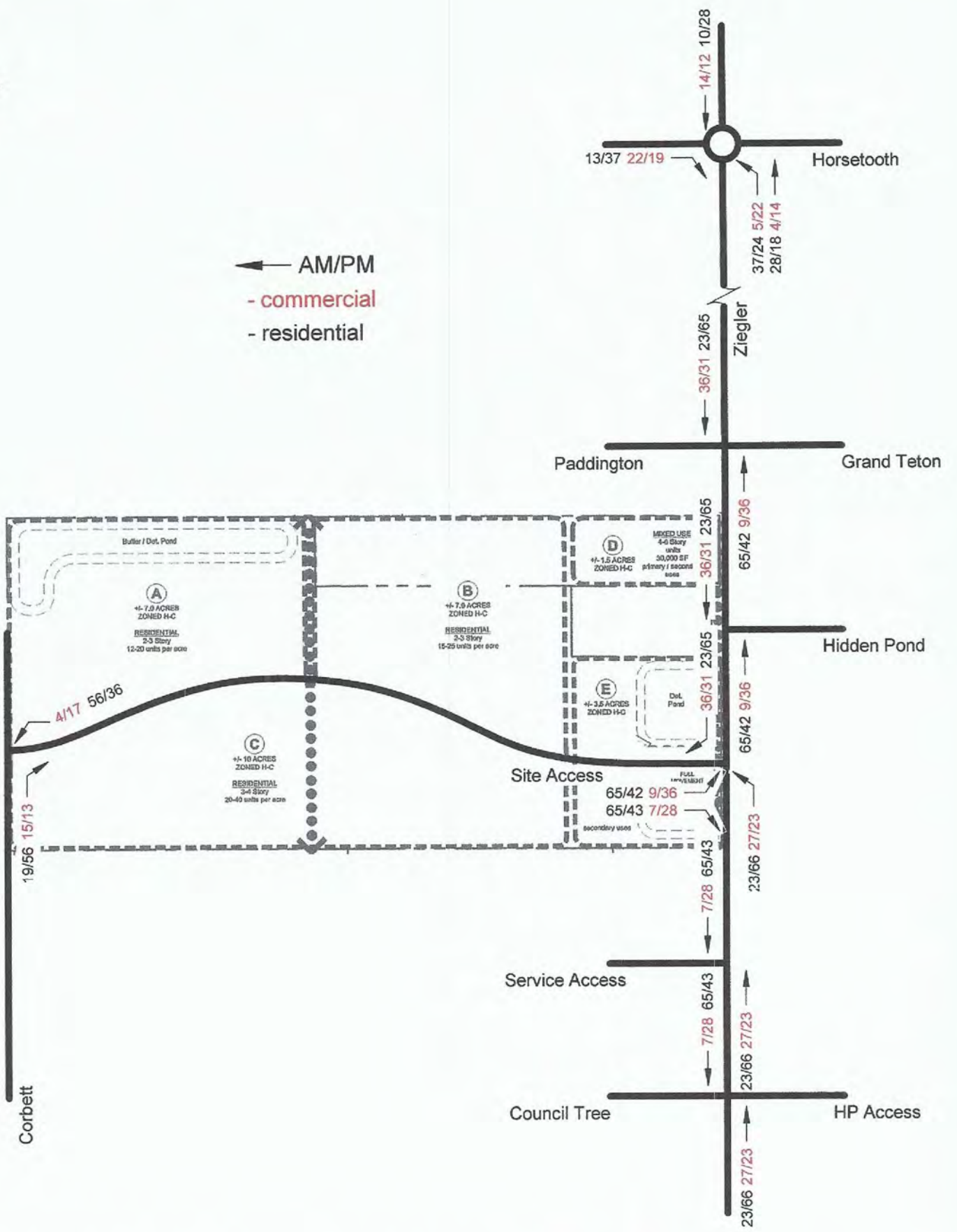
Under Scenario 1 (channelized-T intersection) the volume warrant will not be met (Warrant 3/Peak Hour/Category A). At the channelized-T intersection, the delay to the minor street left turns is considerably less than that at a conventional 4-leg intersection. This is due to the ability to execute the minor street left turns in a two-step maneuver.

However, under Scenario 2, the delay to the minor street left turns is more significant. Under Warrant 3/Peak Hour/Category A: the total calculated stopped delay will be greater than 4 vehicle-hours, the minor street approach volume will be greater than 150 vehicles, and the total entering volume at the intersection will be greater than 800 vehicles. Therefore, the peak hour signal warrant will be met if the Ziegler-Corbett Site Access lines up with Hidden Pond Drive.

If the Scenario 2 intersection is implemented, the peak hour signal warrant will be met. It is acknowledged that the Ziegler/Paddington-Grand Teton intersection is approximately 430 feet to the north (does not meet intersection spacing criterion). Therefore, a variance will be required due to this. Based upon the operations analyses, the 95th percentile left-turn queues (northbound to Paddington Road and southbound to Hidden Pond Drive) will not conflict. The respective queues are not more than 25 feet. This segment can be striped as a continuous two-way left-turn lane. With a signal at the Ziegler/Site Access-Hidden Pond intersection, it is expected that gaps to the north/south through traffic on Ziegler Road will occur, which will improve the minor leg operation at the stop sign controlled Ziegler/Paddington-Grand Teton intersection.

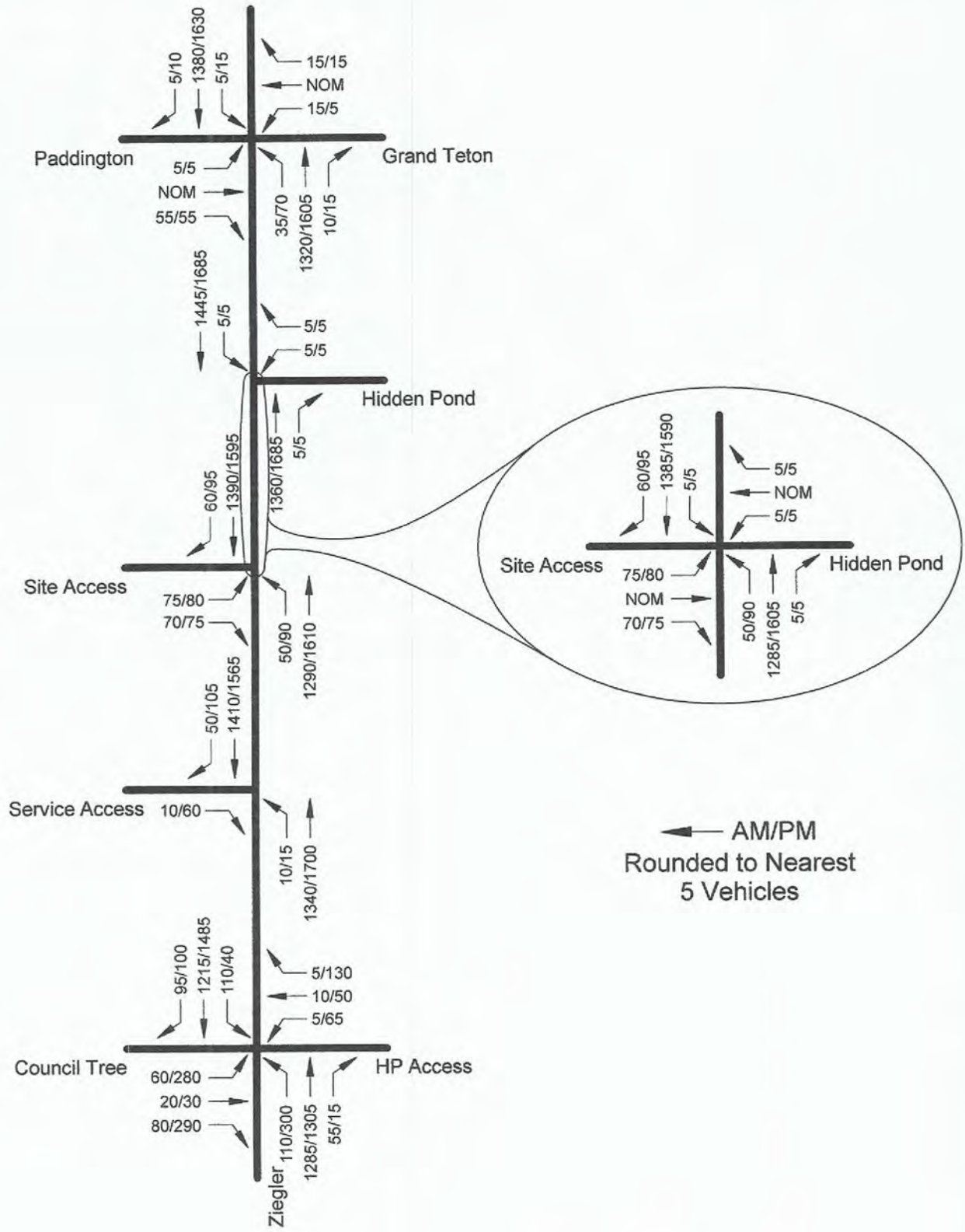
The foregoing analyses indicate that moving the Ziegler-Corbett Site Access to line up with Hidden Pond Drive will meet the peak hour signal warrant. It is suggested that consideration be given to implementing Scenario 2. This should be discussed further with the City of Fort Collins staff. Do not hesitate to contact me if there are questions or if additional information is required.

Item 22.



SITE GENERATED PEAK HOUR TRAFFIC WITH THE YOUNG PROPERTY

Figure 1



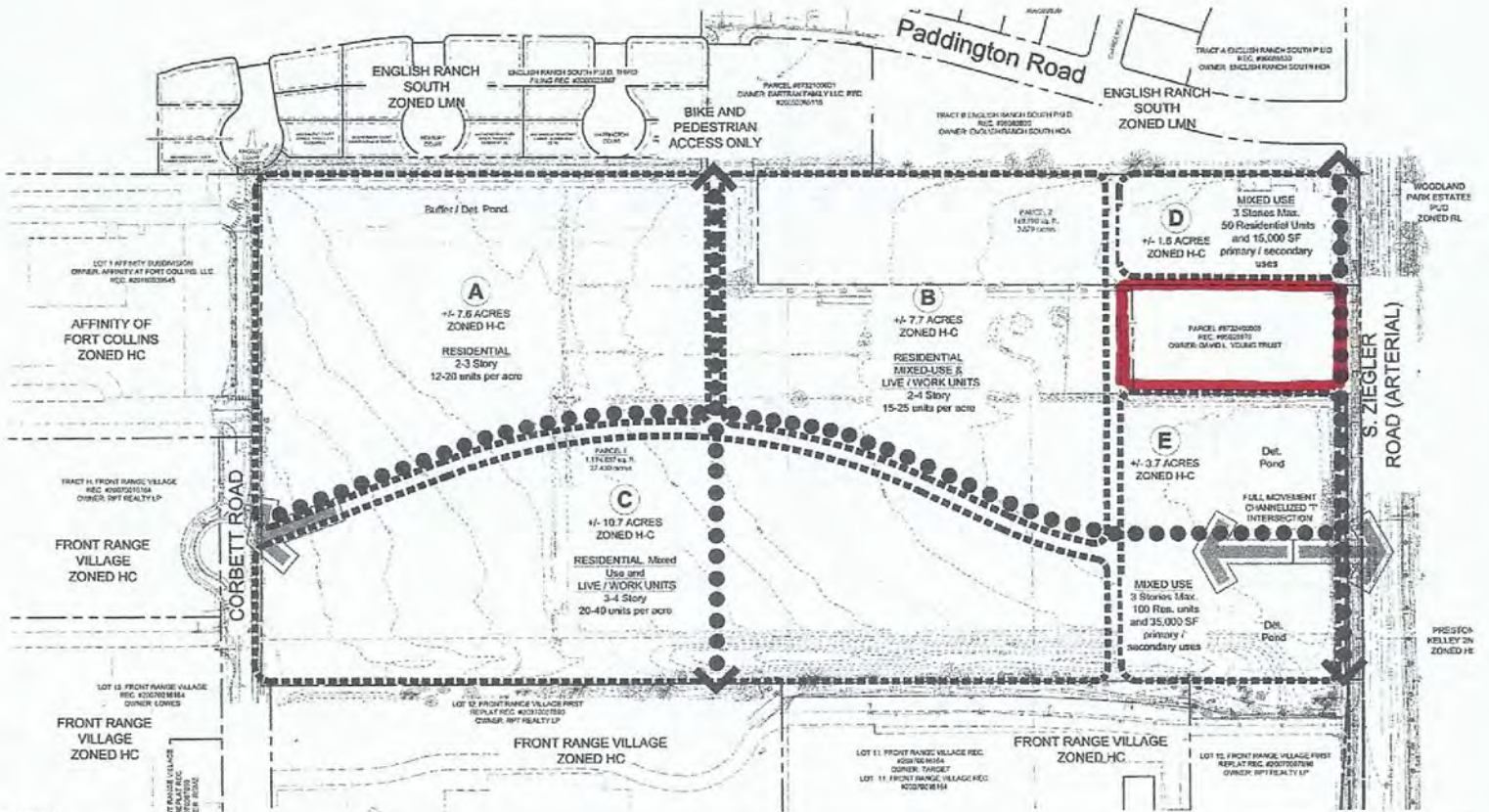
LONG RANGE (2040) TOTAL PEAK HOUR TRAFFIC WITH THE YOUNG PROPERTY

Figure 2

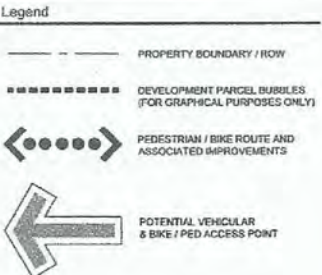
TABLE 1			
Long Range (2040) Peak Hour Operation at the Ziegler/Site Access Intersection			
Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Site Access (stop sign) [channelized-T two step left turn]	EB LT	F (60 secs)	F (165 secs)
	EB RT	C	C
	EB APPROACH	E (39 secs)	F (95 secs)
	NB LT	B	C
	OVERALL	A	A

TABLE 2			
Long Range (2040) Peak Hour Operation at the Ziegler/Site Access-Hidden Pond Intersection			
Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Site Access-Hidden Pond (stop sign)	EB LT/T	F (1720 secs)	F (5192 secs)
	EB RT	C	C
	EB APPROACH	F (898 secs)	F (2690 secs)
	WB LT/T/RT	F (153 secs)	F (623 secs)
	NB LT	B	C
	SB LT	B	B
	OVERALL	E (45 secs)	F (120 secs)

APPENDIX A



ODP MAP



Parcel Index

PARCEL	ACRES	USE
PARCEL A	7.6 AC	RESIDENTIAL
PARCEL B	7.7 AC	RESIDENTIAL / MIXED USE
PARCEL C	10.7 AC	RESIDENTIAL / MIXED USE
PARCEL D	1.8 AC	RESIDENTIAL / MIXED USE
PARCEL E	3.7 AC	RESIDENTIAL / MIXED USE

Land-Use Statistics

ZONE DISTRICT TYPE	GROSS ACRES	RESIDENTIAL DENSITY	RESIDENTIAL UNITS	MAX. FLOOR FT	MAXIMUM FLOOR AREA	COMMENTS
PARCEL A	7.6 AC	25-30 UNITS/AC	84-120	2-3 STORIES	84,000 SF	
PARCEL B	7.7 AC	15-25 UNITS/AC	112-187	2-4 STORIES	112,000 SF	
PARCEL C	10.7 AC	20-40 UNITS/AC	214-414	3-4 STORIES	214,000 SF	
PARCEL D	1.8 AC	25-30 UNITS/AC	45-54	3 STORIES	45,000 SF	
PARCEL E	3.7 AC	25-30 UNITS/AC	90-108	3 STORIES	90,000 SF	
TOTAL	29.5 AC	20-30 UNITS/AC	435-683	3-4 STORIES	435,000 SF	

SITE PLAN

Figure 5

TABLE 2 Trip Generation												
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
Area A												
221	Mid-Rise Apartment	110 D.U.	5.44	598	0.09	10	0.27	29	0.27	29	0.17	19
Area B												
221	Mid-Rise Apartment	140 D.U.	5.44	762	0.09	13	0.27	37	0.27	38	0.17	24
Area C												
221	Mid-Rise Apartment	300 D.U.	5.44	1632	0.09	28	0.27	80	0.27	80	0.17	52
Area D												
221	Mid-Rise Apartment	50 D.U.	5.44	272	0.09	5	0.27	13	0.27	13	0.17	9
710	Office	15.0 KSF	9.74	146	1.00	15	0.16	2	0.18	3	0.97	14
820	Young Property - Retail	20.0 KSF	37.75	756	0.58	12	0.36	7	1.83	37	1.98	4
710	Young Property - Office	20.0 KSF	9.74	194	1.00	20	0.16	3	0.18	4	0.97	19
Subtotal				1368		52		25		57		46
Area E												
221	Mid-Rise Apartment	100 D.U.	5.44	544	0.09	9	0.27	27	0.27	27	0.17	17
710	Office	25.0 KSF	9.74	244	1.00	25	0.16	4	0.18	5	0.97	24
820	Retail	10.0 KSF	37.75	378	0.58	6	0.36	4	1.83	18	1.98	20
Subtotal				1166		40		35		50		61
Total				5,526		143		206		254		202

APPENDIX B

HCM 6th TWSC
2: Ziegler & Site Access

Long Total AM
No Connection to Paddington Road

Intersection

Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	70	50	1290	1390	60
Future Vol, veh/h	75	70	50	1290	1390	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	130	-	-	100
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	74	53	1358	1463	63

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2248	732	1526	0	0
Stage 1	1463	-	-	-	-
Stage 2	785	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	~ 35	364	433	-	-
Stage 1	179	-	-	-	-
Stage 2	410	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 31	364	433	-	-
Mov Cap-2 Maneuver	140	-	-	-	-
Stage 1	157	-	-	-	-
Stage 2	410	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	433	-	140	364	-	-
HCM Lane V/C Ratio	0.122	-	0.564	0.202	-	-
HCM Control Delay (s)	14.5	-	59.7	17.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	2.8	0.7	-	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: Ziegler & Site Access

Long Total PM
No Connection to Paddington Road

Intersection

Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↕	↕	↗
Traffic Vol, veh/h	80	75	90	1610	1595	95
Future Vol, veh/h	80	75	90	1610	1595	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	130	-	-	100
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	79	95	1695	1679	100

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2717	840	1779
Stage 1	1679	-	-
Stage 2	1038	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	~ 17	309	345
Stage 1	137	-	-
Stage 2	302	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 12	309	345
Mov Cap-2 Maneuver	89	-	-
Stage 1	99	-	-
Stage 2	302	-	-

Approach	EB	NB	SB
HCM Control Delay, s	95.2	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	345	-	89	309	-	-
HCM Lane V/C Ratio	0.275	-	0.946	0.255	-	-
HCM Control Delay (s)	19.3	-	165.1	20.6	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.1	-	5.3	1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

APPENDIX C

HCM 6th TWSC
18: Ziegler & Site Access/Hidden Pond

Long Total AM
No Connection to Paddington Road

Intersection

Int Delay, s/veh	45											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Vol, veh/h	75	0	70	5	0	5	50	1285	5	5	1385	60
Future Vol, veh/h	75	0	70	5	0	5	50	1285	5	5	1385	60
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	-	-	100	-	-	-	100	-	-	100	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	0	74	5	0	5	53	1353	5	5	1458	63

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	2251	2932	729	2201	2993	679	1521	0	0	1358	0	0
Stage 1	1468	1468	-	1462	1462	-	-	-	-	-	-	-
Stage 2	783	1464	-	739	1531	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 23	15	365	25	14	394	435	-	-	502	-	-
Stage 1	134	190	-	135	192	-	-	-	-	-	-	-
Stage 2	353	191	-	375	177	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 20	13	365	18	12	394	435	-	-	502	-	-
Mov Cap-2 Maneuver	~ 20	13	-	18	12	-	-	-	-	-	-	-
Stage 1	118	188	-	119	169	-	-	-	-	-	-	-
Stage 2	306	168	-	296	175	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s\$	897.9	152.7	0.5	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	435	-	-	20	365	34	502	-	-
HCM Lane V/C Ratio	0.121	-	-	3.947	0.202	0.31	0.01	-	-
HCM Control Delay (s)	14.4	-	-	\$ 1719.7	17.3	152.7	12.2	-	-
HCM Lane LOS	B	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	10.3	0.7	1	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
18: Ziegler & Site Access/Hidden Pond

Long Total PM
No Connection to Paddington Road

Intersection

Int Delay, s/veh 119.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕		↖	↕	↗
Traffic Vol, veh/h	80	0	75	5	0	5	90	1605	5	5	1590	95
Future Vol, veh/h	80	0	75	5	0	5	90	1605	5	5	1590	95
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	-	-	100	-	-	-	100	-	-	100	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	0	79	5	0	5	95	1689	5	5	1674	100

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2719	3568	837	2729	3666	847	1774	0	0	1694	0	0
Stage 1	1684	1684	-	1882	1882	-	-	-	-	-	-	-
Stage 2	1035	1884	-	847	1784	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 10	6	310	10	5	305	347	-	-	373	-	-
Stage 1	98	149	-	73	118	-	-	-	-	-	-	-
Stage 2	248	118	-	323	133	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 8	4	310	6	4	305	347	-	-	373	-	-
Mov Cap-2 Maneuver	~ 8	4	-	6	4	-	-	-	-	-	-	-
Stage 1	~ 71	147	-	53	86	-	-	-	-	-	-	-
Stage 2	177	86	-	238	131	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$	2689.6	622.6	1	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	347	-	-	8	310	12	373	-	-
HCM Lane V/C Ratio	0.273	-	-	10.526	0.255	0.877	0.014	-	-
HCM Control Delay (s)	19.2	-	-	\$ 5191.8	20.5	\$ 622.6	14.8	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-	12.1	1	1.9	0	-	-

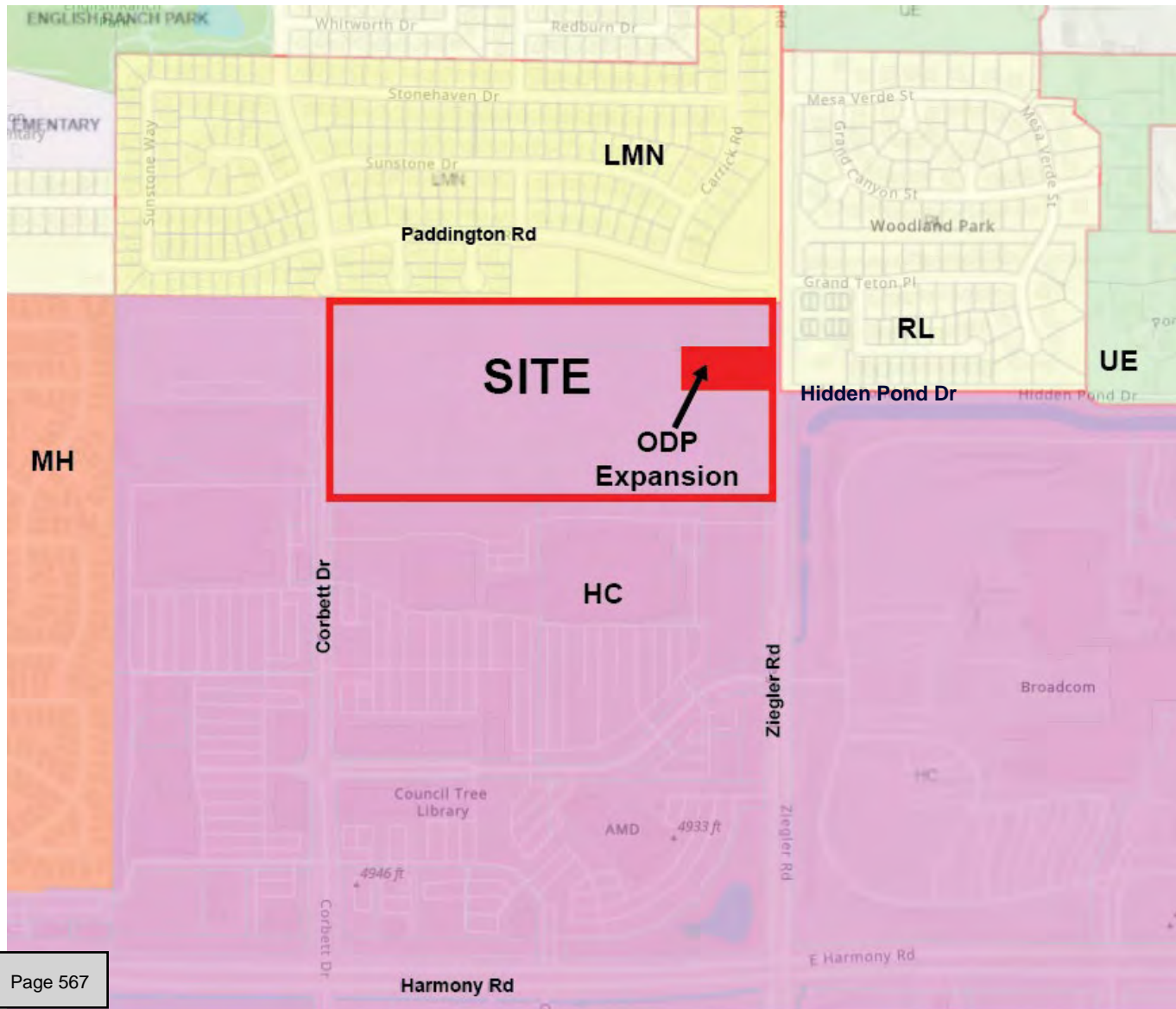
Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

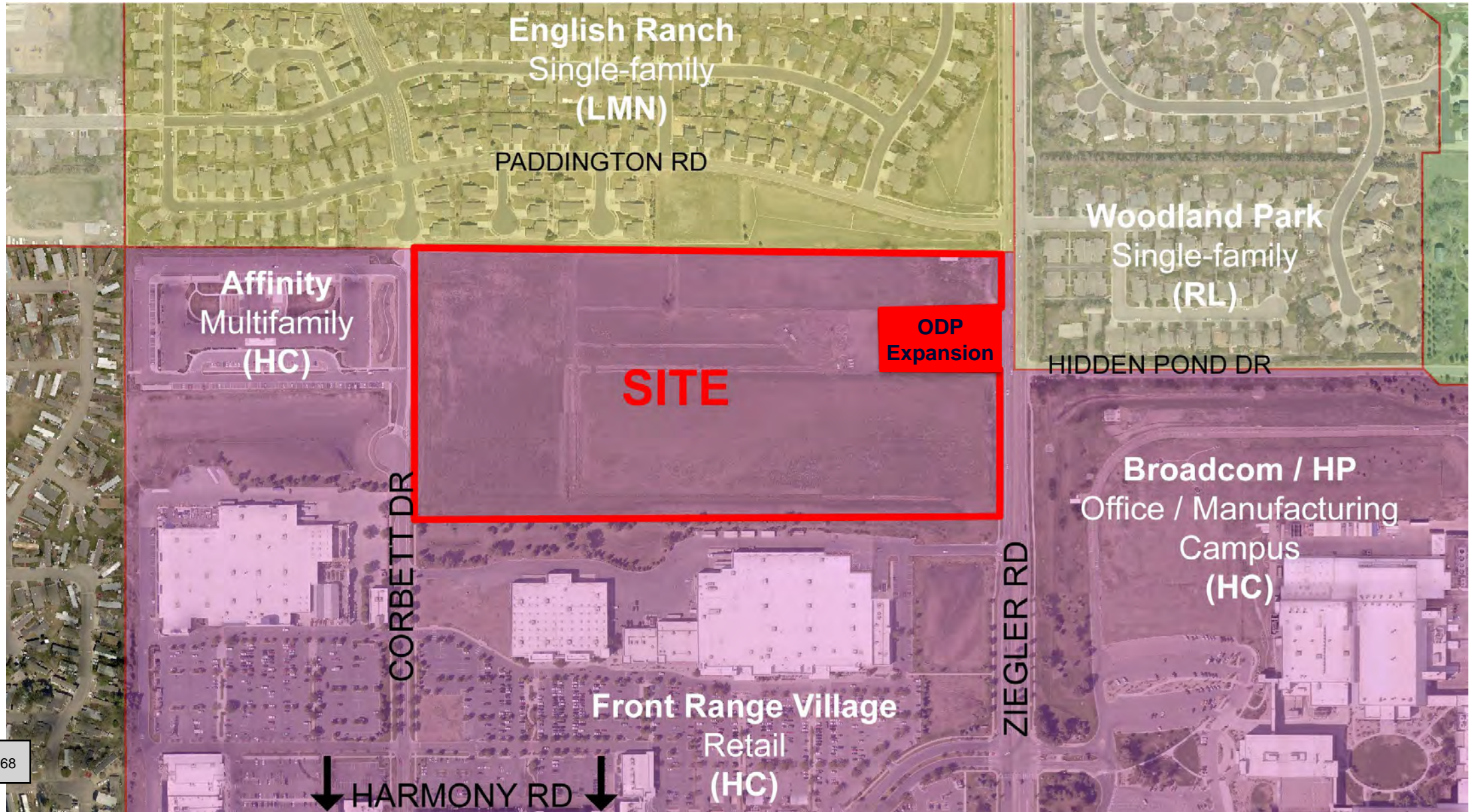
**Staff Presentation
to the
Planning & Zoning
Commission
March 23, 2023**



Ziegler - Corbett ODP Major Amendment
Planning & Zoning Commission Hearing – 03.23.23



- Major Amendment to Overall Development Plan (ODP)
- Size: ~33 acres
- Zone: Harmony Corridor (HC)
- Major Amendment: Review of proposed changes to approved ODP:
 - Expand ODP by incorporating one additional property
 - Shift Ziegler Rd. access north to align with Hidden Pond Dr.
 - Install traffic signal at Ziegler/Hidden Pond intersection
 - No proposed changes to land uses or intensity of existing ODP











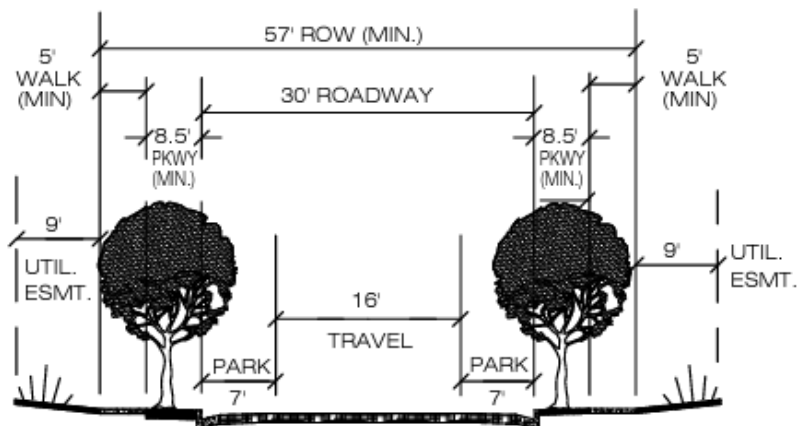
- Proposed Signal at Ziegler/Hidden Pond:
 - Privately-funded by project applicants; owned & maintained by the City
 - Common traffic signal with timings and activation by vehicles, bikes and pedestrians

- Traffic counts of nearby streets

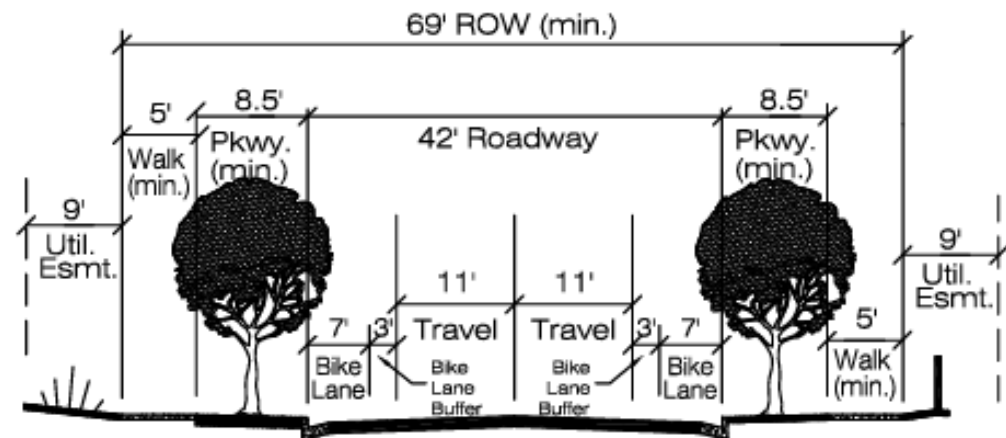
Street	Location	Data Year	24-hr Vehicle Count
Sunstone	Between Caribou & Kingsley	2021	854
Paddington	Between Kingsley & Ziegler	2018	1,177
Kingsley	Between Horsetooth & Paddington	2018	1,093
Caribou	Between Timberline & Sunstone	2022	1,691
Caribou	Between Horsetooth & Sunstone	2017	1,208

- Road classification of East-West Street thru ODP
 - Private or public local street; Master Street Plan does not identify a collector street at this location

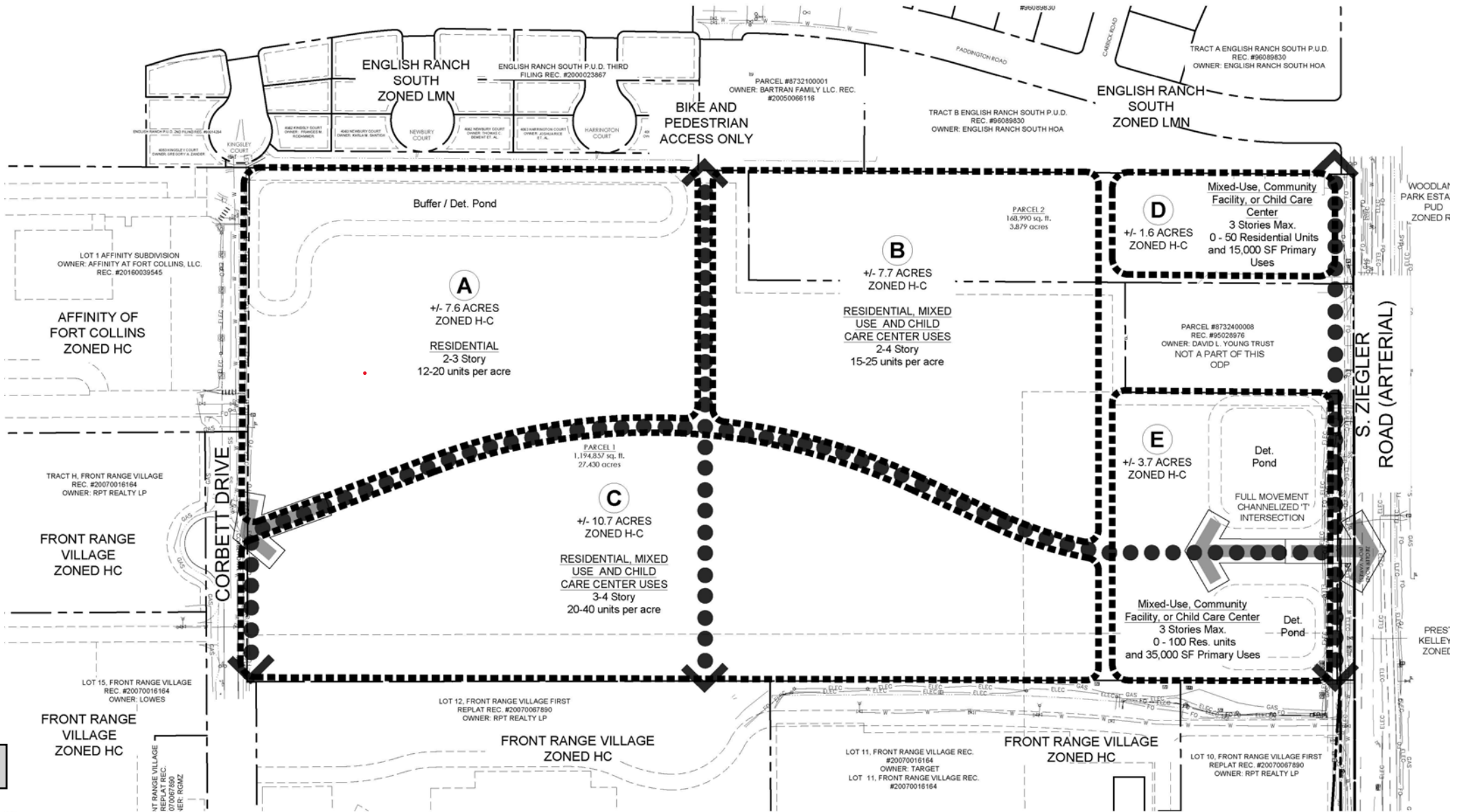
- Right-of-way (ROW) for potential street connection to Paddington Road
 - As a public street, there are multiple options for ROW width and cross-sections per Larimer County Urban Area Street Standards
 - Residential Local: 57-ft; Collector without parking: 69-ft; Collector with parking: 81-ft



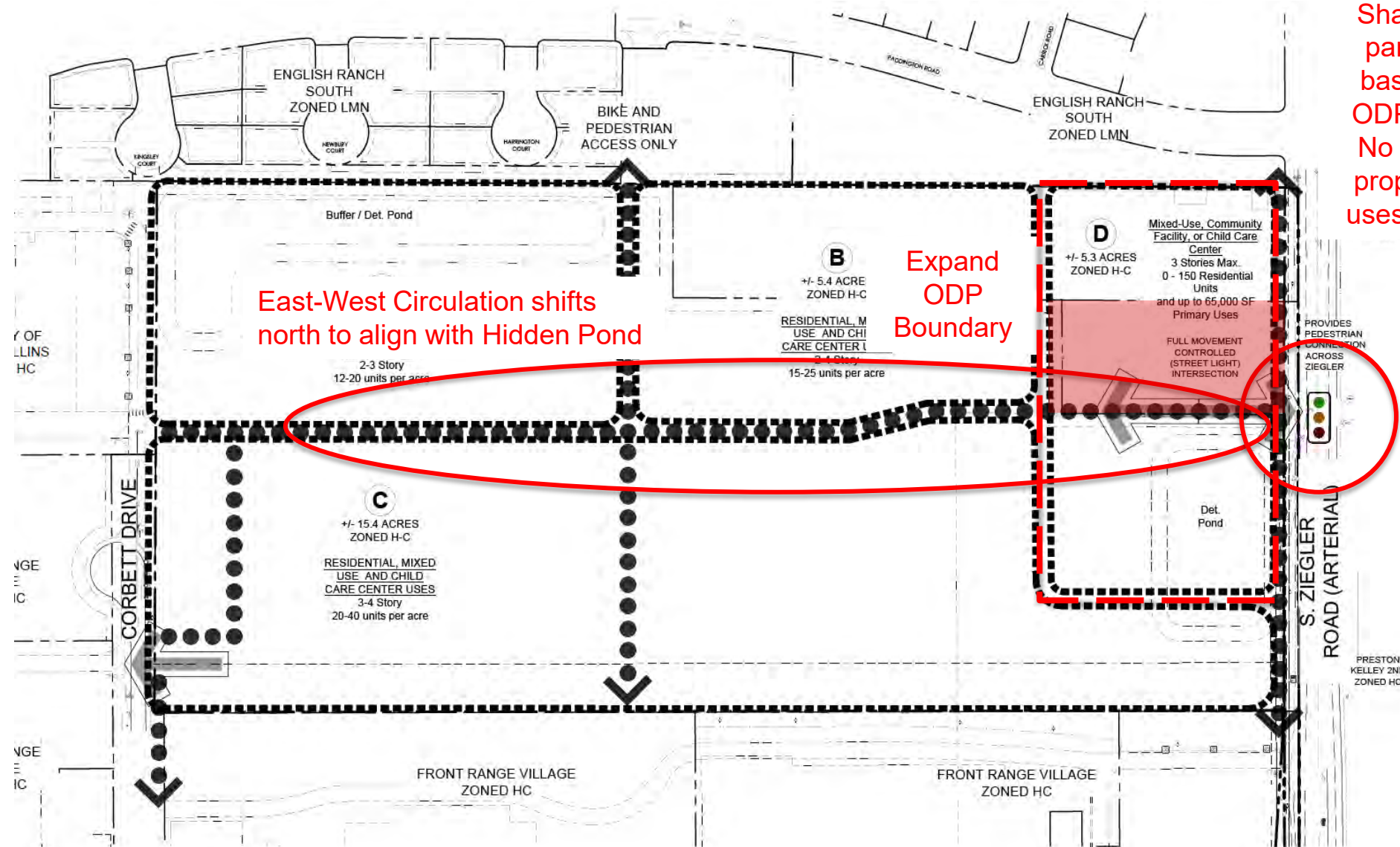
Residential Local Cross Section



Collector without Parking Cross Section







Shape of ODP parcels shifts based on new ODP boundary. No changes in proposed land-uses or intensity

Expand ODP Boundary

East-West Circulation shifts north to align with Hidden Pond

Align Ziegler access to Hidden Pond w/ signal

2.3.2(H)(1) Permitted Uses

- All proposed land uses permitted in HC District
- Previously approved modification for ratio of primary/secondary uses

2.3.2(H)(2) Density

- 400-700 units proposed (12 – 21 units/acre) complies with HC minimum density requirement (7 du/acre)

2.3.2(H)(3) & 2.3.2(H)(4) Access / Connectivity

- Alternative Compliance approved (RE: local street connection north of property converted to bike/ped only)

2.3.2(H)(5) Natural Features

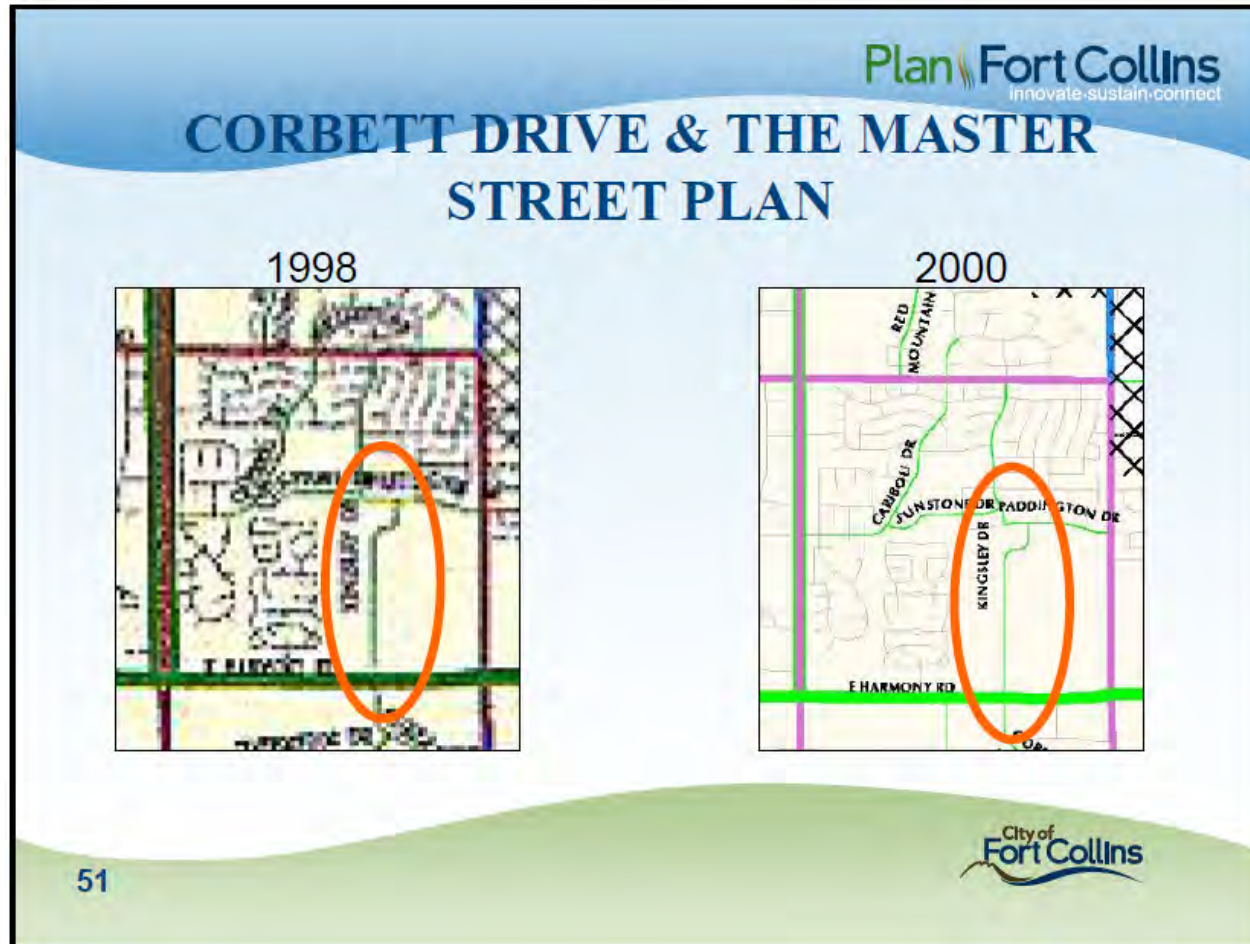
- No identified natural features; no buffer zones required

2.3.2(H)(6) Drainage

- Complies with Fox Meadows Drainage Basin Master Plan

2.3.2(H)(7) Housing Types

- At least three housing types provided. Single-family attached, multifamily, mixed-use dwellings.



2010 Master Street Plan Council Work Session

- Master Street Plan (MSP) identifies the long-range vision for the collector & arterial street network
- MSP previously identified Corbett Drive connecting from Harmony Road to English Ranch thru ODP site
- Concerns during Front Range Village development about the Corbett vehicular connection
- Council removed collector street connection during 2010 City Plan/ MSP update

Plan Fort Collins
innovate • sustain • connect

STREET CONNECTIVITY NORTH OF FRONT RANGE VILLAGE

- **Current MSP**
 - **Indirect Corbett Drive street connection**
 - **No direct connection to Kingsley**
- **Bicycle and pedestrian trail will remain**
- **If Corbett Drive removed from MSP, Land Use Code may require a non-Corbett street connection to the property north of Front Range Village**
 - **Depends on land uses and traffic impact study**
 - **May impact traffic signal locations and access points along Ziegler**

53

City of
Fort Collins

Local Street Connection from ODP to Paddington Road

- Would likely generate warrants for a traffic signal at Ziegler/Paddington/Grand Teton intersection
- Generally opposed by English Ranch neighbors
- Uncertain policy guidance: recreates connectivity condition that originally led to the removal of the Corbett Dr collector street connection in 2010

Signalized Intersection at Ziegler/Paddington/Grand Teton

- Generally desired by neighbors to improve access onto Ziegler
- Ziegler Road is the only access to Woodland Park Estates neighborhood
- Signal could potentially serve more areas (English Ranch, Woodland Park, ODP/Affinity/FRV if street connection is present)
- Could fulfill Active Modes Plan goal for a bike/ped crossing along this stretch of Ziegler Rd
- Signal not warranted under current conditions without a connection to ODP site
- Paddington provides access to local school/park

Signalized Intersection at Ziegler/Hidden Pond (Major Amendment Proposal)

- Provides a signal and bike/ped connection across Ziegler (Active Modes Plan)
- Precludes future possibility of a traffic signal at the Ziegler/Paddington/Grand Teton intersection
- Does not follow typical signalized intersection location at public collector street
 - Identified as potential outcome of removing the Corbett Dr connection to English Ranch from MSP
- Accessible by ODP, Affinity, Front Range Village, Hidden Pond Estates
 - Does not address English Ranch, Woodland Park Estates concerns for Ziegler access
- Many feel this signal location prioritizes new development over traffic issues faced by existing neighborhoods
- Concern of unintended traffic on Hidden Pond Drive east of Ziegler Road
 - Private drive with no outlet
- Concern the signal will cause traffic to back-up to Paddington/Grand Teton intersection and block access

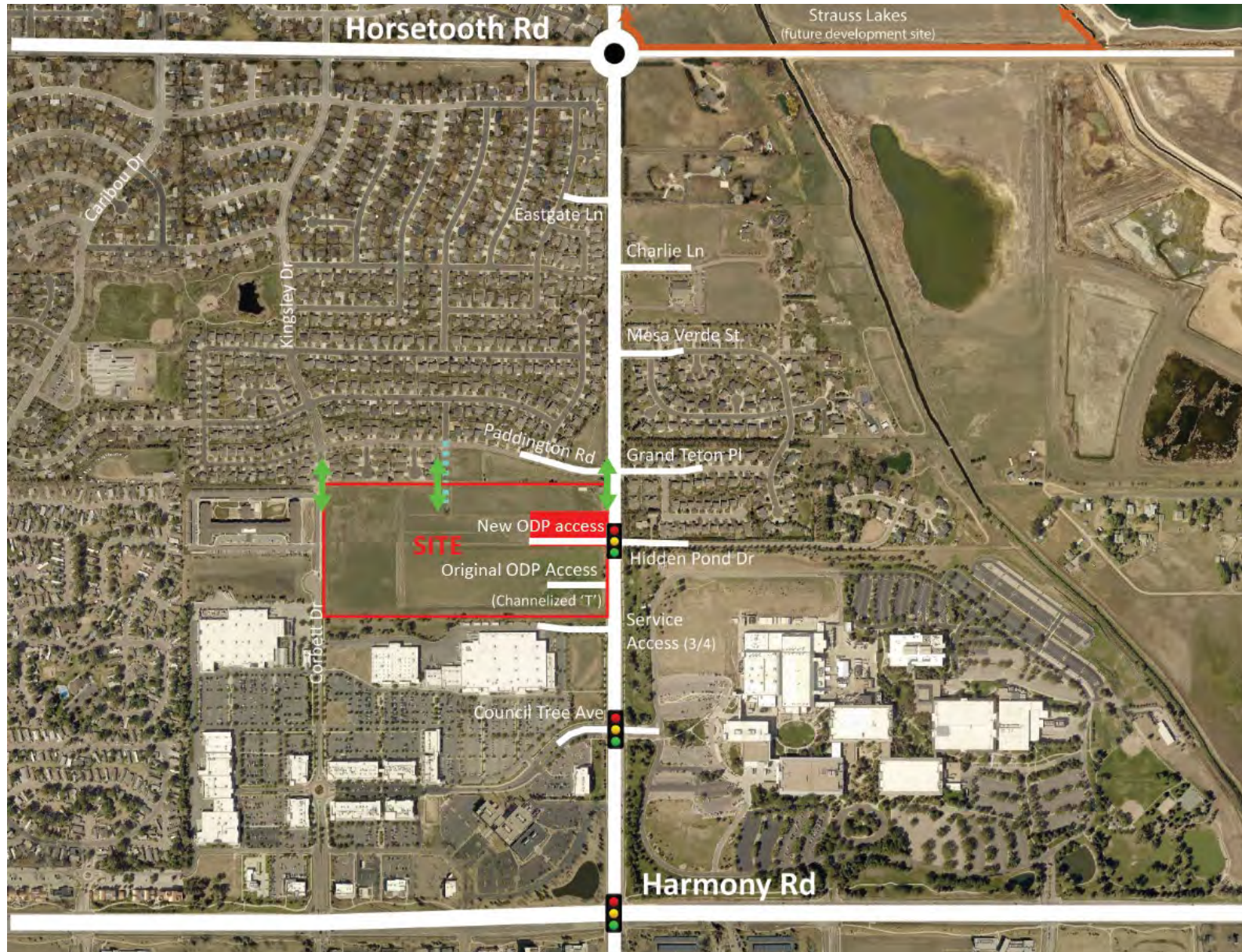
Staff considerations

- Continued opposition to a street connection between ODP site and Paddington Road that would support a signal at the Ziegler/Paddington/Grand Teton intersection
 - Existing policy guidance and public processes identified removal of this connection
- Support for a signal somewhere along this stretch of Ziegler Rd
 - Supports a near term bike/ped crossing of Ziegler Rd versus a Paddington connection which may depend on timing of future development
- ODP access aligned at Ziegler/Hidden Pond preferable to previously approved 'Channelized-T' concept

In evaluating the request for the Ziegler-Corbett ODP Major Amendment, MJA220004, Staff makes the following findings:

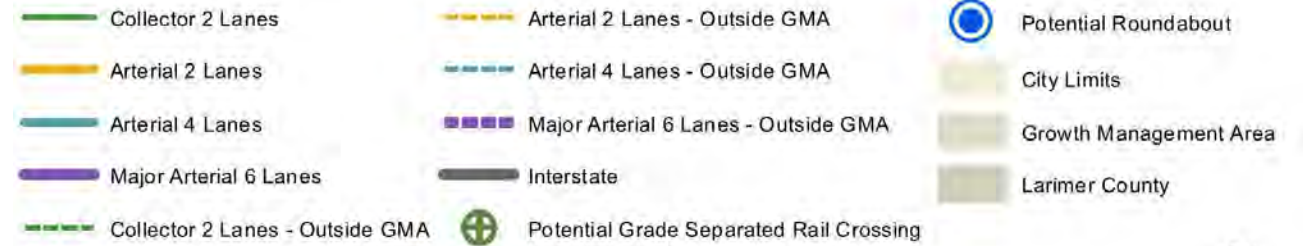
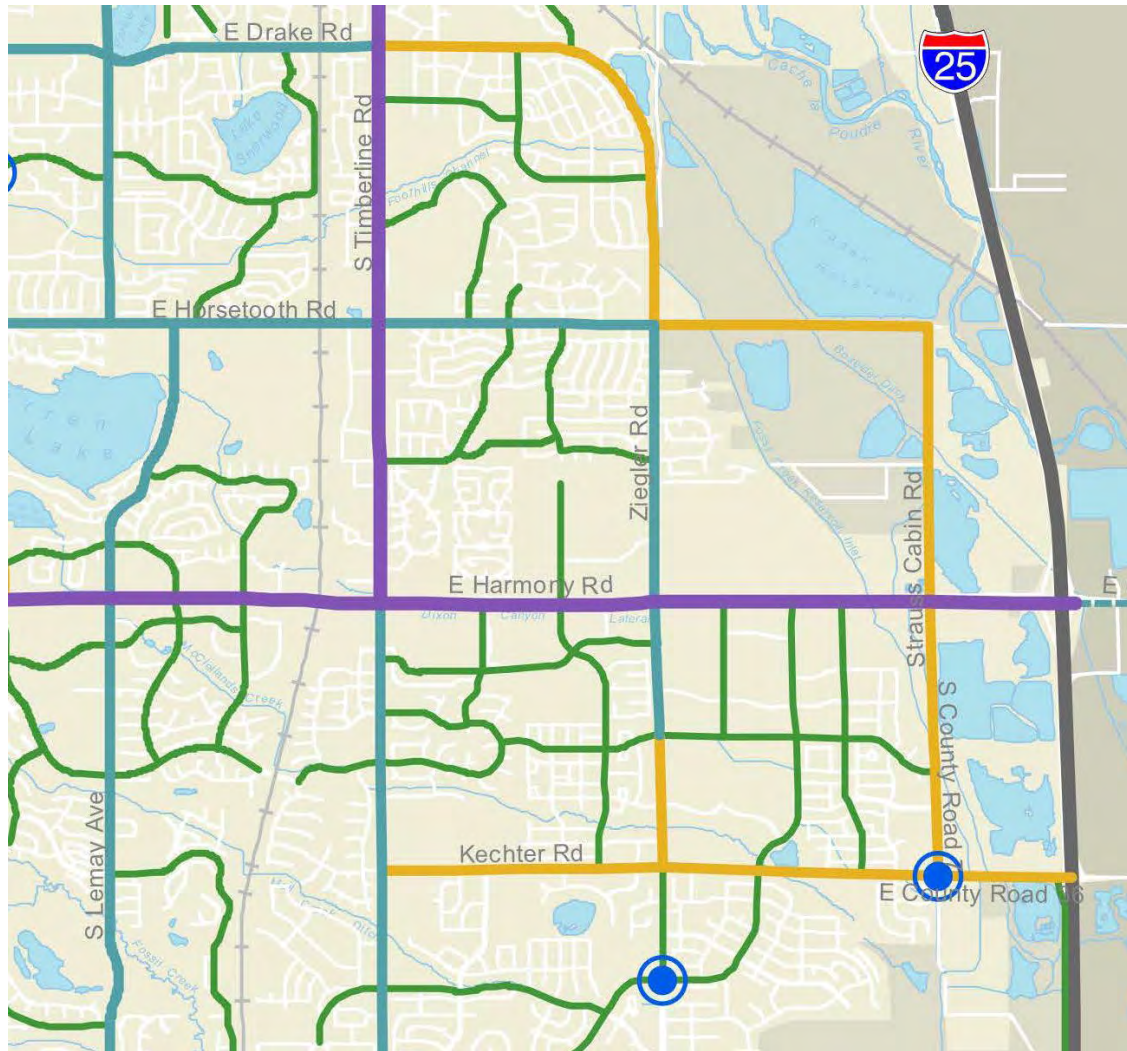
1. The Major Amendment complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
2. The Major Amendment complies with the applicable review standards for Overall Development Plans of Section 2.3.2(H)(1) through (7).

RESOURCES



 Existing or Proposed Bike/Ped Connection

 Former Master Street Plan Connection



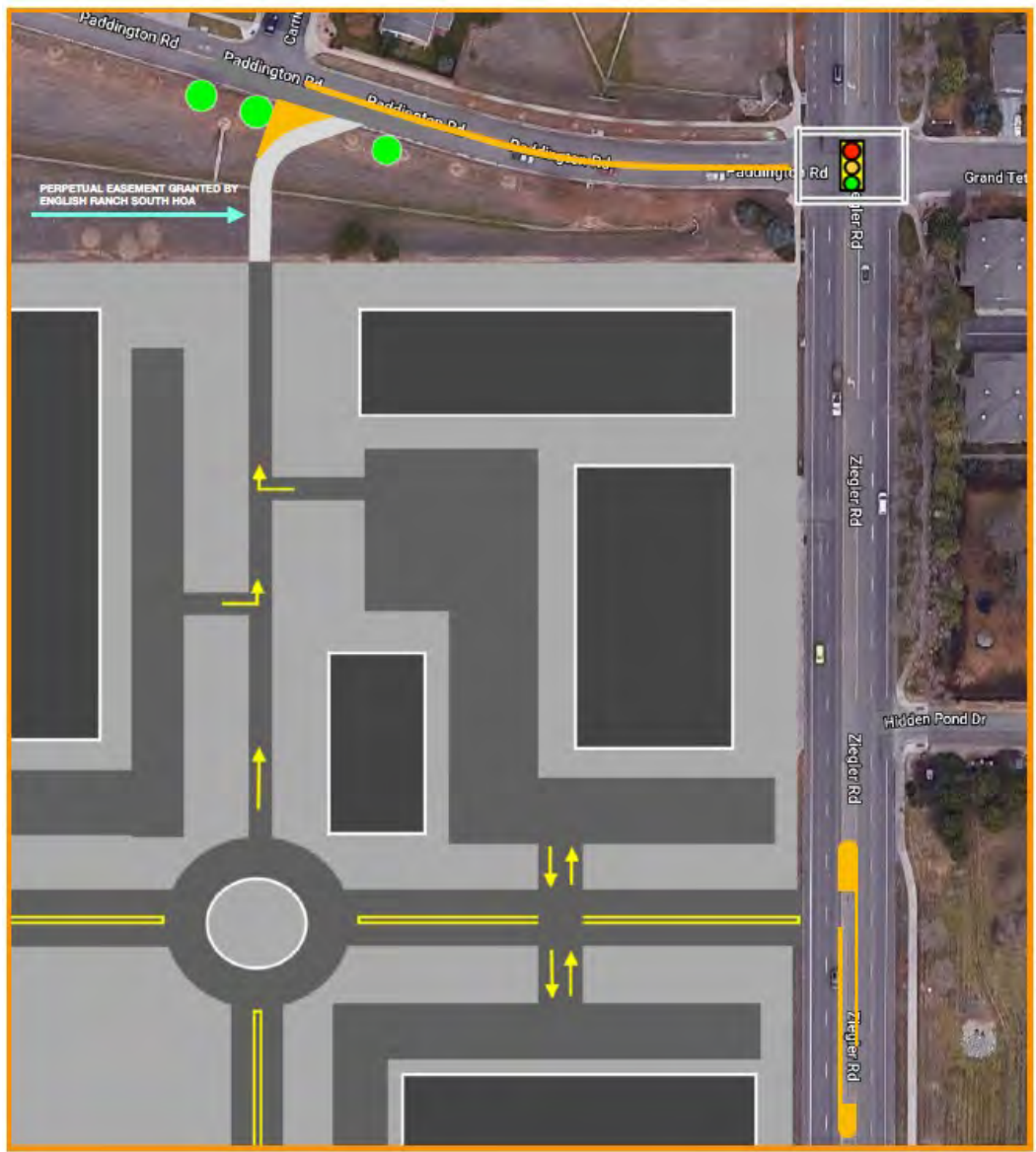
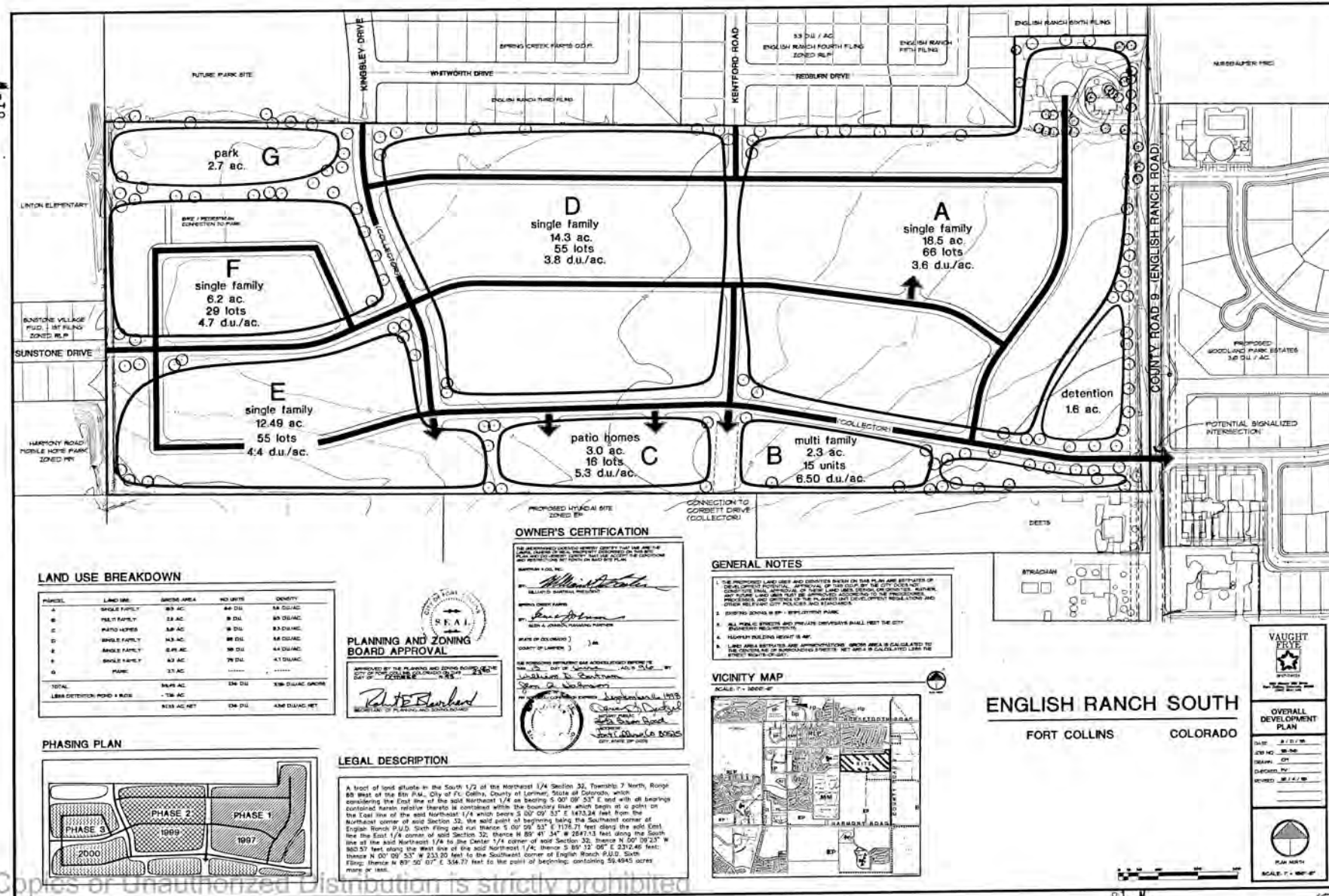
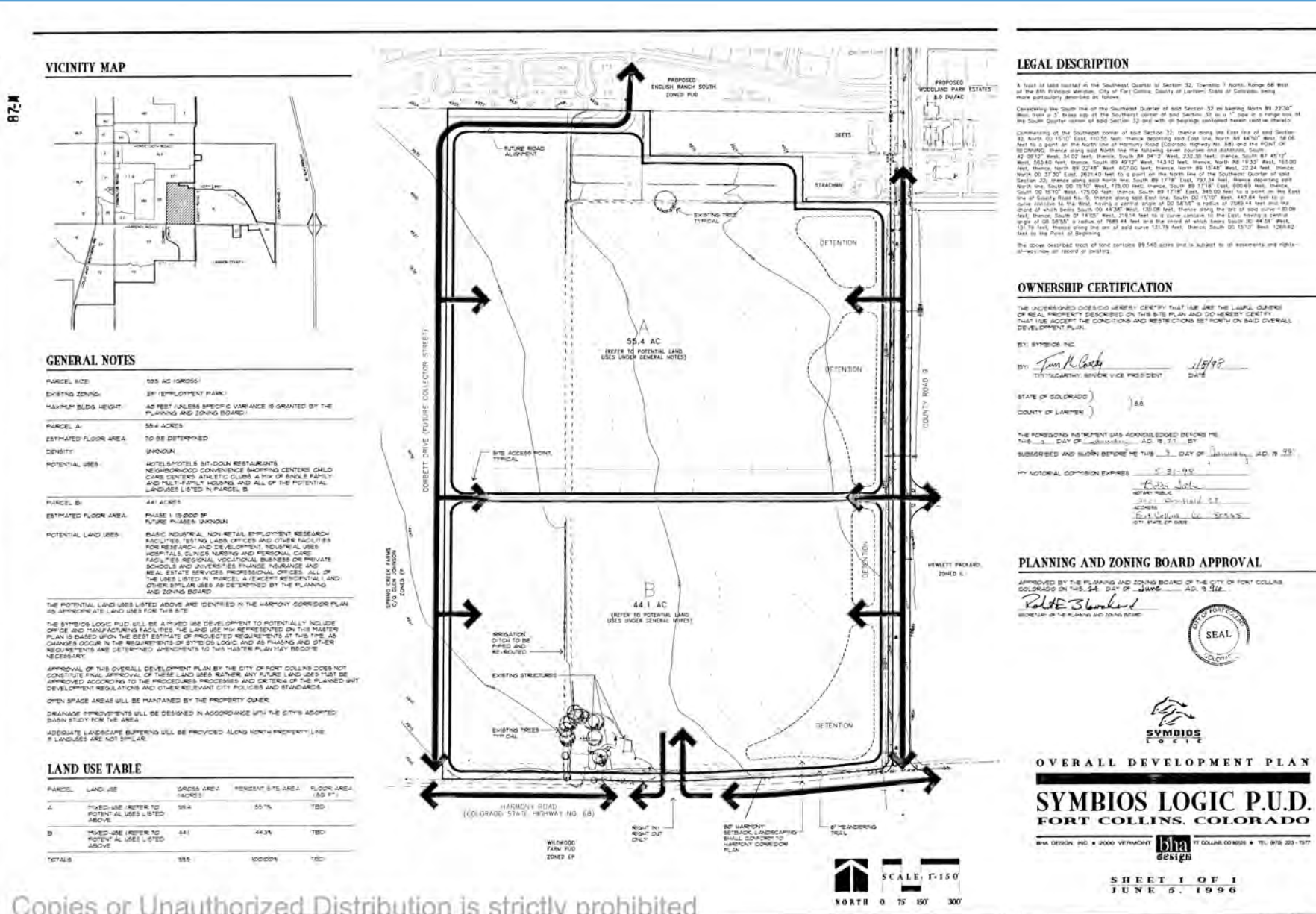


Exhibit provided by neighbors



Exhibit provided by project applicants





Harmony Corridor Plan

Vision for mixed-use corridor with a strong employment base.

Land Use Policy Plan:

...promotes the maximum utilization of land within the corridor, higher density development, phased growth, a mix of uses and concentrated building activity. The availability of public facilities, including streets, sewer, water, natural gas, and electricity, establishes the corridor as a preferred location for intense urban activity...

- (a) Maximize the use of existing services and facilities (streets and utilities).
- (b) Promote the development of the corridor as a high quality, self-contained and compact business center.
- (c) Provide for the location of industry and business in the city by identifying prime locations for such uses.
- (d) Provide shopping and service areas convenient to both residents and employees of the corridor.
- (e) Provide for a variety of housing types.
- (f) Preserve and protect existing residential neighborhoods from intrusive or disruptive development.

- **Mixed-Use ODP:**
 - 400 – 700 dwelling units (min. 3 housing types)
 - Childcare Center
 - 50,000sf Office/Community Facility space
- **Approved Modifications of Standards & Alternative Compliance**
 - 4.26(D)(2) Secondary Uses (*Ratio of Primary & Secondary Uses*)
 - 4.26(D)(3)(a) Dimensional Standards (*Residential Building Height*)
 - Section 3.6.3 Street Pattern & Connectivity
 - No mid-point vehicular access to north; bike/ped access only
- **Condition of Approval – ODP shall demonstrate compliance with City Plan policies:**

Policy LIV 3.5 – Distinctive Design

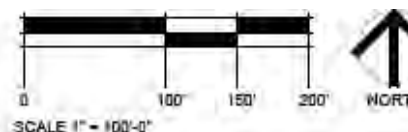
Require the adaptation of standardized corporate architecture to reflect local values and ensure that the community's appearance remains unique. Development should not consist solely of repetitive design that may be found in other communities.

Policy LIV 3.6 – Context-Sensitive Development

Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

Parcel Index

PARCEL	ZONING	ACREAGE	ANTICIPATED USES
PARCEL A	HC	+/- 6.3 AC	SECONDARY / RESIDENTIAL USES
PARCEL B	HC	+/- 3.4 AC	SECONDARY / RESIDENTIAL USES / MIXED USE OR CHILD CARE CENTER
PARCEL C	HC	+/- 12.4 AC	SECONDARY / RESIDENTIAL USES / MIXED USE OR CHILD CARE CENTER
PARCEL D	HC	+/- 3.3 AC	PRIMARY / COMMUNITY FACILITY / CHILD CARE CENTER



Land-Use Statistics

ZONE DISTRICT TYPE	GROSS ACREAGE	RESIDENTIAL DENSITY	ESTIMATED UNITS	MAX. BLDG HT	HOUSING TYPE	COMMERCIAL / RETAIL / OFFICE
PARCEL A	+/- 6.3 AC	12 - 20 DU / AC	80 - 110	2-3 STORIES	SFA / MF / TWO-FAMILY DWELLING UNITS	
PARCEL B	+/- 3.4 AC	15 - 25 DU / AC	100 - 135	2-4 STORIES	SFA / MF / MIXED-USE / LIVE / WORK	
PARCEL C	+/- 12.4 AC	30 - 40 DU / AC	200 - 460	3-4 STORIES	SFA / MF / MIXED-USE / LIVE / WORK	
PARCEL D	+/- 3.3 AC	0 - 32 DU/AC	150 MAX	3 STORIES MAX	MIXED-USE	+/- 55,000 SF / 4-12 LIVE / WORK UNITS
TOTAL	+/- 25.4 AC	12.2 DU - 21.5 DU / AC (Avg for Entire Site)	400 MIN - 700 MAX (OVERALL)			+/- 55,000 SF

APPROVED MODIFICATIONS

THE FOLLOWING CODE SECTIONS WERE MODIFIED AND APPROVED AS FOLLOWS AND NOTED ON THIS ODP MAP.

1. 4.26(D)(2) FOR 100% SECONDARY USES
2. 4.26(D)(3)(A) TO PERMIT A 4TH STORY FOR RESIDENTIAL BUILDINGS ON PARCELS B & C.

CONDITIONS OF APPROVAL

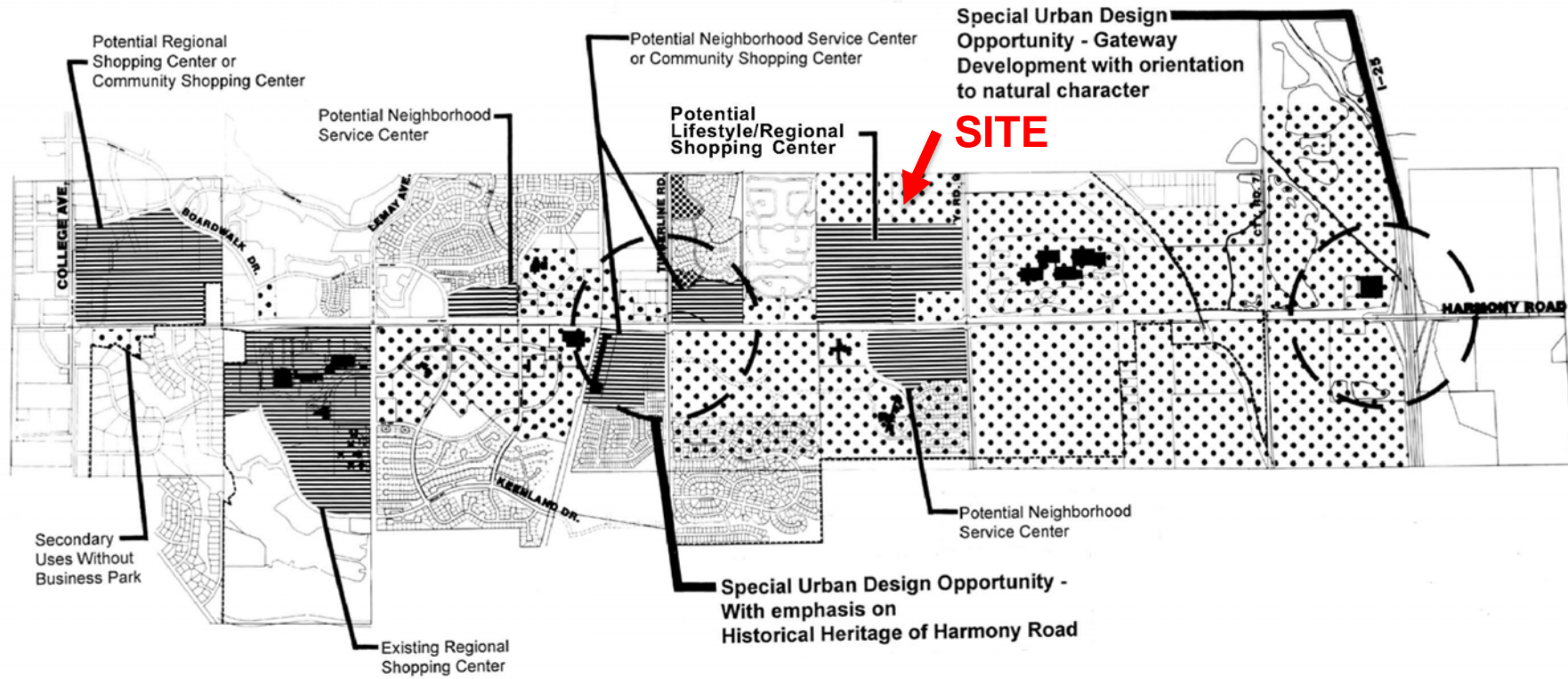
THE ODP SHALL DEMONSTRATE COMPLIANCE WITH THE FOLLOWING CITY PLAN POLICIES:

POLICY LIV 3.5 - DISTINCTIVE DESIGN REQUIRE THE ADAPTATION OF STANDARDIZED CORPORATE ARCHITECTURE TO REFLECT LOCAL VALUES AND ENSURE THAT THE COMMUNITY'S APPEARANCE REMAINS UNIQUE. DEVELOPMENT SHOULD NOT CONSIST SOLELY OF REPETITIVE DESIGN THAT MAY BE FOUND IN OTHER COMMUNITIES.

POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT ENSURE THAT ALL DEVELOPMENT CONTRIBUTES TO THE POSITIVE CHARACTER OF THE SURROUNDING AREA. BUILDING MATERIALS, ARCHITECTURAL DETAILS, COLOR RANGE, BUILDING MASSING, AND RELATIONSHIPS TO STREETS AND SIDEWALKS SHOULD BE TAILORED TO THE SURROUNDING AREA.

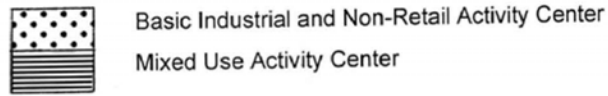
General Notes:

1. ZIEGLER - CORBETT OVERALL DEVELOPMENT PLAN WILL BE A RESIDENTIAL AND MIXED-USE DEVELOPMENT AS PART OF THE HARMONY CORRIDOR (H-C) ZONE DISTRICT. THE PROPOSED DEVELOPMENT WILL HAVE A MIX OF HOUSING TYPES AS REQUIRED/ALLOWED PER THE UNDERLYING ZONE DISTRICT AND ANY APPROVED MODIFICATIONS.
2. THE PROPOSED LAND USES AND DENSITIES SHOWN ON THIS ODP ARE APPROXIMATE. ANY ADDITIONAL LAND USES NOT ALLOWED IN THE APPLICABLE ZONE DISTRICTS MUST BE APPROVED ACCORDING TO THE CRITERIA AS SET FORTH BY THE CITY OF FORT COLLINS
3. MASTER UTILITY AND DRAINAGE PLANS HAVE BEEN SUBMITTED WITH THIS ODP.
4. TWO POINTS OF FIRE ACCESS HAVE BEEN PLANNED TO SERVE ALL AREAS OF THE PROJECT. FIRE HYDRANTS WILL BE PROVIDED AS REQUIRED BY POUDE FIRE AUTHORITY.
5. ALL PUBLIC STREETS WILL BE DESIGNED TO THE FORT COLLINS LARIMER COUNTY URBAN AREA STREET STANDARDS. THE INTERNAL ACCESS POINTS SHOWN ON THIS ODP ARE APPROXIMATE LOCATIONS ONLY. PRECISE LOCATIONS OF ACCESS POINTS WILL BE IDENTIFIED AT THE TIME OF PROJECT DEVELOPMENT PLANS (PDP).
6. THE NETWORK OF PUBLIC STREETS OR PRIVATE DRIVES AND ASSOCIATED PEDESTRIAN WALKS TO BE DETERMINED DURING THE PDP PROCESS. THIS DEVELOPMENT'S CONTRIBUTIONS TO PEDESTRIAN IMPROVEMENTS ALONG ZIEGLER ROAD AND PADDINGTON ROAD WILL BE DETERMINED BASED ON THE TRAFFIC STUDY ASSOCIATED WITH FUTURE PDP.
7. ACCESS POINTS SHOWN ON THIS ODP ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED DURING THE PDP PROCESS.
8. THE ACTUAL ANGLE OF THE ROAD CONNECTION FROM CORBETT DR. TO THE PROPERTY WILL BE DETERMINED AT THE TIME OF PROJECT DEVELOPMENT PLANS (PDP).
9. THE SITE IS GREATER THAN 30 ACRES IN SIZE, WHICH WILL REQUIRE A MINIMUM OF THREE HOUSING TYPES. A MIXTURE OF SINGLE FAMILY ATTACHED, MULTI-FAMILY, WORK/LIVE AND MIXED USE UNITS WILL BE APPLIED OVER THE ENTIRE ODP, AND FINALIZED AT THE PROJECT DEVELOPMENT PLAN PHASE.
10. A TOTAL OF +/- 1.5 ACRE PRIVATE PARK(S) (NOT TO BE OWNED OR MAINTAINED BY THE CITY OF FORT COLLINS) WILL BE PROVIDED AND DESIGNED AS PART OF A FUTURE PDP PROCESS
11. EXISTING TREES IF PRESENT ON THE SITE WILL BE PRESERVED TO THE EXTENT PRACTICAL.
12. A CHILD CARE CENTER WILL BE PROVIDED AS PART OF THE DEVELOPMENT IN EITHER OF THE PARCELS INDICATED.
13. COMMUNITY FACILITY WILL BE ALLOWED IN PARCELS 'D' AND 'E' AND WILL TAKE PRIORITY OVER OTHER USES IF OFFERED.
14. PARCEL B WILL BE ALLOWED A 4TH FLOOR FOR ROOF TOP DECK AND AMENITIES AND RESIDENTIAL LOFT UNITS. PARCEL C WILL BE ALLOWED A 4TH FLOOR FOR FULL RESIDENTIAL UNITS.
15. PARCEL B - 4TH STORIES SHALL BE SET BACK A MINIMUM OF 10-FT ON ALL SIDES AND THE 4TH STORY FLOOR AREA SHALL NOT EXCEED TWO-THIRDS (2/3) OF THE FLOOR AREA OF THE FLOOR BELOW, BUT NOT INCLUDING OPEN BALCONIES OR ROOFTOP PATIOS.
16. PARCEL C - 4TH STORIES OF RESIDENTIAL BUILDINGS SHALL BE SET BACK AN AVERAGE OF 10-FT ON AT LEAST TWO SIDES FROM THE FLOOR BELOW.
17. ALL RESIDENTIAL UNITS WILL BE ENHANCED WITH SOLAR PANELS.
18. TOWNHOME AND CONDOMINIUM UNITS WILL BE EITHER LEED GOLD OR ZERO ENERGY READY CERTIFIED.
19. 4 - 12 LIVE / WORK UNITS WILL BE PROPOSED AS A PART OF THE OVERALL DEVELOPMENT. THESE UNITS WILL INCLUDE STREET FACING COMMERCIAL STOREFRONT ACCESS.

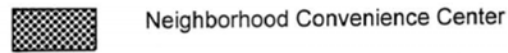


- Standards require 75% primary uses in most areas of the corridor
- Harmony Corridor Plan amended by Council in early 2000s to support regional shopping center south of ODP site

Harmony Activity Centers



Potential Shopping Center Locations Outside of Activity Center



NORTH



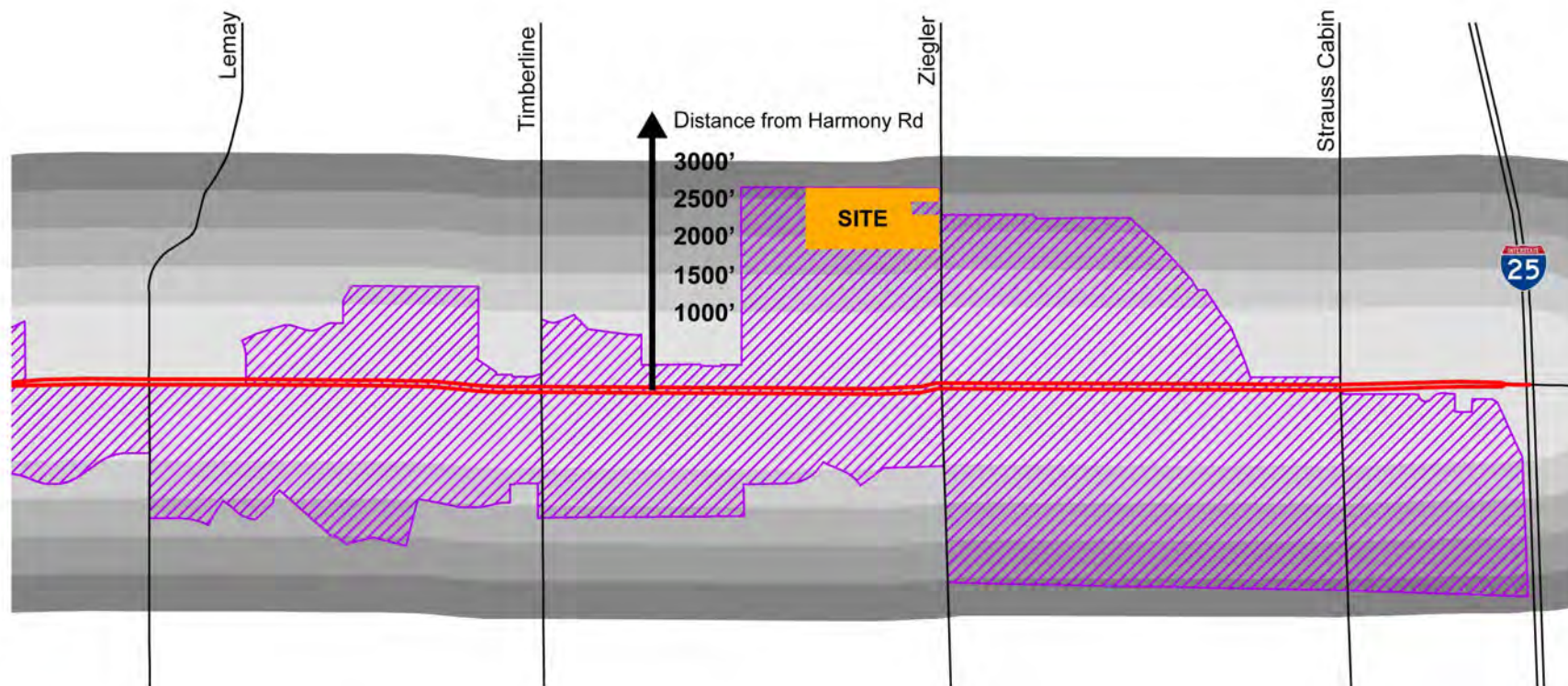
LUC Requirement	Modification Request	Proposed Primary Uses (Gross Land Area)	Proposed Primary Uses (Square Footage)
Minimum 75% primary uses	0% primary uses (100% secondary uses)	17% (5.3 of 31.3 acres)	50,000 square feet (Equivalent intensity to 10 acres of primary employment land, or approximately 33% of ODP land area)

- Staff evaluation based based on 100% secondary use request
 - Flexibility to permit either office use OR a combination of office & community facility space in Parcels D & E

- No other secondary uses permitted within Parcels D & E

Staff Evaluation

- Meets criterion 2.8.2(H)(2) & 2.8.2(H)(3) due to existing hardship or practical difficulties and providing substantial benefits



Harmony Corridor Plan

“the focus of most development activity, especially commercial, should be at the major street intersections...”

City Plan Employment Land Demand & Inventory Analysis

- Identified access and visibility as key characteristics for viability of employment and industrial land development
 - ODP site features reduced visibility and access compared to other key Harmony Corridor properties
- Inventory of employment land exceeds anticipated demand through 2040. Harmony Corridor specific recommendation:

“Certain remaining parcels along Harmony Road that are further from Harmony Road and behind larger commercial and employment uses could be considered for designation as residential uses. Specifically, the City should strive for higher density residential uses in these areas given their proximity to employment and potential enhanced transit routes”

Providing Substantial Benefits

- ODP will provide on-site childcare
 - Adopted as 2021-2023 Council priority. Policy goals for neighborhood livability and economic health in City Plan

- Advances community energy & climate action goals
 - Residential buildings to feature solar panels
 - Townhome & condominium structures LEED gold certified

- Proposed 1.5-acre park within the development, substantially exceeding HC district standards for park/gathering space (10,000 sf minimum requirement)

Code Requirement

- HC district permits up to 6-story building height for primary uses and up to 3-story building height for residential

Modification Request:

- 4-story residential building height on Parcels B & C

Staff Evaluation:

- Meets criterion 2.8.2(H)(1) as the building heights across the ODP meet the intent of the Harmony Corridor Plan in an equal or better way

Balancing Harmony Corridor policy goals and land use guidance

- Corridor suitable for more intensive development
- Appropriate transitions to residential neighborhoods

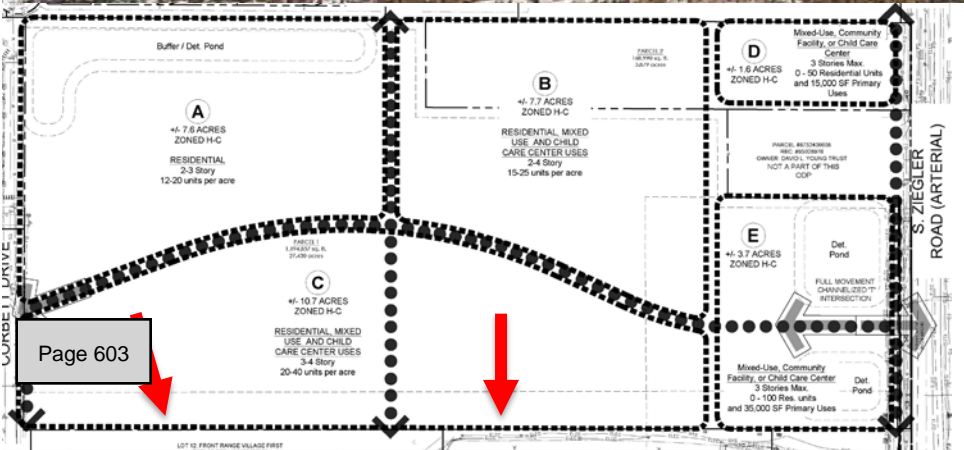
The LAND USE POLILCIES PLAN promotes the maximum utilization of land within the corridor, higher density development, phased growth, a mix of uses and concentrated building activity. The availability of public facilities, including streets, sewer, water, natural gas, and electricity, establishes the corridor as a preferred location for intense urban activity including a mix of residential, industrial, commercial and recreational uses.

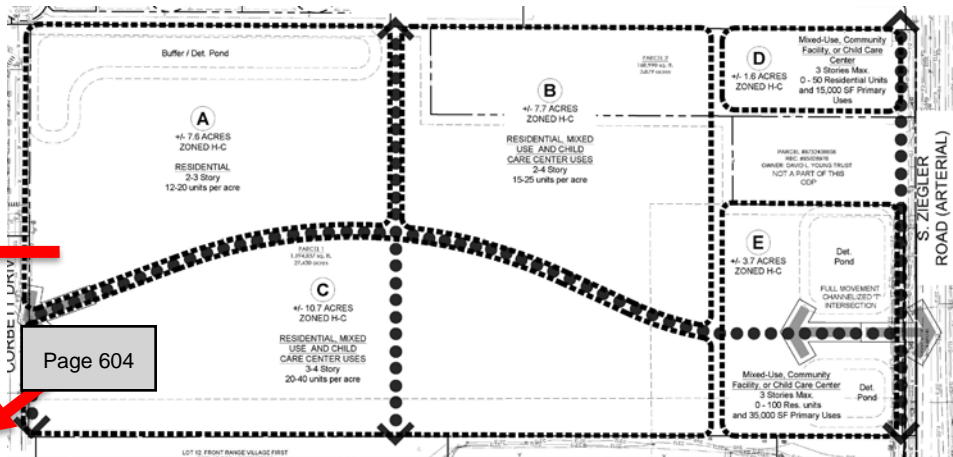
*Land Use Plan Introduction – “Issues”
The issues surrounding future land use in the Harmony Corridor appear to focus on the need to manage development to achieve a level of quality consistent with the economic, environmental, visual and other “quality of life” objectives of the community; while guiding the corridor to become a major business center in northern Colorado that attracts desirable industries and businesses and, **at the same time, provides effective transitions from residential neighborhoods.***

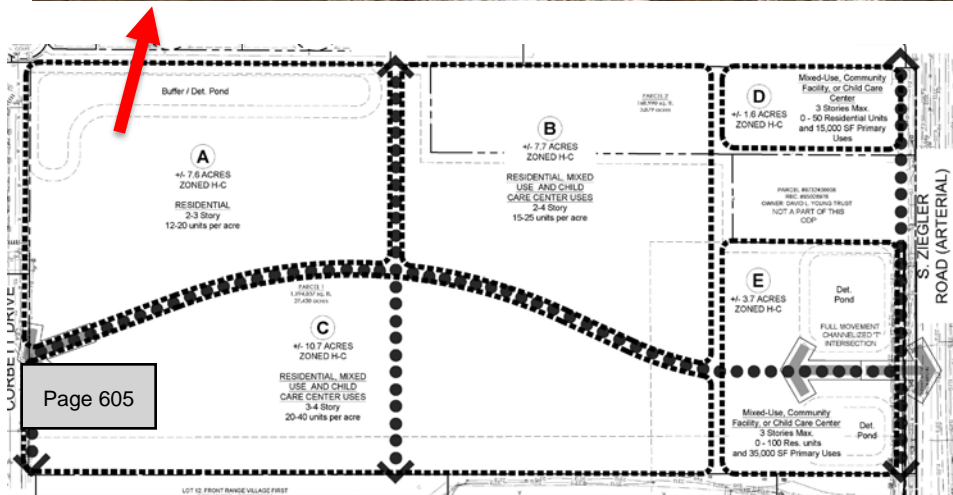
Proposed Modification – 4.26(D)(3)(a) Residential Building Height

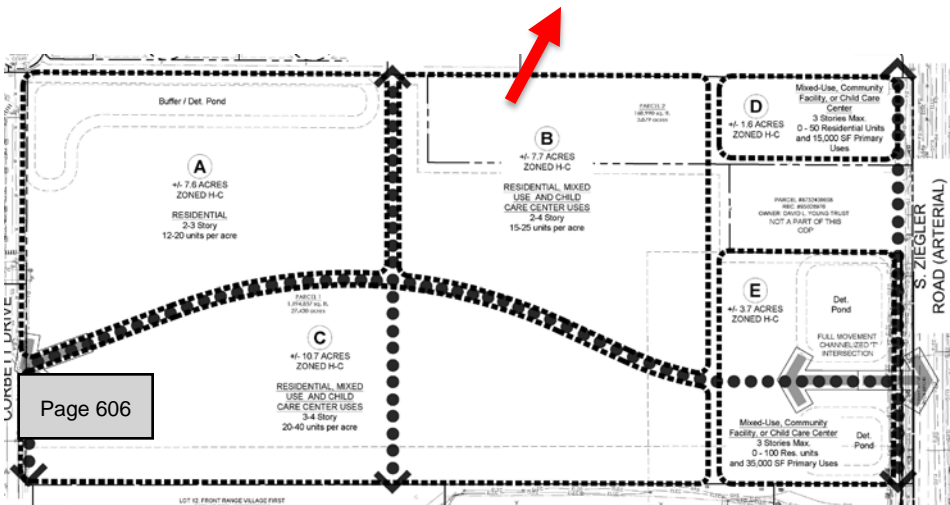
ODP Note:

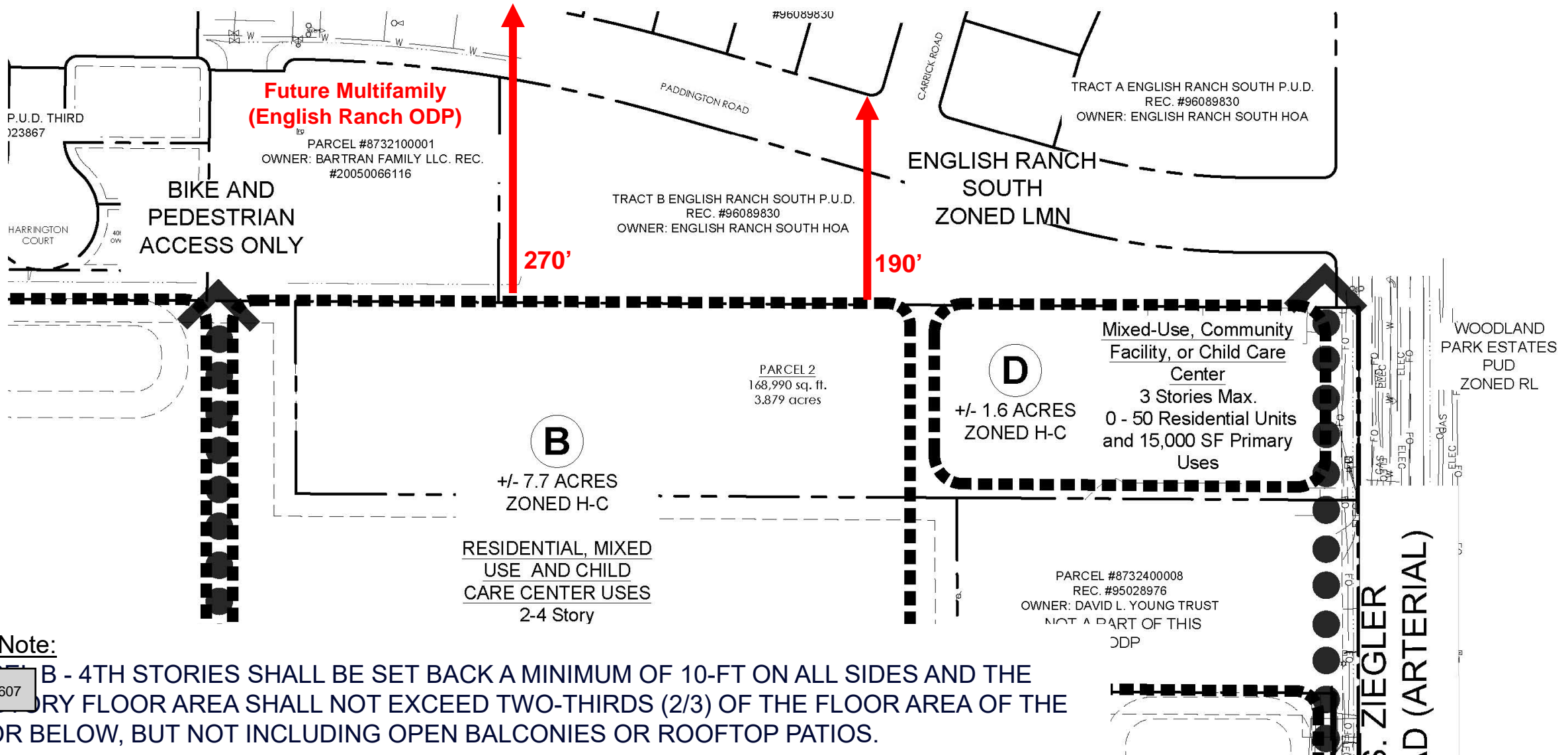
PARCEL C - 4TH STORIES OF RESIDENTIAL BUILDINGS SHALL BE SET BACK AN AVERAGE OF 10-FT ON AT LEAST TWO SIDES FROM THE FLOOR BELOW.











ODP Note:

PARCEL B - 4TH STORIES SHALL BE SET BACK A MINIMUM OF 10-FT ON ALL SIDES AND THE PRIMARY FLOOR AREA SHALL NOT EXCEED TWO-THIRDS (2/3) OF THE FLOOR AREA OF THE FLOOR BELOW, BUT NOT INCLUDING OPEN BALCONIES OR ROOFTOP PATIOS.

Code Requirement

3.6.3(E) Distribution of Local Traffic to Multiple Arterial Streets.

*“All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, **from at least three (3) arterial streets upon development of remaining parcels within the section mile**, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature. The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.*”

3.6.3(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels.

*“All development plans shall **incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans** or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by **providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.**”*

Staff Evaluation

- No reduction in access / connection for bikes or pedestrians
 - ODP site features three north-south bike/ped access points
- Amenities to the north include English Ranch Park, Linton Elementary School
 - Located half-mile walking distance from center of ODP site
 - City policies / PSD walksheds encourage non-vehicular travel at these distances
 - ODP providing onsite park / gathering space; lower school enrollment demand
- TIS modeled connection / no connection. Both scenarios do not present level of service issues
- No connection requires trips to access an arterial; but detour is limited in distance
- No connection requested by neighborhood; aligns with previous policy decision made by City Council in 2010 to remove connection from MSP

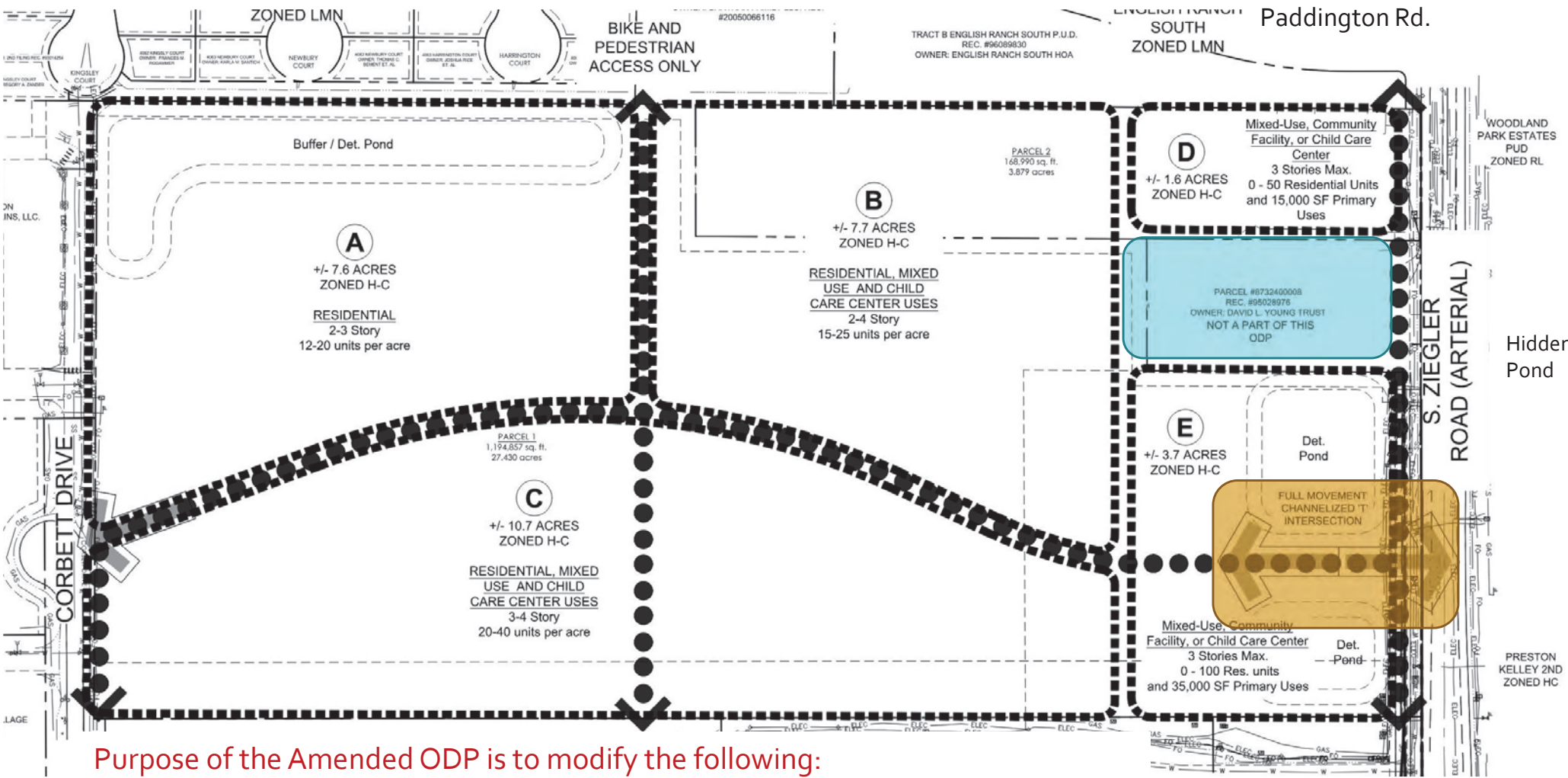
**Applicant Presentation
to
Planning & Zoning
Commission
March 23, 2023**

Ziegler - Corbett Amended ODP Planning and Zoning March 23, 2023



Ziegler - Corbett Amended ODP

Item 22.



Purpose of the Amended ODP is to modify the following:

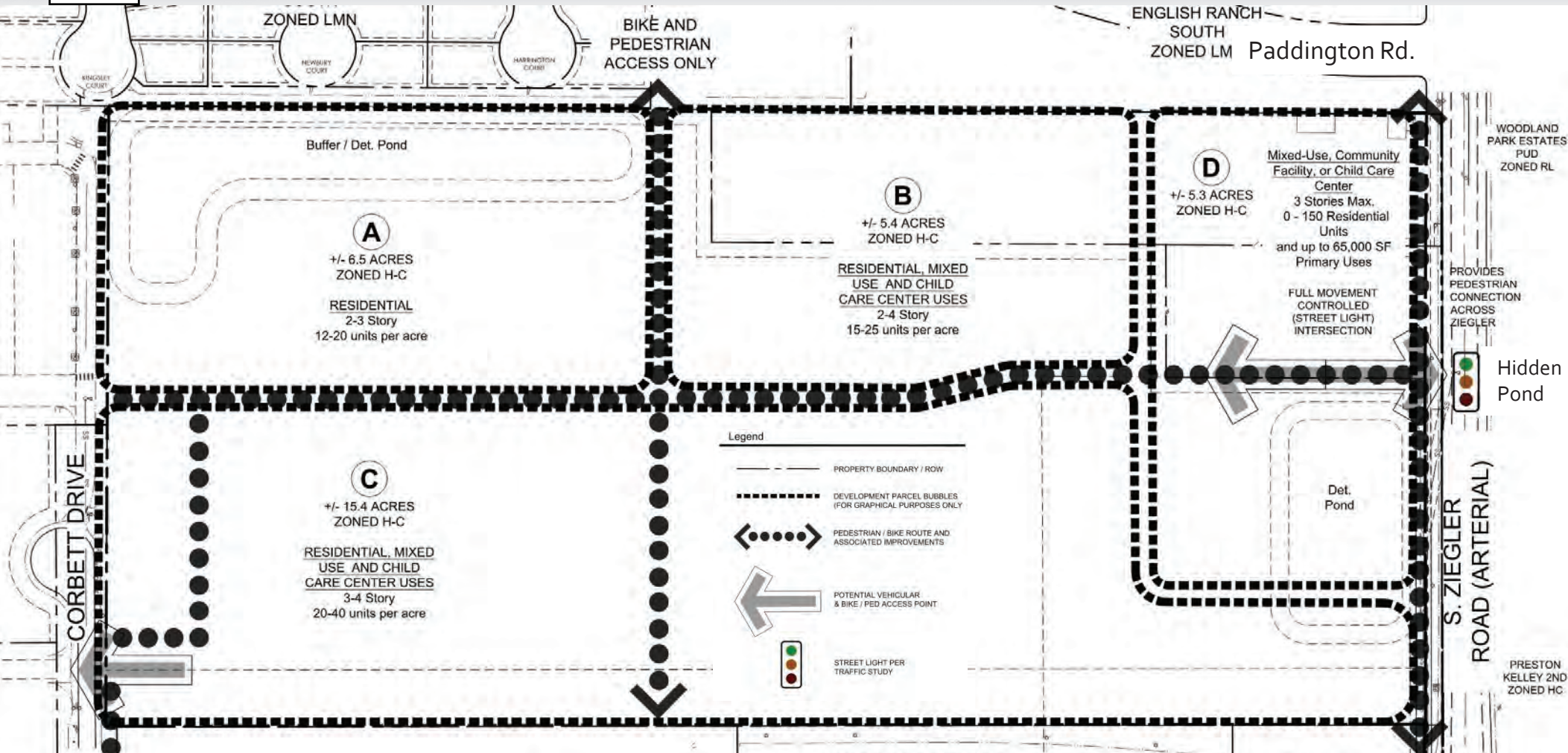
- Blue - Inclusion of the Young Property
- Orange - The approved Channelized 'T' Intersection

Additional Benefits:

- Adjusted parcel boundaries (but not modifying density / max. units allowed)

Ziegler - Corbett Amended ODP

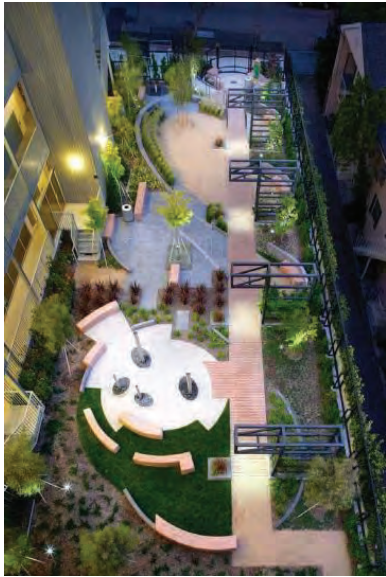
Item 22.



- No change in density / the maximum units allowed
- No vehicular access to English Ranch remains
- All conditions and modifications previously approved remain the same.
- The "Sense of Place" remain as previously approved
- Allows the preferred location of entry to the site from Ziegler (across from an existing street)
- The 4-way signalized light at this location is warranted per the TIS.
- Provides a safer intersection for vehicles AND pedestrians vs. Channelized 'T'
- The signalized light is fully paid for by the Developer.
- Adjusted parcels provide stronger street and block network.
- This amended ODP is an improvement to the approved ODP.

Zimmer - Corbett Amended ODP

Item 22.





Benefits of Residential and Secondary Uses

- Buildings will have Solar and / or Net Zero Energy Ready Home as noted in ODP
- Commitment to a Child Day Care Center as noted in ODP
- Development that supports and is supported by Front Range Village
- Recommended City Plan Transition between large retail Center and Single-Family Housing



A Adjacent Neighborhoods
Suburban Mixed-Use districts typically about Suburban or Mixed-Use neighborhoods providing residents with access to services and amenities.

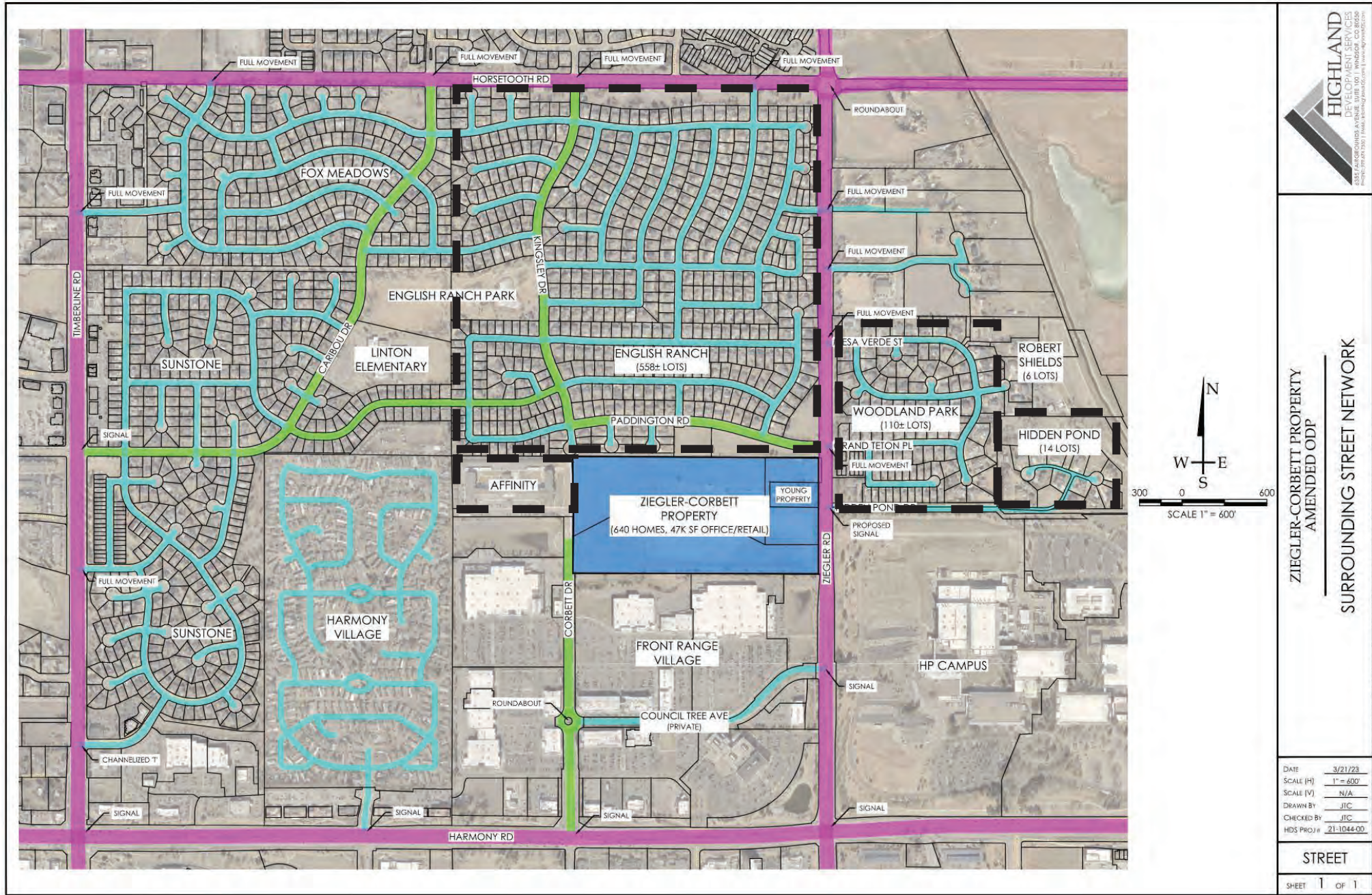
Suburban Mixed-Use | MIX OF USES

Thank you for your Time and Support



Ziegler - Corbett Amended ODP

Item 22.



**Additional Documents
Presented at
Planning & Zoning
Commission**

March 23, 2023

Planning & Zoning Commission Hearing
Date: March 23, 2023
Document Log

Any written comments or documents received after the agenda packet was published are listed here. Unless otherwise stated, these documents are included in the online "Supplemental Documents" for this meeting.

CONSENT AGENDA:

- 1. Draft Minutes for the P&Z January 25, 2023 Hearing
- 2. CNG Shop Expansion MA
- 3. Thompson Thrift Annexation & Zoning

DISCUSSION AGENDA:

- 4. N College Mobile Home Park Rezoning
 - Citizen emails/letters:
 -

- 5. Ziegler/Corbett ODP Major Amendment
 - Citizen emails/letters:
 - A few additional public comments were received after the public comment cutoff time of 24 hours prior to the hearing. These comments are in favor of a traffic light being placed at Ziegler & Paddington/Grand Teton. These will be included in an updated version of the hearing packet next week.
 -

GENERAL CITIZEN EMAILS/LETTERS:

- None received.

EXHIBITS RECEIVED DURING HEARING:

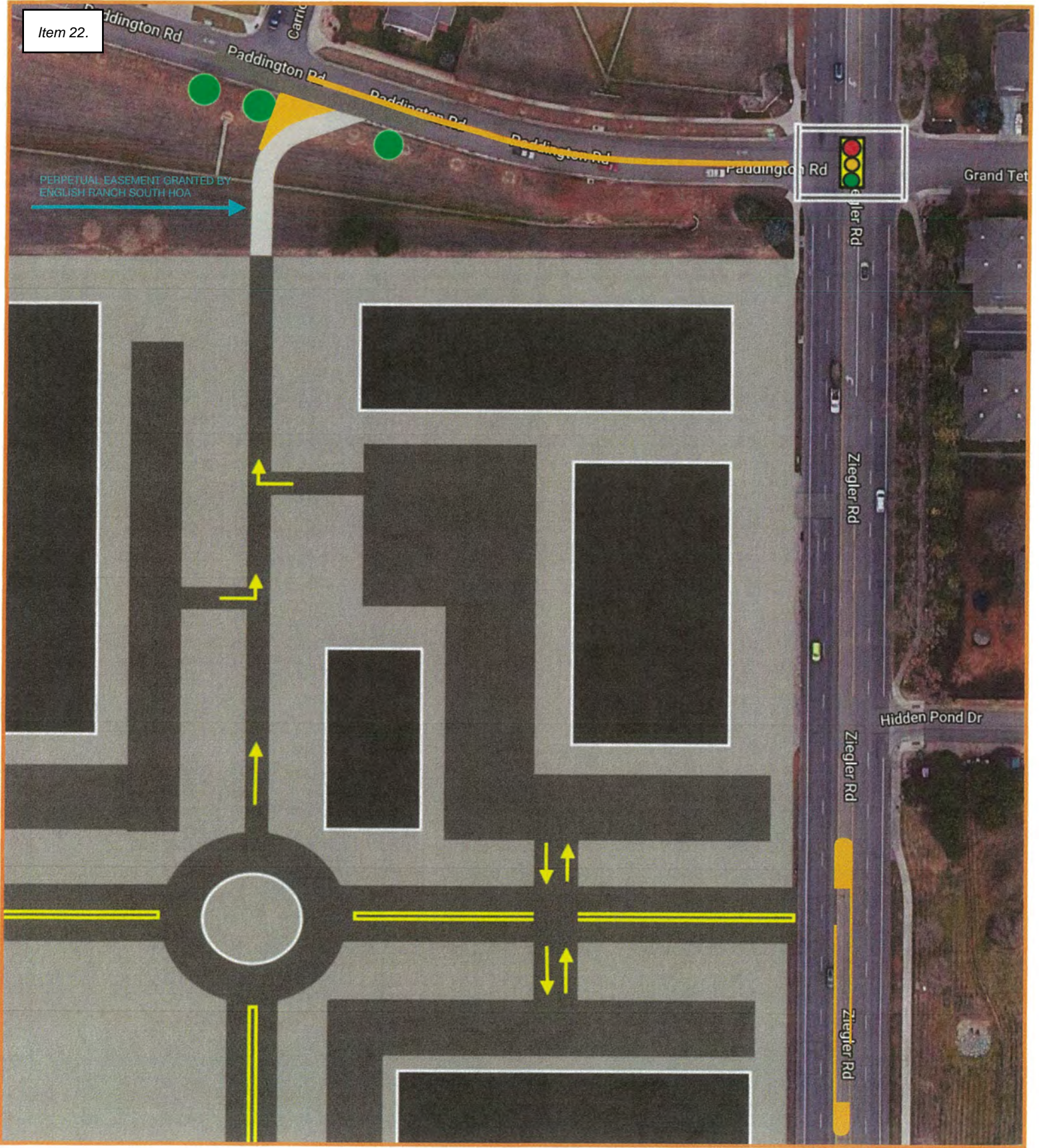
Item #	Exhibit #	Description:
1	a	Traffic design iteration Jeff Gonelle (SR)

This is the most recent iteration of an idea for the signal at Paddington and Ziegler. Of note is the fact that it does not require the widening of Paddington. An easement granted by the English Ranch Sough HOA will allow a roadway to be constructed across the existing detention pond. Only mild excavation would be required to maintain the current level of stormwater detention. The detention area would be bisected by this roadway, however, the installation of culverts will maintain normal stormwater levels. The sight triangle for the merge onto Paddington is ideal for a safe transition, particularly after the relocation of the trees highlighted in green.

One of the most important features of this design is the remote triggering of the traffic signal when a designated number of cars are in the queue for a northbound left turn into the proposed development. This would also create a break in traffic for residents exiting the Hidden Pond neighborhood southbound.

Lastly, one of the arguments against this design is that the distance from the merge to Ziegler is too short. It is in fact, the same distance as the space between Paddington and Hidden Pond Drive along Ziegler road. Both distances are approximately 395 feet.

Item 22.



Other Materials

Supplemental Documents
Received
after Final Hearing Packet
was posted prior to Hearing

Katie Claypool

From: Ryan Mounce
Sent: Friday, March 10, 2023 8:43 AM
To: Development Review Comments; Katie Claypool
Subject: FW: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Categories: P&Z

Additional public comment for the Ziegler-Corbett project.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: cj.mmeyer@yahoo.com <cj.mmeyer@yahoo.com>
Sent: Thursday, March 9, 2023 2:29 PM
To: Ryan Mounce <RMounce@fcgov.com>
Cc: Sascha Meyer <msascha26@yahoo.com>
Subject: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Hello Ryan,

I am a resident of Woodland Park Estates. The new development is overall very concerning considering how congested the area has already recently become, and how much more it will be affected by so many additional residences.

I am very surprised to hear the traffic light is planned for Hidden Pond/Ziegler. I wondering the rationale behind this? The traffic light is best suited at **Grand Teton/Ziegler**. The Hidden Pond neighborhood is private (one cannot enter the neighborhood streets unless a resident) and has significantly fewer homes (a dozen?) than Woodland Park - which has over 100 residences. Woodland Park does not have any access to Hidden Pond when exiting our neighborhood. Turning left/South is a difficulty already. Having a light exiting at Grand Teton/Zielger or would help ensure safety, helping to avoid inevitable accidents if one is not placed there. Grand Teton also directly connects across Zielger to Paddington Rd in English Ranch, providing accessible service to their residents as well.

Thank you for your help on this matter.

Sincerely,

Carolyn Meyer
 3908 Grand Canyon St
 Fort Collins

On Thursday, March 9, 2023 at 11:51:54 AM MST, Kathy Kulesa <tkulesa@msn.com> wrote:

Hello Neighbors,

I have attached the most recent Ziegler-Corbett Development Plan Proposal that you should be receiving in the mail soon. Please note, the current proposal is for a traffic light to be placed at Hidden Pond/Ziegler, not at Grand Teton/Ziegler. As noted below, Ryan Mounce, City of Fort Collins Planning Services, is trying to get feedback either prior to or during the event. Please reach out to him if you would like additional information or would like to be involved in the meeting.

Please share with neighbors not currently getting this email.

Thanks,
Kathy Kulesa

From: Ryan Mounce <RMounce@fcgov.com>

Sent: Thursday, March 9, 2023 9:42 AM

To: Craig Latzke <craig@latzke.us>; Kathy Kulesa <TKULESA@msn.com>; S P <sethpickett78@gmail.com>; Chris Sorensen <chriscsorensen@gmail.com>; Alison Morgan <morgan5alison@gmail.com>

Subject: RE: Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Hi Craig,

Thanks for connecting everyone and sharing potential avenues to distribute information.

We're trying to reach as many neighbors as possible to let everyone know this proposal will be considered by the Planning and Zoning Commission at their March 23rd meeting and the iteration the Commission will be reviewing proposes aligning the sites primary access point at the Ziegler/Hidden Pond intersection with a traffic signal. Mailed notices are being sent out this week and I will be providing an email update to a distribution list we created for the project after the neighborhood meeting held in January.

A digital copy of the mailed notice is attached with all hearing details including date/time, location, and how to participate. Kathy – if this feels like something that would be appropriate to forward to the neighborhood distribution list, we would certainly appreciate the digital exposure in addition to the mailed notices that will be arriving in mailboxes. We're also trying to encourage neighbors to provide written comments in advance or testimony at the hearing and the notice contains information on how to provide those comments.

Craig, if you and any other neighbors have an interest in scheduling a call or meeting before the hearing to discuss the proposal and share thoughts in your capacity as a neighborhood resident, I'd be happy to help coordinate from the City's end and could also include colleagues from Engineering/Traffic Operations as well. Let me know if this would be helpful and if there's any particulate dates/times that tend to work well with your schedule.

Thanks again,

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

From: Craig Latzke <craig@latzke.us>

Sent: Wednesday, March 8, 2023 3:51 PM

To: Ryan Mounce <RMounce@fcgov.com>; Kathy Kulesa <TKULESA@msn.com>; S P <sethpickett78@gmail.com>; Chris Sorensen <chriscsorensen@gmail.com>; Alison Morgan <morgan5alison@gmail.com>

Subject: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Ryan,

Appreciate you reaching out about this matter. I am on the HOA board as you mention. Rest of the board (Seth, Alison, Chris) is copied on this reply.

Item 22.

bulk contact information (email addresses of all our households) with The City would seem to go beyond what our members have likely consented to their HOA doing. If you would like something forwarded broadly, please send it to Kathy (CCd) who can forward it to the neighborhood distribution list she maintains. I am also happy to cross post to our neighborhood on Nextdoor.com.

As a board/HOA we do not involve ourselves in or take positions on matters outside of our specific duties, like politics or this ODP/Amendment.

In my capacity as a resident/citizen/individual, I would be interested in attending a meeting like you mention. I am also comfortable sharing my own personal observations/opinions, especially as they seem to align with what I hear from others in the neighborhood on this topic.

Regards,
Craig
craig@latzke.us
970-227-7444

On Wed, Mar 8, 2023 at 11:24 AM Ryan Mounce <RMounce@fcgov.com> wrote:

Hello Craig,

My name is Ryan Mounce and I work for the City of Fort Collins in the Planning Department. I'm part of the team reviewing the Ziegler-Corbett Major Amendment proposal for the property southwest of Woodland Park Estates along the west side of Ziegler between English Ranch and Front Range Village. You may recall we had some brief email correspondence about the original Overall Development Plan (ODP) proposal for the site back in early 2022 regarding pedestrian improvements/crossings along Ziegler Rd.

We've been trying to find a contact(s) for HOA members in Woodland Park Estates to share updates on the current major amendment proposal to the original ODP and find a time for a meeting for questions and comments about the proposal from the Woodland Park perspective. We held a call with several English Ranch HOA members earlier this week and wanted to extend a similar invitation for Woodland Park Estates.

Another Woodland Park neighbor mentioned you were an HOA board member and I wanted to reach out and see if you have any interest in such a meeting and/or if you're aware of other board members or neighbors who may also wish to attend and if was possible to share their contact information or distribute information.

Regards,

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

Katie Claypool

From: Ryan Mounce
Sent: Friday, March 10, 2023 8:43 AM
To: Development Review Comments; Katie Claypool
Subject: FW: [EXTERNAL] Re: Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Categories: P&Z

Additional public comment for the Ziegler-Corbett project.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: Craig Latzke <craig@latzke.us>
Sent: Thursday, March 9, 2023 11:57 AM
To: Ryan Mounce <RMounce@fcgov.com>
Cc: Kathy Kulesa <TKULESA@msn.com>; S P <sethpickett78@gmail.com>; Chris Sorensen <chriscsorensen@gmail.com>; Alison Morgan <morgan5alison@gmail.com>
Subject: [EXTERNAL] Re: Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Ryan,

"Craig, if you and any other neighbors have an interest in scheduling a call or meeting before the hearing to discuss the proposal and share thoughts in your capacity as a neighborhood resident, I'd be happy to help coordinate from the City's end and could also include colleagues from Engineering/Traffic Operations as well. Let me know if this would be helpful and if there's any particulate dates/times that tend to work well with your schedule."

I would definitely be interested in this. With spring break, many families (including mine) are out of town next week. So something the week of March 20?

It seems unfortunate meeting with folks in Woodland Park was not pursued earlier, as I get the impression the plan/proposal is already set. There seemed to be some "ah ha"s from staff and english ranch residents in response to my comments about the new development not connecting to Paddington as per original plan (keeping this traffic off Paddington is likely to result in Paddington/GrandTeton never qualifying to become signalled). Yet, because the process was so far along there was not real opportunity to revise - the proposal was there for yes/no-up/down vote, not refinement.

I fear similar here - the proposal is already seemingly fully baked, without much of our input or consideration thereof.

So as to not wait until some meeting just days before the proposal is considered, my opinions...

Short version:

There is a longstanding desire to have a safe location to cross Ziegler from Woodland Park to access the park, elementary school, walking paths, etc in English Ranch.

Item 22.

is difficult to exit Woodland Park, specifically turning left from westbound Grand Teton PI onto southbound Ziegler.

Signalizing the Paddington/GrandTeton and Ziegler intersection and shifting this development's primary access to Paddington would be a superior solution (to both of these concerns) than locating this development's primary access at Hidden Pond and signalizing that intersection.

The development proposal which abandoned Paddington and now the planned adjustment to align with Hidden Pond remain inferior solutions to the original plan of utilizing Paddington.

Long version...

1. There is a longstanding desire to have a safe location to cross Ziegler from Woodland Park to access the park, elementary school, walking paths, etc in English Ranch.

Personnel at The City have in the past suggested the roundabout at Horsetooth or the signalled intersection at Council Tree present sufficient pedestrian crossing opportunities. I believe they are not sufficiently nearby and cite two observations as evidence: (1) People in Woodland Park rarely if ever detour to those crossings enroute to the park or neighborhood school, opting instead to play Frogger(tm) by crossing Ziegler on foot. (2) Most of the existing signalled crosswalks along similar arterial streets I have surveyed are much closer to the next best option (a signalled driving intersection nearby) than the distances we would travel to the suggested crossing locations.

Non-exhaustive list of existing crosswalks closer to the next best alternative:

Power trail to Timberline (crossing Drake and Horsetooth)

Illinois Drive to Timberline (crossing Drake)

Arctic Fox Drive to Timberline (crossing Horsetooth)

Starflower to Shields (crossing Horsetooth)

Example detour distances for us:

Mesa Verde to Horsetooth

Grand Teton to Council Tree

The [Ziegler-Corbett Major Amendment proposal I have seen](#) adds a signalled intersection at Hidden Pond Drive. This would result in a pedestrian crossing that requires less of a detour than the current situation, so would address this concern to some degree (some but not all pedestrians would detour to here). Signalizing the intersection at Paddington/GrandTeton and Ziegler (as has been on The City's radar for a couple decades) and shifting this development's primary access to Paddington would fully eliminate the need for pedestrians to detour to reach a signalled crossing, maximizing the amount of pedestrian crossings which occur at a signal.

2. It is difficult to exit Woodland Park, specifically turning left from westbound Grand Teton PI onto southbound Ziegler.

It should be noted that Grand Teton PI serves as the exit point for 59 households (south half of neighborhood) whereas Hidden Pond serves 15 households.

It should also be noted that it is easier to turn left onto Ziegler from Hidden Pond than from Grand Teton. From Hidden Pond one only needs traffic to be clear in the northbound direction on Ziegler to pull into the middle/empty lane of Ziegler. From Grand Teton traffic needs to be clear on Ziegler in both directions as the middle lane on Ziegler is not available to pull into (it is serving as a left-hand turn lane into English Ranch).

Item 22.

gler-Corbett Major Amendment proposal I have seen adds a signalled intersection at Hidden Pond Drive. This does not seem like it would improve the ability to turn left onto Ziegler from Grand Teton for households in Woodland Park nor for households in English Ranch. Signalizing the intersection at Paddington/GrandTeton and Ziegler (as has been on The City's radar for a couple decades) and shifting this development's primary access to Paddington would provide ingress/egress benefits for both Woodland Park and English Ranch neighborhoods at that shared intersection. Shifting access to (and signalizing) Hidden Pond will not help with left-onto-southbound-ziegler egress from Woodland Park. However, Signalizing Paddington/GrandTeton will help left-onto-southbound-ziegler egress from Hidden Pond in this way: They could turn right onto Ziegler, then use the Paddington/GrantTeton signal to make a U-turn to head south.

Regards,
Craig

On Thu, Mar 9, 2023 at 9:42 AM Ryan Mounce <RMounce@fcgov.com> wrote:

Hi Craig,

Thanks for connecting everyone and sharing potential avenues to distribute information.

We're trying to reach as many neighbors as possible to let everyone know this proposal will be considered by the Planning and Zoning Commission at their March 23rd meeting and the iteration the Commission will be reviewing proposes aligning the sites primary access point at the Ziegler/Hidden Pond intersection with a traffic signal. Mailed notices are being sent out this week and I will be providing an email update to a distribution list we created for the project after the neighborhood meeting held in January.

A digital copy of the mailed notice is attached with all hearing details including date/time, location, and how to participate. Kathy – if this feels like something that would be appropriate to forward to the neighborhood distribution list, we would certainly appreciate the digital exposure in addition to the mailed notices that will be arriving in mailboxes. We're also trying to encourage neighbors to provide written comments in advance or testimony at the hearing and the notice contains information on how to provide those comments.

Craig, if you and any other neighbors have an interest in scheduling a call or meeting before the hearing to discuss the proposal and share thoughts in your capacity as a neighborhood resident, I'd be happy to help coordinate from the City's end and could also include colleagues from Engineering/Traffic Operations as well. Let me know if this would be helpful and if there's any particulate dates/times that tend to work well with your schedule.

Thanks again,

Ryan Mounce

Item 22. g Services

City of Fort Collins

970.224.6186 | rmounce@fcgov.com

From: Craig Latzke <craig@latzke.us>

Sent: Wednesday, March 8, 2023 3:51 PM

To: Ryan Mounce <RMounce@fcgov.com>; Kathy Kulesa <TKULESA@msn.com>; S P <sethpickett78@gmail.com>; Chris Sorensen <chriscsorensen@gmail.com>; Alison Morgan <morgan5alison@gmail.com>

Subject: [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Proposal

Ryan,

Appreciate you reaching out about this matter. I am on the HOA board as you mention. Rest of the board (Seth, Alison, Chris) is copied on this reply.

Sharing bulk contact information (email addresses of all our households) with The City would seem to go beyond what our members have likely consented to their HOA doing. If you would like something forwarded broadly, please send it to Kathy (CCd) who can forward it to the neighborhood distribution list she maintains. I am also happy to cross post to our neighborhood on Nextdoor.com.

As a board/HOA we do not involve ourselves in or take positions on matters outside of our specific duties, like politics or this ODP/Amendment.

In my capacity as a resident/citizen/individual, I would be interested in attending a meeting like you mention. I am also comfortable sharing my own personal observations/opinions, especially as they seem to align with what I hear from others in the neighborhood on this topic.

Regards,

Craig

craig@latzke.us

970-227-7444

On Wed, Mar 8, 2023 at 11:24 AM Ryan Mounce <RMounce@fcgov.com> wrote:

Hello Craig,

My name is Ryan Mounce and I work for the City of Fort Collins in the Planning Department. I'm part of the team reviewing the Ziegler-Corbett Major Amendment proposal for the property southwest of Woodland Park Estates along the west side of Ziegler between English Ranch and Front Range Village. You may recall we had some brief email correspondence about the original Overall Development Plan (ODP) proposal for the site back in early 2022 regarding pedestrian improvements/crossings along Ziegler Rd.

We've been trying to find a contact(s) for HOA members in Woodland Park Estates to share updates on the current major amendment proposal to the original ODP and find a time for a meeting for questions and comments about the proposal from the Woodland Park perspective. We held a call with several English Ranch HOA members earlier this week and wanted to extend a similar invitation for Woodland Park Estates.

Another Woodland Park neighbor mentioned you were an HOA board member and I wanted to reach out and see if you have any interest in such a meeting and/or if you're aware of other board members or neighbors who may also wish to attend and if was possible to share their contact information or distribute information.

Regards,

Ryan Mounce

Planning Services

City of Fort Collins

970.224.6186 | rmounce@fcgov.com

Katie Claypool

From: Ryan Mounce
Sent: Sunday, March 12, 2023 11:02 AM
To: Katie Claypool
Subject: FW: [EXTERNAL] MJA220004

Categories: P&Z

Additional comment for the Ziegler-Corbett item to add to public comment. Dev Review comments was already included on the original message and Em should also be tracking.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: Julie Baker <ryjubake@comcast.net>
Sent: Saturday, March 11, 2023 6:30 PM
To: Ryan Mounce <RMounce@fcgov.com>; Development Review Comments <devreviewcomments@fcgov.com>
Subject: [EXTERNAL] MJA220004

Mr. Ryan Mounce,

Regarding Amendment:
 Ziegler-Corbett Overall Development Plan Major Amendment, MJA220004
 (location map on the back of this letter).
 Sign #719, Parcel #s: 8732000002, 8732000009, 8732400008

We have been abreast of the development across the street from our home which is located at **3115 Yellowstone Cir.** and have been accepting of the change to the property behind the Council Tree Shopping Center to this point. We are **NOT** in favor of any further development and find it completely irrational and poorly planned as many home owners will be impacted by this late Major Amendment change.

The City should not add a light to this area as there are already two within a short distance from Harmony Road. All of the home owners in this area already deal with a significant amount of traffic and **DO NOT** want **any more traffic flow** either Southbound or Northbound. This will also cause a huge impact to a small roundabout that is already over-used all times of the day.

We will try to attend the virtual meeting but want you to know that we are completely opposed.

Thank you, Ryan and Julie Baker
 3115 Yellowstone Cir.
 Fort Collins, CO 80525

Item 22. 0-9834

Katie Claypool

From: Ryan Mounce
Sent: Thursday, March 16, 2023 9:04 AM
To: Katie Claypool; Development Review Comments
Subject: FW: [EXTERNAL] Re: Re: Introduction to Ryan Mounce from City of Fort Collins

Categories: P&Z

Another public comment to include for the Ziegler-Corbett item.

Thanks,

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: Stephen Clarke <stephen.e.clarke@gmail.com>
Sent: Wednesday, March 15, 2023 4:36 PM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Re: Re: Introduction to Ryan Mounce from City of Fort Collins

Hi Ryan,

I sent the message out to the Hidden Pond neighborhood. Reading your message, it sounds like it has been decided to move forward with the traffic light aligning with Hidden Pond Drive. Majority of the folks in the neighborhood are against that proposal and would prefer the light be at the intersection of Paddington / Grand Teton & Zeigler. The Woodland Park neighborhood has been requesting a traffic light at Grand Teton for years. I do understand, having lived in the English Ranch neighborhood, the strong desire to not have the new development connect with Paddington. However, our primary concerns are around the increase in traffic in to Hidden Pond - both auto and pedestrian traffic. If the light were to align with Hidden Pond Dr., what signage would be installed indicating - dead end, private road, no through traffic. Anything to mitigate the increase. Every Spring, we see an increase in foot traffic through the neighborhood. With the neighborhood directly "across the street", we know there will be an increase. Would be interested in any mitigation ideas you have.

Thanks,
 Stephen

On Thu, Mar 9, 2023 at 2:11 PM Ryan Mounce <RMounce@fcgov.com> wrote:

Hi Stephen,

Glad Seth could facilitate that introduction. As mentioned I'm part of the staff team at the City reviewing the Ziegler-Corbett proposal along the west side of Ziegler between English Ranch and Front Range Village. You may recall there was a previous Overall Development Plan (ODP) approved for that site in 2022 and they are requesting an amendment to that plan with the key change being their main access off Ziegler Road would shift north and align with Hidden Pond Drive and the installation of a traffic signal at that intersection. The proposal is scheduled to be heard by the Planning

Item 22.

ning Commission at their March 23rd meeting and I'm trying to publicize those hearing details and encourage neighbors to provide written comments or testimony at the hearing if they would like to do so.

Mailed notices with hearing details should be arriving in mailboxes over the next few days and we're also trying to spread the word as much as we can digitally. A copy of the mailed notice is attached and if there are any email distribution lists for Hidden Pond we would appreciate any help forwarding it along to other neighbors and spreading the word. I've also reached out to other nearby neighborhoods and their HOAs to see if a call or meeting prior to the hearing to share updates on the project or help answer questions would be helpful. We'd like everyone to have the latest information before the hearing. If you or any neighbors may be interested in such a meeting please let me know and we can find time for a meeting.

Regards,

Ryan Mounce

Planning Services

City of Fort Collins

970.224.6186 | rmounce@fcgov.com

From: Stephen Clarke (APD) <stephen.clarke@broadcom.com>

Sent: Thursday, March 9, 2023 12:05 PM

To: S P <sethpickett78@gmail.com>

Cc: Ryan Mounce <RMounce@fcgov.com>; Stephen Clarke <stephen.e.clarke@gmail.com>

Subject: [EXTERNAL] Re: Introduction to Ryan Mounce from City of Fort Collins

Katie Claypool

From: Ryan Mounce
Sent: Tuesday, March 21, 2023 12:58 PM
To: Katie Claypool; Em Myler
Subject: FW: [EXTERNAL] Meeting tonight Ziegler/Corbett

Categories: P&Z

Additional comment for the Ziegler/Corbett project.

Thanks,

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

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

From: Megan Engelstad <megan.engelstad@gmail.com>
Sent: Tuesday, March 21, 2023 12:45 PM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Meeting tonight Ziegler/Corbett

Good afternoon Mr. Mounce,

My name is Megan Engelstad and I live in Woodland Park Estes. I will not be able to attend the meeting this evening due to my kiddo's schedules of after school activities. That being said, I would like to connect with you about the proposed traffic pattern. I have to turn left from Grand Teton multiple times a day and I will wait (more often than not) for 5 minutes, there are times it has been 8 minutes. With the new building coming across the street, it is going to gravely increase the traffic for Woodland Park and English Ranch. Putting a light in has been a need for years and I am glad there is the prospect of one coming in, however putting the light at Hidden Ponds does nothing to mitigate the traffic that these two larger neighborhoods are dealing with. Hidden Ponds has (I believe) 10 houses and a light does not make sense there. They also have a turn lane that that can go into, whereas the Grand Teton/English Ranch streets do not. Please consider putting a light in this area rather than Hidden Ponds.

Thank you for your consideration,

Megan Engelstad
Woodland Park Estates resident

Sent from my iPhone

Katie Claypool

From: Ryan Mounce
Sent: Tuesday, March 21, 2023 3:31 PM
To: Katie Claypool; Em Myler
Subject: FW: Fw: Ziegler-Corbett ODP Major Amendment Updates & Discussion
Attachments: Proposal for light at Zeigler-Paddington.jpg

Categories: P&Z

Another comment for the Ziegler-Corbett proposal.

Thanks,

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: David Worford <davidworford@hotmail.com>
Sent: Tuesday, March 21, 2023 1:54 PM
To: Ryan Mounce <RMounce@fcgov.com>; craig@latzke.us; sethpickett78@gmail.com; chriscsorensen@gmail.com; TKULESA@msn.com
Subject: [EXTERNAL] Fw: Fw: Ziegler-Corbett ODP Major Amendment Updates & Discussion

Hi Ryan,

My name is David Worford and I am also a resident of Woodland Park.

I cannot attend the meeting but I also want to place my concern about where a light/crossing would go with this project.

We have been promised for years to get at least a crosswalk across Ziegler. We were also told we needed to wait until this development happens to get one. Now that it is happening you are planning on putting one at Hidden Pond, where at the moment there is little need and you still leave an entire neighborhood without a light/crosswalk? I assume this is due to the complaints from English Ranch on potential traffic on Paddington. So they get their voice heard and the one thing our neighborhood really, really needs we are left in the dark again?

During this time we've all been waiting for a crosswalk I have seen one put in across Drake from Lake Sherwood to Parkwood where I have literally never seen anyone use it and neither neighborhood is cut off from the world. There has also been one put across Lemay between Drake and Prospect (again, never seen anyone use it, but I don't travel through there as much). I am sure there are more. But we have our hands tied because of this potential development. Many of us would like a light, but we need something to allow us to get out of our neighborhood. We only have two ways in and out and they are both on Ziegler.

ve kids that go to school across Zeigler, which despite being about a 15-minute walk is impossible to do so because it isn't safe to cross. Where the school is located is also the closest true park to our neighborhood. We have no way to venture out on recreation as families or individuals because it isn't safe to get across. And of course, traffic is only going to get worse to turn left and sometimes even right with cars.

We aren't a large neighborhood, but there are plenty of us here and I feel our voices have been ignored all this time. We've been told use the light at Council Tree or go to the roundabout (neither exactly stone throws away). Now the city is putting something at Hidden Pond and still getting nothing.

Please consider our neighborhood in all of this.

Thank you,

David Worford

From: Kathy Kulesa <tkulesa@msn.com>
Sent: Tuesday, March 21, 2023 10:57 AM
To: Kathy Kulesa <tkulesa@msn.com>
Cc: Ryan Mounce <rmounce@fcgov.com>
Subject: Fw: Fw: Ziegler-Corbett ODP Major Amendment Updates & Discussion

Hi Neighbors,

I would like to remind everyone of the Zoom call scheduled for 5:00 PM tonight to give feedback on the proposed signal light on Ziegler. Please see Zoom link at bottom of this email.

The attached drawing was provided by Any Poulsen (proposed by another neighbor) as a possible alternative to a light at Hidden Pond. I believe the darker line on Paddington would be a concrete divider to allow only a right turn out of the new development onto Paddington.

This is a very important discussion and may determine traffic patterns for our entire neighborhood so please try to log in and give your input.

Thanks
 Kathy Kulesa

From: Andy Poulsen <andy@poulsens.net>
Sent: Monday, March 20, 2023 5:47 PM
To: Kathy Kulesa <TKULESA@msn.com>; Craig Latzke <craig@latzke.us>; S P <sethpickett78@gmail.com>; Chris Sorensen <chriscsorensen@gmail.com>
Cc: Ryan Mounce <RMounce@fcgov.com>
Subject: Re: Fw: Ziegler-Corbett ODP Major Amendment Updates & Discussion

Hi Kathy,

Sorry for the short notice, but I just received it from a friend -- I didn't have a copy of it, and it took her a while to find it.

The attached drawing was proposed (I wish I knew whose proposal it was so I could give credit) at the last meeting at the library, and really seemed to generate a lot of interest and energy from the homeowners in attendance (both from our neighborhood and from English Ranch). However, it seemed that the developer and the folks from the city weren't interested in discussing it .

The homeowners in attendance seemed to feel that this proposal makes more sense than any of any of the others -- it allows controlled egress from all 3 neighborhoods (WP, ER, and the new development), and makes ER happy because it doesn't allow traffic from Council Tree into the ER neighborhood.

A light at Hidden Pond will provide almost no benefit to either English Ranch or Woodland Park, but the one in the attached proposal at Grand Teton/Paddington would seemingly address most of the concerns of all parties.

Could we please send this out to all homeowners as a proposal?

I'm copying Seth, Chris, and Craig on this as well, hoping to come up with a solution that benefits everyone.

Thanks!

andy

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

Subject: Fw: Ziegler-Corbett ODP Major Amendment Updates & Discussion

From: Kathy Kulesa <TKULESA@msn.com>

To: Kathy Kulesa <tkulesa@msn.com>

CC: Ryan Mounce <RMounce@fcgov.com>

Date: 3/10/2023 12:47 PM

Hello again, Neighbors,

The following Zoom meeting has been set up for Tuesday, March 21st at 5:00 PM for any that want to participate in the discussion of the Ziegler-Corbett ODP. Please follow link given below or call in to access meeting.

For additional information, please contact Ryan Mounce at rmounce@fcgov.com.

Thanks,
Kathy Kulesa

From: Ryan Mounce <RMounce@fcgov.com>
Sent: Thursday, March 9, 2023 3:21 PM
To: Craig Latzke <craig@latzke.us>; Kathy Kulesa <TKULESA@msn.com>; S P <sethpickett78@gmail.com>; Chris Sorensen <chriscsorensen@gmail.com>; Alison Morgan <morgan5alison@gmail.com>
Cc: Em Myler <emyler@fcgov.com>; Sophie Buckingham <sbuckingham@fcgov.com>; Tyler Stamey <tstamey@fcgov.com>; Steve Gilchrist <sgilchrist@fcgov.com>
Subject: Ziegler-Corbett ODP Major Amendment Updates & Discussion
When: Tuesday, March 21, 2023 5:00 PM-6:00 PM.
Where: Zoom - <https://fcgov.zoom.us/j/99755415966>

Development Review is inviting you to a scheduled Zoom meeting.

Topic: Woodland Park / Ziegler-Corbett ODP Major Amendment Updates & Discussion
Time: Mar 21, 2023 05:00 PM Mountain Time (US and Canada)

Join Zoom Meeting

<https://fcgov.zoom.us/j/99755415966>

Meeting ID: 997 5541 5966

One tap mobile

+17209289299,,99755415966# US (Denver)

+12532158782,,99755415966# US (Tacoma)

Dial by your location

+1 720 928 9299 US (Denver)

+1 253 215 8782 US (Tacoma)

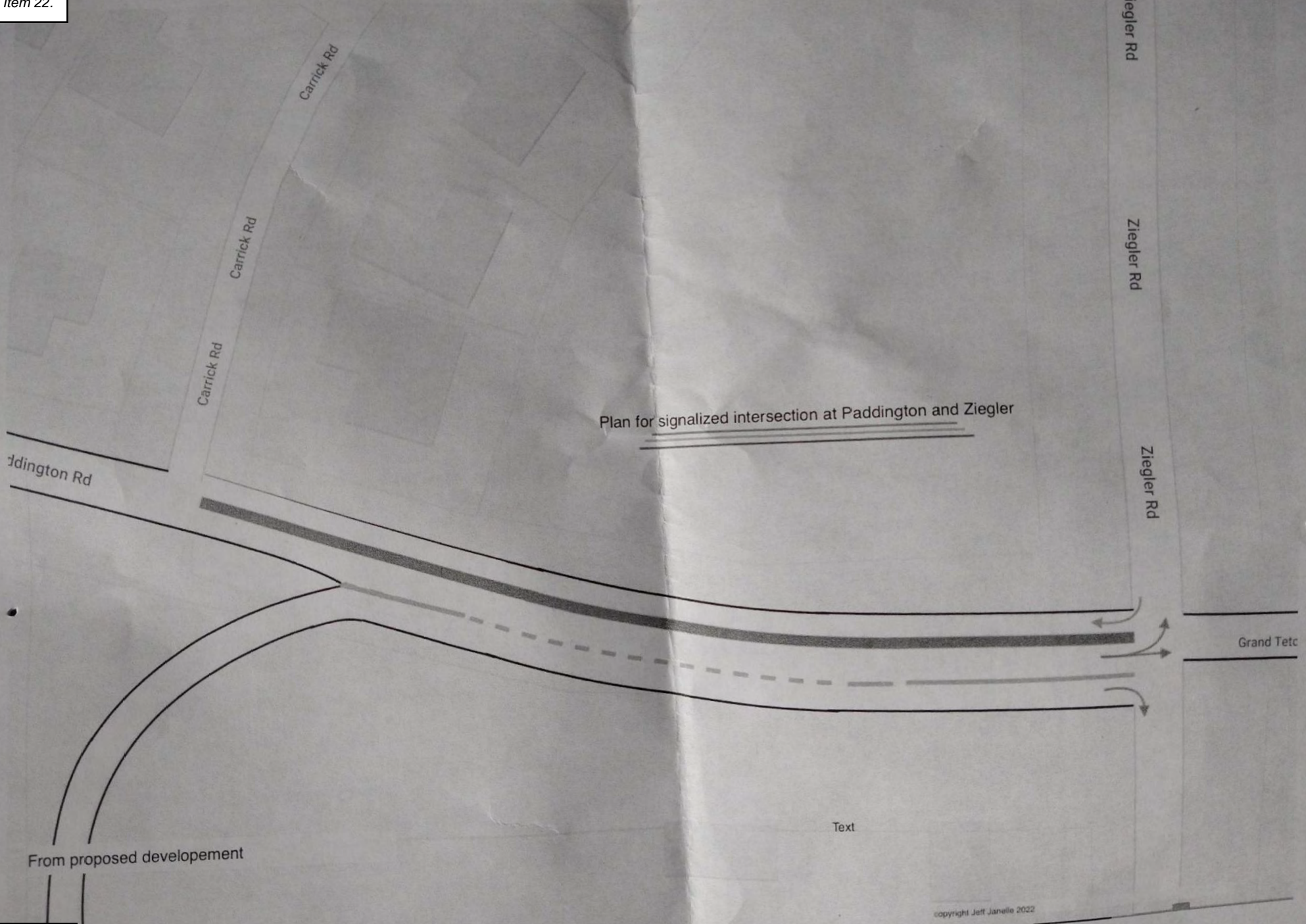
+1 346 248 7799 US (Houston)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Meeting ID: 997 5541 5966

Find your local number: <https://fcgov.zoom.us/u/acCuWSBgLp>



Katie Claypool

From: Ryan Mounce
Sent: Wednesday, March 22, 2023 8:08 AM
To: Em Myler; Katie Claypool
Subject: FW: Written Comments for Zoning Meeting on 03/23/23

Categories: P&Z

Additional comment for the Ziegler-Corbett Project.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: CJ O'Loughlin <CJ.OLoughlin@live.com>
Sent: Tuesday, March 21, 2023 10:54 PM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Written Comments for Zoning Meeting on 03/23/23

Hey Ryan,

I appreciate you and the others taking the time to talk with us residents this evening. Here are a few comments I was hoping you could pass along at the next meeting:

- I think most would agree that a light for at least pedestrian crossings out of the Woodland Park/Hidden Ponds area is needed, and one with the option of vehicle traffic would be preferred. To underscore this, it is currently a 1.5 mile and 30 min walk to get to the closest park from the farthest point in our neighborhood. The lack of a crossing almost doubles the walk. To the neighborhood school is even farther. I believe the city signed on to some sort of initiative to put a park within a 10 minute walk of every neighborhood, and regardless the city has always put a high value on bike and pedestrian safety.
- In my opinion this is a major safety concern. As I mentioned in the meeting, the city installed a light controlled pedestrian crossing at both Horsetooth/Arctic Fox and Drake/ Illinois (874 feet 514 feet respectively from the nearest crosswalk) after a juvenile pedestrian was killed at these intersections. After the pedestrian crossing was removed from Ziegler I feel like we have been on borrowed time, I fear that the only way we may get a light back is if there is another tragedy, this time with one of the kids from my neighborhood name on it.
- It seems to be close to universally agreed upon that the "normal" location for the light/crossing would be Paddington and Ziegler, absent the 2010 decision which in some way impacts this.
- I think the original proposal for the light location should be a non-starter: this would still put the signal over 1500 feet from Mesa Verde and 900 feet from Grand Teton, both much further than the city has already set the precedent as reasonable to expect people to divert to find a safe crossing.
- Hidden Pond may be considered more reasonable (at 1000 feet and 400 feet) but it comes with the host of other problems and is objected to, at least in part, by all three neighborhoods it sounds like.
- Once the development plan is approved and the infrastructure is in place it will be difficult and costly to change. Why not put the light in the "ideal" location now while the developer is still playing ball so if the circumstances with English Ranch change down the road we have everything in place?
- Perhaps the city could respond to the developer that the light needs to be put in at Paddington and Ziegler for the reasons mentioned above, let them change or modify their existing plans accordingly? I may have missed it, but if there was a limited access to the commercial area of the development property at Carrick and Paddington

Item 22.

the impact to English Ranch would be close to nil, and yet it would provide a logical egress for vehicles to go northbound from the commercial development and possible the residential area behind. Then, if down the road Corbett is connected to the neighborhood and Paddington becomes a full “feeder” street the light is already in place.

Thanks for your consideration. Feel free to summarize the above.

CO'L

Katie Claypool

From: Ryan Mounce
Sent: Thursday, March 23, 2023 10:42 AM
To: Katie Claypool; Sharlene Manno
Subject: FW: [EXTERNAL] Ziegler-Corbett Overall Development Plan Major Amendment, MJA220004

Categories: P&Z

Additional public comment for the Ziegler-Corbett P&Z item.

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

From: Avram Eskin <eskinchiro@aol.com>
Sent: Thursday, March 23, 2023 10:22 AM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Ziegler-Corbett Overall Development Plan Major Amendment, MJA220004

Unfortunately we are unable to attend the meeting tonight. We would like to support the proposal by the English Ranch HOA to have the traffic light moved north on Ziegler to the Paddington and Ziegler intersection. This makes a lot more sense since it will now benefit all traffic moving through English Ranch, Woodland Park Estates, Hidden Pond and the new subdivision. If the traffic light is placed at Hidden Ponds and Ziegler it will make it even more treacherous to exit English Ranch and Woodland Park. Right now without a traffic light it is dangerous to walk across Ziegler and very difficult to drive across the intersection. Traffic comes steadily from the north since there is not a stop light at Horsetooth (just the roundabout) and the traffic from the south is also steady with vehicles driving north on Ziegler or exiting Front Range Village. If the light is placed at Paddington more vehicles will be able to move through that intersection. If the light is place at Hidden Ponds basically it only accommodates vehicles from the new development or Hidden Ponds, which is not that populated.

Thank you,
Avram and Belinda Eskin
4027 Mesa Verde St.
Woodland Park Estates

[Sent from the all new AOL app for iOS](#)

Katie Claypool

From: Ryan Mounce
Sent: Thursday, March 23, 2023 10:42 AM
To: Katie Claypool; Sharlene Manno
Subject: FW: English Ranch South HOA

Importance: High

Categories: P&Z

Additional public comment for the Ziegler-Corbett P&Z item.

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

From: Varn, Theresa - KIN <tvarn@psdschools.org>
Sent: Thursday, March 23, 2023 10:02 AM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] RE: English Ranch South HOA
Importance: High

Ryan,

We are so excited about the signal at Grand Teton/Paddington instead of Hidden Pond. Woodland Park Townhome owners are in!.

I am the President of the Woodland Park Townhomes if you ever need anything. My cell is 970-682-0498.

Thank you,

Theresa Varn

Office Manager
Kinard Core Knowledge Middle School
970-488-5405

From: Kathy Kulesa <tkulesa@msn.com>
Sent: Thursday, March 23, 2023 9:52 AM
To: Kathy Kulesa <tkulesa@msn.com>
Cc: Ryan Mounce <rmounce@fcgov.com>
Subject: Fw: English Ranch South HOA

Caution: This message was sent from outside of Poudre School District. Be sure you trust the sender before clicking links or opening attachments.

Item 22.

riends and neighbors. Although the Woodland Park HOA board does not directly take action on things outside of the HOA Covenants we certainly encourage everyone to make their own voice heard if they wish to. Below is a communication from a member of the English Ranch South subdivision with a picture of the proposal they plan to present tonight at the city planning and zoning meeting. This is a counter proposal by the HOA to install the signal at Grand Teton/Paddington instead of Hidden Pond and would be possible due to their willingness to give an easement of land to the city for the access needed to the development. If you have opinions on this plan I encourage you to attend the meeting or send an email to Ryan Mounce with the contact info below.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com
 Planning and Zoning Commission Meeting

Date

Thu, Mar 23 2023 6:00PM-9:00PM

Location

300 LaPorte Ave., 80521

From a member of the English Ranch South HOA board: The attached PDF is our HOA's proposal for a signalized intersection at Paddington/Grand Teton and Ziegler. You may or may not be aware that there is a Planning and Zoning meeting tomorrow night for the development just to the north of Target. We will be presenting this idea and hopefully there will be several neighbors from both English Ranch and Woodland Park Estates there.

Thank you, Seth Pickett

Katie Claypool

From: Ryan Mounce
Sent: Thursday, March 23, 2023 10:43 AM
To: Katie Claypool; Sharlene Manno
Subject: FW: Ziegler-Corbett Development Proposal

Categories: P&Z

Additional public comment for the Ziegler-Corbett P&Z item.

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

From: pam starlingsnest.com <pam@starlingsnest.com>
Sent: Thursday, March 23, 2023 10:25 AM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Ziegler-Corbett Development Proposal

Dear Ryan,

I have just seen the proposal being put forward by the English Ranch HOA at tonight's hearing regarding a signalled intersection at Grand Teton/Paddington Rd. I heartily support this proposal and feel that it is far superior to the recommendation of a signalled intersection at Hidden Pond Rd., which is too close to the current signal at Council Tree.

As I have stated in my previous communications, Grand Teton/Paddington is not only a logical major entrance to both English Ranch and Woodland Park Estates, but it also provides safe access to Woodland Park Estates' elementary school and closest city park. Crossing Ziegler Rd. is a dangerous endeavor that is only becoming more treacherous with increased development along this corridor.

I hope that the city will approve this new proposal for a traffic light at the Grand Teton/Paddington Rd. intersection.

Thank you,
Pam Starling
3902 Grand Canyon St

Pam Starling

Katie Claypool

From: Ryan Mounce
Sent: Thursday, March 23, 2023 11:49 AM
To: Katie Claypool; Sharlene Manno
Subject: FW: [EXTERNAL] Re: Fw: English Ranch South HOA

Categories: P&Z

Additional comment for Ziegler-Corbett item at P&Z.

Thanks,

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

From: Andy Poulsen <andy@poulsens.net>
Sent: Thursday, March 23, 2023 11:46 AM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Re: Fw: English Ranch South HOA

Hi Ryan,

I don't believe I will be able to make it to the meeting tonight, but this new proposal seems much better for English Ranch and Woodland Park (I live in WP).

As such, I would like to voice my strong support for this new proposal (with the easement from English Ranch South HOA).

Thanks so much for being willing to listen!

andy

Andy Poulsen | 970-481-1752 (call/text) | andy@poulsens.net

Item 22.

Original Message -----

Subject: Fw: English Ranch South HOA
 From: Kathy Kulesa <tkulesa@msn.com>
 To: Kathy Kulesa <tkulesa@msn.com>
 CC: Ryan Mounce <rmounce@fcgov.com>
 Date: 3/23/2023 9:51 AM

Hello friends and neighbors. Although the Woodland Park HOA board does not directly take action on things outside of the HOA Covenants we certainly encourage everyone to make their own voice heard if they wish to. Below is a communication from a member of the English Ranch South subdivision with a picture of the proposal they plan to present tonight at the city planning and zoning meeting. This is a counter proposal by the HOA to install the signal at Grand Teton/Paddington instead of Hidden Pond and would be possible due to their willingness to give an easement of land to the city for the access needed to the development. If you have opinions on this plan I encourage you to attend the meeting or send an email to Ryan Mounce with the contact info below.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com
 Planning and Zoning Commission Meeting

Date

Thu, Mar 23 2023 6:00PM-9:00PM

Location

300 LaPorte Ave., 80521

From a member of the English Ranch South HOA board: The attached PDF is our HOA's proposal for a signalized intersection at Paddington/Grand Teton and Ziegler. You may or may not be aware that there is a Planning and Zoning meeting tomorrow night for the development just to the north of Target. We will be presenting this idea and hopefully there will be several neighbors from both English Ranch and Woodland Park Estates there.

Thank you, Seth Pickett

Katie Claypool

From: Ryan Mounce
Sent: Thursday, March 23, 2023 1:08 PM
To: Katie Claypool; Sharlene Manno
Subject: FW: [EXTERNAL] Ziegler, Corbett overall development plan major amendment, MJA220004

Categories: P&Z

Additional comment for the Ziegler-Corbett item.

Ryan Mounce
Planning Services
City of Fort Collins
970.224.6186 | rmounce@fcgov.com

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

From: Robert Schutzius <schutzius@yahoo.com>
Sent: Thursday, March 23, 2023 12:58 PM
To: Ryan Mounce <RMounce@fcgov.com>
Subject: [EXTERNAL] Ziegler, Corbett overall development plan major amendment, MJA220004

Mr. Mounce - our names are Robert and Trisha Schutzius and we are residents of the Woodland Park Estates neighborhood. We will not be able to attend this evening’s meeting, but we did want to communicate our sentiments to you directly.

We strongly favor having the traffic light installed where Grand Teton and Paddington intersect Ziegler Road. As it now stands, those of us in the Woodland Park Estates neighborhood have no protected intersection to make a left turn onto southbound Ziegler or to safely cross the street. This will become an even bigger safety issue as the parcel north of Front Range Village gets developed.

I know that installing a light at this intersection will mean that the school district will no longer provide bus service to our neighborhood. However, in a few short years, many of these same children who now attend Linton Elementary School will be driving and will be forced to make unprotected left turns on the southbound in Ziegler. A very dangerous situation for inexperienced drivers.

I don’t think that it makes any sense to install a traffic signal at Hidden Pond and Ziegler. Hidden Pond is a private road and people who do not live in the Hidden Ponds neighborhood are not allowed to have access to that road and that neighborhood. Traffic getting into an out of the Woodland Park Estates neighborhood is much greater.

I respectfully request that you consider the needs of those of us who reside in Woodland Park Estates. We desperately need a signal so that we can safely cross the street and make a left-hand turn on the southbound in Ziegler.

Sincerely,

Robert & Trisha Schutzius
(Shoot-zee-us)
720-269-9719
Schutzius@yahoo.com

Item 22.

Sent from my iPhone

From: [Ryan Mounce](#)
To: [Katie Claypool](#); [Sharlene Manno](#)
Subject: FW: Feedback on Ziegler-Corbett ODPMA MJA220004 (traffic light placement)
Date: Thursday, March 23, 2023 2:07:05 PM

Additional public comment on Ziegler-Corbett item.

Ryan Mounce
 Planning Services
 City of Fort Collins
 970.224.6186 | rmounce@fcgov.com

From: Peter Melby <PMelby@greystonetech.com>
Sent: Thursday, March 23, 2023 1:47 PM
To: Ryan Mounce <RMounce@fcgov.com>
Cc: Melby Amanda <amelby@gmail.com>
Subject: [EXTERNAL] Feedback on Ziegler-Corbett ODPMA MJA220004 (traffic light placement)

Hi Ryan,

My wife, Amanda, and I have lived in the Woodland Park Estates neighborhood for the past 10 years. We are out of town and unable to attend the planning meeting tonight. We request that you strongly consider the proposal that will be presented tonight by the English Ranch South HOA regarding the traffic signal placement in Ziegler-Corbett ODPMA MJA220004. It seems to be the most common-sense solution for everyone to include the traffic signal at the intersection of Paddington and Grand Teton Place. The originally proposed placement will have a significant, negative impact on far more people than would benefit. We understand that the English Ranch covenants have prevented this from being the obvious choice and we appreciate their alternative solution to this matter.

While this is a planning issue to many of you, it's a daily issue for many of us. Over the past 10 years we have consistently remarked that the only thing we hate about our neighborhood is the increasingly difficult time we have getting out on Ziegler (our only exit road). Increased development in the area has made this treacherous and time consuming. We appreciate the additional patrolling we have seen, but it will continue to get worse without intervention. The placement of a traffic signal at Hidden Pond would make this immediately more challenging and less safe, especially as other developments are considered in areas north of us that will bring more traffic to the corridor. A traffic signal at the Grand Teton/Paddington intersection would make the entire area safer and preserve the quality of the neighborhood that we chose in 2013.

Woodland Park and English Ranch house many families with teenage drivers or children who will become teenage drivers. We are not alone in being terrified of our children having to learn to navigate such a challenging traffic setup.

I know you will hear many opinions on this. If you desire any further perspective, please e-mail us or call me at 303.808.2843 or Amanda Melby at 720.496.6750.

Thank you for your efforts in this.

Peter

Peter Melby | CEO
Greystone Technology

720.496.1372 (Direct)
303.757.0779 (Office)
www.GreystoneTech.com

Managed IT Services | Cybersecurity | IT Project Consulting | Web + App Dev | User Training

Planning & Zoning Hearing Attendance

March 23, 2023

Staff Attendance:

- ✍ Shar Manno – P&Z Secretary
- ✍ Katie Claypool – P&Z Admin
- ✍ Brad Yatabe - City Attorney
- ✍ Aaron Guin – City Attorney (virtual)
- ✍ Clay Frickey – Interim Planning Manager
- ✍ Paul Sizemore – CDNS Director
- ✍ Jenny Axmacher – Principal City Planner
- ✍ Arlo Schumann – Associate City Planner -online
- ✍ Em Myler – Development Liaison
- ✍ Megan Keith – Senior City Planner
- ✍ Ryan Mounce – City Planner
- Steve Gilchrest – Traffic (virtual)
- ✍ Sophie Buckingham – Engineering (virtual)
- ✍ Dave Betley – Engineering (virtual)

Commission Members – all in person

- Chair, David Katz
- Vice Chair, Julie Stackhouse
- Michelle Haefele
- Samantha Stegner
- Ted Shepard
- Adam Sass - Absent
- York

Hearing Attendees - Applicant Attendees

- Item 4 – N College MHP
 - pommiern@gmail.com – Natalia Pommier – INTERPRETER
 - Carlosej2003@hotmail.com – Carlos Johansen - INTERPRETER
- Item 5 – Ziegler/Corbett
 - Mike Walker
 - Jason Sherrill
 - Chris Beabout
 - Jason Claey
 - Matt Delich

Online
 Chris
 Dave x2
 David
 David Miller
 Deborah Carnahan
 * Irene Stein - Spoke
 Sharon
 Jina
 Tracey Rysman
 Steve Jenbrink - Spoke
 Jesse Olson
 Steve Kelley - Spoke
 Andrea Oberster
 Kim Clark
 Michelle
 Michelle Francis
 Kris
 Alison Morgan - Spoke
 * Linda - Spoke - Ginny Sims
 Cynthia Larington
 KMGH
 Marlene x2
 Melodee and Aug
 Shelby Mathis
 Jonth
 Kay
 Dave
 Mary Matteucci - Spoke
 Gen
 19702
 Tonika K.
 M.
 Tai
 Kathy Kulesa
 Quhl Wojahn
 Loral Ma honey
 Chuck
 Jiska Scott
 M.E.
 Tim + Stephanie Matthews
 R. Marquiss
 Daniel L.

**PLANNING & ZONING COMMISSION
Sign-In Sheet**

DATE: 3.23.23

Name	Mailing Address	Email and/or Phone	Reason for Attendance
Gamet Zinika	Woodland Park		Ziegler
Geff Tunnel	Sunstone Dr.		Ziegler
Brad Crackmeyer			Ziegler
Dan Bartran			Ziegler
Stephen Clark	Hidden Pond		Ziegler
Tamera	Glacier		Ziegler
James King	Sunstone		Ziegler
Craig Kamsky	Mesa Verde		Ziegler
Josh Olson	Mesa Verde		Ziegler
Dana Oetting			Ziegler

Public Comment on Ziegler/Corbett

First Name	Last Name	Address	City	State	Zip	
Janet	Zuniga	4026 Mesa Verde St	Fort Collins	CO	80525	
Jeff	Janelle	2709 Sunstone Dr	Fort Collins	CO	80525	
Brad	Kreikemeier	3380 Hidden Pond Dr	Fort Collins	CO	80525	
Dan	Bartran	PO BOX 270855	Fort Collins	CO	80527	
Steve	Clarke	3405 Hidden Pond Dr	Fort Collins	CO	80525	
Tamara	Burnside	3902 Glacier Ct	Fort Collins	CO	80525	
James	King	2921 Sunstone Dr	Fort Collins	CO	80525	
Craig	Latzke	3908 Mesa Verde St	Fort Collins	CO	80525	
Sara	Olsen	3126 Mesa Verde	Fort Collins	CO	80525	
Deanna	Ortiz	3103 Zion Ct	Fort Collins	CO	80525	
Irene	Stein	4050 Kingsley Ct	Fort Collins	CO	80525	Online
Cindy	Simpson	2638 Stonehaven Dr	Fort Collins	CO	80525	Online

Planning & Zoning Commission Hearing
Date: March 23, 2023
Document Log

Any written comments or documents received after the agenda packet was published are listed here. Unless otherwise stated, these documents are included in the online "Supplemental Documents" for this meeting.

CONSENT AGENDA:

- 1. Draft Minutes for the P&Z January 25, 2023 Hearing
- 2. CNG Shop Expansion MA
- 3. Thompson Thrift Annexation & Zoning

DISCUSSION AGENDA:

- 4. N College Mobile Home Park Rezoning
 - Citizen emails/letters:
 -

- 5. Ziegler/Corbett ODP Major Amendment
 - Citizen emails/letters:
 - A few additional public comments were received after the public comment cutoff time of 24 hours prior to the hearing. These comments are in favor of a traffic light being placed at Ziegler & Paddington/Grand Teton. These will be included in an updated version of the hearing packet next week.
 -

GENERAL CITIZEN EMAILS/LETTERS:

- None received.

EXHIBITS RECEIVED DURING HEARING:

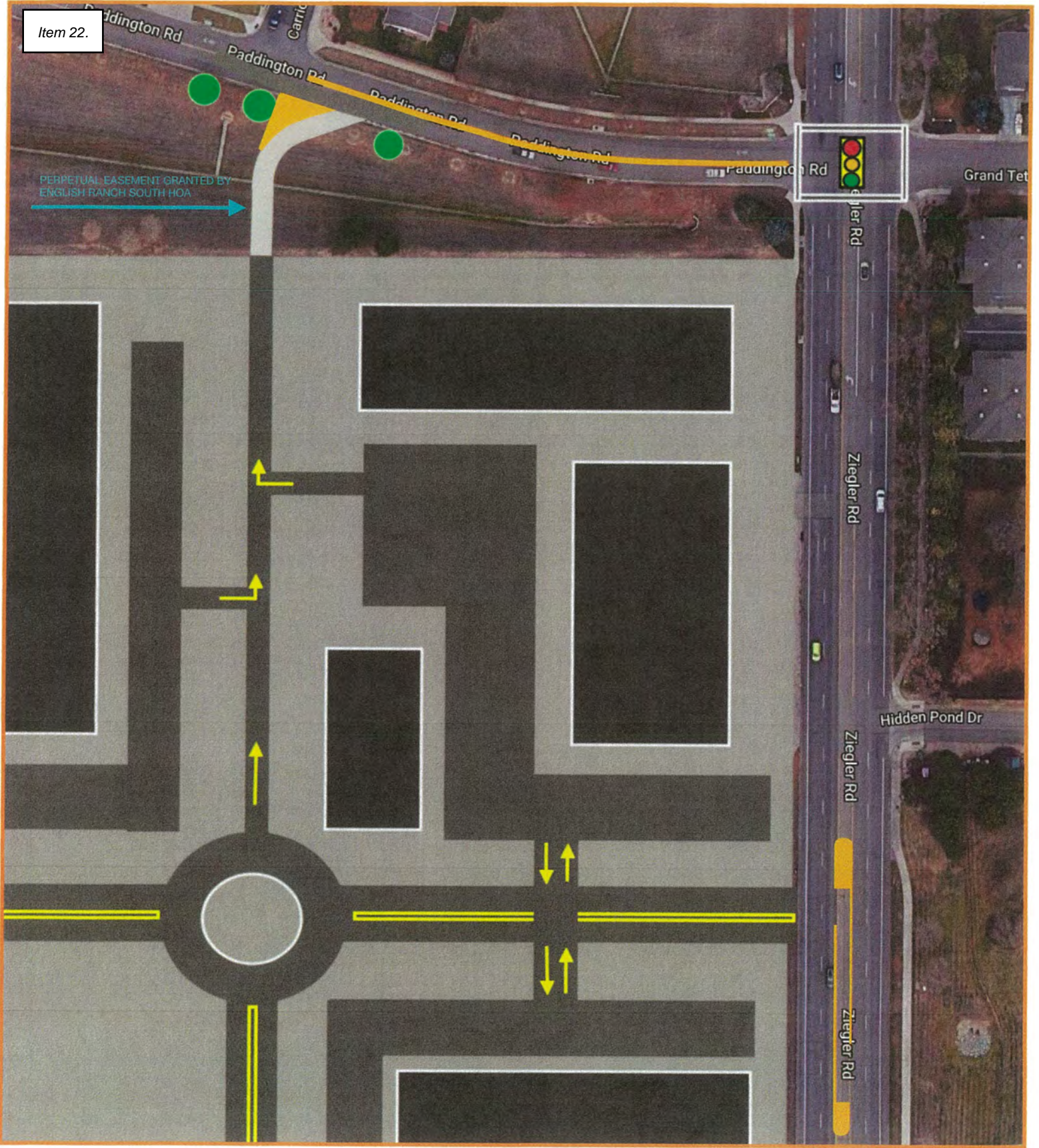
Item #	Exhibit #	Description:
1	a	Traffic design iteration Jeff Gonelle (SR)

This is the most recent iteration of an idea for the signal at Paddington and Ziegler. Of note is the fact that it does not require the widening of Paddington. An easement granted by the English Ranch Sough HOA will allow a roadway to be constructed across the existing detention pond. Only mild excavation would be required to maintain the current level of stormwater detention. The detention area would be bisected by this roadway, however, the installation of culverts will maintain normal stormwater levels. The sight triangle for the merge onto Paddington is ideal for a safe transition, particularly after the relocation of the trees highlighted in green.

One of the most important features of this design is the remote triggering of the traffic signal when a designated number of cars are in the queue for a northbound left turn into the proposed development. This would also create a break in traffic for residents exiting the Hidden Pond neighborhood southbound.

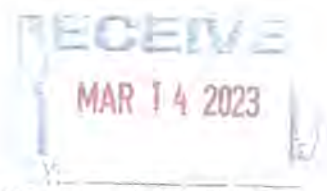
Lastly, one of the arguments against this design is that the distance from the merge to Ziegler is too short. It is in fact, the same distance as the space between Paddington and Hidden Pond Drive along Ziegler road. Both distances are approximately 395 feet.

Item 22.



Item 22.

FTC-003425



FORT COLLINS COLORADOAN

Invoice Text

Planning & Zoning Commission Regular Hearing March 23, 2023 6:0

STATE OF COLORADO
COUNTY OF LARIMER
AFFIDAVIT OF PUBLICATION

CITY OF FC-PLANNING-LEGAL ADS
281 N COLLEGE AVE

FORT COLLINS CO 80524

I, being duly sworn, deposes and says that said is the legal clerk of the Fort Collins Coloradoan, that the same is a daily newspaper of general circulation and printed and published in the City of Fort Collins, in said county and state; that the notice or advertisement, of which the annexed is a true copy, has been published in said daily newspaper and that the notice was published in the regular and entire issue of every number of said newspaper during the period and time of publication of said notice, and in the newspaper proper and not in a supplement thereof; that the publication of said notice was contained in the issues of said newspaper dated on

03/07/23

that said Fort Collins Coloradoan has been published continuously and uninterruptedly during the period of at least six months next prior to the first publication of said notice or advertisement above referred to; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof; and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

D. Roberts
Legal Clerk

Subscribed and sworn to before me, within the County of Brown, State of Wisconsin this 7th of March 2023.

Amy Kokott
Notary Public

6/30/2025
Notary Expires

Legal No.0005618291

AMY KOKOTT
Notary Public
State of Wisconsin

Affidavit Prepared
Tuesday, March 7, 2023 8:55 am

Ad#:0005618291
P O :
This is not an invoice
of Affidavits: 1

Zoning Commission
 Regional Hearing
 March 23, 2023
 6:00PM

Participation for this hybrid Planning and Zoning Commission meeting will be available online, by phone, or in person.
 Public Participation (In Person): Individuals who wish to address the Planning & Zoning Commission in person may attend the meeting located in City Council Chambers at City Hall, 300 Laporte Ave.

Public Participation (Online): Individuals who wish to address the Planning & Zoning Commission via remote public participation can do so through Zoom at <https://cgoz.zoom.us/j/95758674874>. Individuals participating in the Zoom session should also watch the meeting through that site.

The meeting will be available to join beginning at 5:45 p.m. on March 23, 2023. Participants should try to sign in prior to 6:00 p.m. if possible. For public comments, the Chair will ask participants to click the "Raise Hand" button to indicate you would like to speak at that time. Staff will moderate the Zoom session to ensure all participants have an opportunity to address the Commission.

In order to participate:

Use a laptop, computer, or internet-enabled smartphone. (Using earphones with a microphone may improve your audio).
 You need to have access to the internet.

City staff will manage the muting and unmuting of participants, and you may be asked to unmute yourself when it is your turn to speak.

If you have any technical difficulties during the hearing, please email smanno@fcgov.com.

Public Participation (Phone): If you do not have access to the internet, you can call into the hearing via phone. Please dial: 253-215-8782 or 346-248-7799, with Webinar ID: 957 5867 4874.

The meeting will be available beginning at 5:45 p.m. Please call in to the meeting prior to 6:00 p.m., if possible. For public comments, the Chair will ask participants to click the "Raise Hand" button to indicate you would like to speak at that time – phone participants will need to hit *9 to do this. Staff will be moderating the Zoom session to ensure all participants have an opportunity to address the Commission. Once you join the meeting, keep yourself on muted status. If you have any technical difficulties during the hearing, please email smanno@fcgov.com.

Documents to Share: If attendees wish to share a document or presentation, City Staff needs to receive those materials via email by 24 hours before the meeting. Please email any documents to smanno@fcgov.com.

Individuals uncomfortable or unable to access the Zoom platform or unable to participate by phone or in-person are encouraged to participate by emailing general public comments you may have to smanno@fcgov.com. Staff will ensure the Commission receives your comments. If you have specific comments on any of the discussion items scheduled, please make that clear in the subject line of the email and send 24 hours prior to the meeting.

As adopted by City Council Ordinance 143, 2022, a determination has been made by the chair after consultation with the City staff liaison that conducting the hearing using remote technology would be prudent.

• ROLL CALL

• AGENDA REVIEW

• PUBLIC PARTICIPATION

Individuals may comment on items not specifically scheduled on the hearing agenda, as follows:

• Those who wish to speak are asked to sign in at the podium if they are in person or use the raise hand function if they are on Zoom or on the phone.

• The Commission Chairperson will determine and announce the length of time allowed for each speaker.

• Each speaker should state their name and address and keep their comments to the allotted time.

• Any written materials should be provided to the Secretary for record-keeping purposes.

• In-person participants will hear a timer beep once and the time light will turn to yellow to indicate that 30 seconds of speaking time remain and will beep again and turn red when a speaker's time to speak has ended. Phone and Zoom participants will be told verbally when their allotted time has ended.

• CONSENT AGENDA

The Consent Agenda is intended to allow the Planning and Zoning Commission to quickly resolve items that are non-controversial. Staff recommends approval of the Consent Agenda. Anyone may request that an item on this agenda be "pulled" for consideration within the Discussion Agenda, which will provide a full presentation of the item being considered. Items remaining on the Consent Agenda will be approved by the Planning and Zoning Commission with one vote.

The Consent Agenda generally consists of Commission Minutes for approval, items with no perceived controversy, and routine administrative actions.

1. Draft Minutes for the P&Z January Regular Hearing

The purpose of this item is to approve the draft minutes of the January 25, 2023, Planning and Zoning Commission hearing.

2. CNG Shop Expansion MA

PROJECT DESCRIPTION: This is a request to expand the existing fleet maintenance facility adding a shop area for CNG fleet vehicles.

APPLICANT: Blake Visser

City of Fort Collins
 300 Laporte Ave
 Fort Collins, CO 80521

STAFF ASSIGNED: Arlo Schumann, Associate Planner

3. Thompson Thrift Annexation & Zoning

PROJECT DESCRIPTION: This is a request to annex and zone 3.743 acres of land located at 423 Spaulding Lane. The annexation is subject to a series of hearings including a (Type 2) Review and public hearing by the Planning & Zoning Commission and recommendation to City Council. A specific project development plan proposal is not included with the annexation application.

APPLICANT:

Peyton Carroll/Jacob Ross
 Thompson Thrift Development Inc.
 111 Monument Circle, Suite 1600
 Indianapolis, IN 46204

STAFF ASSIGNED:

Jenny Axmacher, Principal City Planner
 Megan Keith, Senior Planner

• DISCUSSION AGENDA

4. North College Mobile Home Park Rezoning

PROJECT DESCRIPTION: This is a City initiated request to rezone 32.8 acres from the Low Density Mixed-Use Neighborhood (LMN) and Service Commercial (CS) zone districts to the Manufactured Housing (MH) zone district. The rezoning is a continuation of City efforts began in 2020 to preserve and protect existing manufactured housing communities.

APPLICANT: City of Fort Collins

300 Laporte Ave
 Fort Collins, CO 80521

STAFF ASSIGNED: Ryan Mounce, City Planner

5. Ziegler/Corbett ODP Major Amendment

PROJECT DESCRIPTION: This is a request for a Major Amendment to the Ziegler-Corbett Overall Development Plan (ODP) located southwest of the intersection of Ziegler Road and Paddington Road (parcel #s 6732000002, 8732400008, 8732000009). The original ODP, approved in February 2022, is a mixed-use project consisting of 400-700 residential dwelling units, a childcare center, and 50,000 square feet of community facility space. A major amendment is required to incorporate an enclaved parcel into the boundary of the ODP. No additional parcels are proposed; however, the boundary change creates an opportunity to

RECEIVED

MAR 14 2023

Item 22.

...s primary access along Ziegler Road to align with Hidden Pond Drive and install a private traffic signal, which has implications for broader circulation patterns in the vicinity.

APPLICANT: Chris Beabout
Landmark Homes
6341 Fairgrounds Ave, Suite 100
Windsor, CO 80550

STAFF ASSIGNED: Ryan Mounce, City Planner

- OTHER BUSINESS
- ADJOURNMENT

Planning & Zoning Commission
Regular Work Session
March 10, 2023
Virtual Meeting
Noon-3:15 pm

RECEIVED

MAR 14 2023

Participation for this virtual Planning and Zoning Commission work session will be available online or by phone. Commission members and staff will be present in-person, but interested members of the public and applicant teams are strongly encouraged to participate via Zoom. No public comment is accepted during work sessions.

Public Attendance (Online): Individuals who wish to attend the Planning and Zoning work session via remote public participation can do so through Zoom at <https://fcgov.zoom.us/j/97348069501>. Individuals participating in the Zoom session should also watch the meeting through that site.

The meeting will be available to join beginning at 11:45 a.m. on March 10, 2023. Attendees should try to sign in prior to 12:00 p.m. if possible.

In order to attend:

Use a laptop, computer, or internet-enabled smartphone. (Using earphones with a microphone will greatly improve your audio).

You need to have access to the internet.

Keep yourself on muted status.

If you have any technical difficulties during the work session, please email kclaypool@fcgov.com.

Public Attendance (Phone): If you do not have access to the internet, you can call into the work session via phone. Please dial: 253-215-8782 or 346-248-7799, with Webinar ID: 973 4806 9501.

The meeting will be available beginning at 11:45 a.m. Please call in to the meeting prior to 12:00 p.m., if possible. Once you join the meeting, keep yourself on muted status. If you have any technical difficulties during the meeting, please email kclaypool@fcgov.com.

The March 23 Planning and Zoning Commission regular meeting will be held with both remote and in-person participation options. Information on remotely participating in the March 23 Planning and Zoning regular meeting is contained in the agenda for the March 23 meeting available at <https://www.fcgov.com/cityclerk/planning-zoning.php>.

Members of the public wishing to submit documents, visual presentations, or written comments for the Commission to consider regarding any item on the agenda must be emailed to smanno@fcgov.com at least 24 hours prior to the March 23 meeting.

TOPICS:

- Consent:
 1. January 25, 2023 Hearing Draft Minutes
 2. CNG Shop Expansion MA (Schumann)
 3. Thompson Thrift Annexation & Zoning (Keith/Axmacher)
- Discussion:
 4. North College Mobile Home Park Rezoning (Mounce)
 5. Ziegler/Corbett ODP Major Amendment (Mounce)

PROJECTED TIMES:
12:00 – 12:35

12:35 – 2:00

2:00 – 2:30

2:30 - 3:15

- Policy and Legislation:
 - East Mulberry Plan Progress (Keith)
- Commission Topics:
 - APA Planning Officials Training Series Part 9
 - Upcoming Hearing Calendar (Sizemore)
 - Commission Update (Sizemore)
 - Public Engagement Updates (Myler)
 - Transportation Board Liaison Update (Owen)

0005618291
Coloradoan
March 7, 2023

Verbatim Transcript

Planning & Zoning Commission

March 23, 2023

CITY OF FORT COLLINS

Planning and Zoning Commission

Held March 23, 2023

Council Chambers, 300 Laporte Avenue, Fort Collins, Colorado

In the Matter of:

Ziegler-Corbett ODP Major Amendment

Meeting Time: 6:00 PM, March 23, 2023

Board Members Present:

David Katz, Chair

Julie Stackhouse, Vice Chair

Michelle Haefele

Samantha Stegner

Ted Shepard

York

Staff Members Present:

Rebecca Everette

Shar Manno

Paul Sizemore

Brad Yatabe

Ryan Mounce

Steve Gilcrest

Sophie Buckingham

1 CHAIR DAVID KATZ: We'll move on to agenda item five, the Ziegler-Corbett ODP Major
2 Amendment, and we will ask for a brief introduction from staff member Ryan Mounce whenever he is
3 ready.

4 MR. RYAN MOUNCE: We'll be just one moment, it looks like I got kicked off Zoom here.

5 CHAIR KATZ: And before that, I will say, is there any conflicts of interest from Commission
6 members on this one? I forgot to ask that.

7 COMMISSIONER TED SHEPARD: I'll just disclose that I have visited the site, I have driven
8 through the neighborhoods that are involved in this project, and I'm familiar with Front Range Village,
9 Sunstone, and Fox Meadows.

10 CHAIR KATZ: Okay, and then Shar, any new information since the agenda packet was
11 published?

12 MS. SHAR MANNO: Yes, Chair Katz, there have been a few additional public comments that
13 were received after the public comment cutoff time of twenty-four hours prior to the hearing. These
14 comments are in favor of a traffic light being placed at Ziegler and Paddington/Grand Teton. These will
15 be included in an updated version of the hearing packet after this hearing next week.

16 CHAIR KATZ: Thank you, Shar. Ryan, whenever you are ready.

17 MR. MOUNCE: Yep, we are all set. So, the presentation should be shared now...I'm just seeing
18 if it's popping up here. Okay, perfect. Again, yes, this is the Ziegler-Corbett Overall Development Plan
19 Major Amendment. As a project overview, this is a major amendment to the first overall development
20 plan, or original overall development plan, that was approved in February of 2022. The size of this
21 property is about thirty-three acres, and it's located in the Harmony Corridor zone district.

22 For this review, the major amendment, staff has been evaluating the impacts of the proposed
23 changes, not necessarily the full overall development plan. And so, those changes include first expanding
24 the size of the overall development plan by incorporating one additional property, and that's what is
25 outlined in the red shading on the map to the left. As part of that expansion, it allows for the
26 consideration of shifting the main access point to this property further north to align with Hidden Pond
27 Drive, and the proposal is to install a traffic signal at that intersection. There are no proposed changes to
28 the land uses or the density or intensity from the original overall development plan.

29 Zooming in a little bit on the site, you can see it's surrounded to the north and northeast by two
30 different types of residential zone districts, the LMN and RL zone districts. Predominantly the English
31 Ranch and Woodland Park Estates neighborhoods; there's also the Hidden Pond Estates neighborhood
32 further to the east but cut off from this map. To the west is the Affinity multi-family apartments, to the
33 south is Front Range Village, and then to the southeast is sort of the Broadcom/HP campus.

34 A few, you know, shots from the site. This is looking north towards various points in English
35 Ranch. To the northeast and southeast are some shots of Woodland Park and the HP/Broadcom campus.
36 To the south, some views towards Front Range Village, primarily kind of the rear loading areas of some
37 of the big box retail. And then to the west are the Affinity Apartments.

38 Before concluding the staff overview, I did want to follow-up with some work session questions
39 and clarifications. There were some questions about the proposed signal, what its configuration would be.
40 This would be a signal, as proposed, that would be funded by the project applicants, meaning they would
41 help pay for the installation of the signal, but ultimately it would become...it would be owned and

1 maintained by the City, and the City would work to time it with the rest of the traffic network nearby.
2 And this would be a stereotypical traffic signal that we're all pretty much familiar with...so it would
3 be...have various cycles and could be activated by bicyclists and pedestrians as well using a button.
4 There was a request to have available information about some of the traffic counts for nearby streets, and
5 as appropriate, we can come back and revisit this in the presentation...or discussion. There was a
6 question about if it was known the road classification for the main east-west road through the ODP...that
7 will likely be, you know, determined at the PDP level. As a public street, it would not likely be a
8 collector because it's not identified as such on the Master Street Plan. So, perhaps something around a
9 local street. There was also a question about the right-of-way, or width, needed if there was a potential
10 connection north from the site to Paddington Road. And so, I have a couple cross-sections that are
11 available for the discussion period. Most likely, you know, right now, it might be more of a residential,
12 local type street because of some history we'll get into with the collector-level designation. The width, or
13 right-of-way, necessary for a local street is 57 feet, and then you can see, for collectors, that's either 69 or
14 81 feet, depending on whether that collector street has parking or not. And so, with that, that will
15 conclude staff's overview.

16 CHAIR KATZ: Thank you, Ryan. At this time, the applicant has an opportunity to present. Who
17 will be presenting on behalf of the applicant? Perfect, do you think you can do it in under thirty minutes?

18 MR. CHRIS BEABOUT: Absolutely. Do you need an update on the games?

19 CHAIR KATZ: I don't, no. Whenever you are ready.

20 MR. MOUNCE: And just for clarification, I am sharing...there were some technical issues; I am
21 sharing this from staff's computer, so they will be motioning me to proceed.

22 CHAIR KATZ: Perfect, thank you, Ryan.

23 MR. BEABOUT: Thank you, Ryan, thank you, Chair, and thank you, Commission, for your time.
24 We're excited to present the amendment to the approved ODP that was approved pretty much a year ago
25 this time to the Ziegler-Corbett ODP map. Our entire team is here tonight to answer questions from you,
26 and from the public as well. We have Jason Sherrill with Landmark Homes, Jason Claeys, civil engineer
27 with Highland Development Services, and probably the man of the hour is going to be Matt Delich who
28 we all know; he's our traffic engineer and will be able to answer all of the traffic questions that come up.
29 You want to go to the next slide, that would be great.

30 So, what we have here is the ODP map that was approved last year. And as Ryan told us, we're
31 not replacing this ODP map, we're just amending it with a few changes highlighted in blue and orange.
32 The blue area is the property that currently is not included within the ODP boundary, so the one change is
33 to include that property...it's about two, two and a half acres. And because of that, what's highlighted in
34 orange was the approved channelized T intersection, and because of the Young property and lining up the
35 entry to the development from Hidden Pond, the channelized T is not needed anymore and the traffic
36 study warrants a full movement signalized intersection. And so those are really the two changes that
37 we're making to the ODP map; we're not increasing density and we are not increasing the previously
38 allowed maximum dwelling units. So, in other words, the same amount of dwelling units as was
39 approved a year ago remains the same, density within each parcel...although the boundaries are changing
40 a little bit based on the new entry points...density and the dwelling units are not increasing because of this
41 change. So, hopefully that will eliminate some fears that the public has, maybe eliminate some questions.
42 But, I'll hand it off to Jason as he will go into more detail with the actual amendments to the map.

1 MR. JASON SHERRILL: Good evening, Chair and Commissioners, Jason Sherrill with
2 Landmark Homes. I don't have a lot to add, I just want to kind of highlight a few things that I think are
3 important. We all recognize that the ODP that was approved was workable, but there was a motivation
4 both from us and the staff one day to have a chance to capture the Young property, which I think we all
5 felt, even when we submitted the ODP originally, that if we could capture that Young property, it
6 certainly would make sense, right? It would make for an all-inclusive development and not leave this
7 kind of out parcel that doesn't kind of change with the evolution of our project, and create a much more
8 robust street frontage along Ziegler, which I think is important for all of us. So, there was motivation to
9 capture that. We were fortunate that we were able to capture that property, which we're thankful for, and
10 because of that, obviously there was a need to then align our main connection to Ziegler to Hidden Pond,
11 which is a development code standard for us to align when we can. So, by adding the Young property to
12 the parcel, you know, it made much more sense, and I think it made sense to us, and it certainly made
13 sense to staff, to align to Hidden Pond.

14 The next step was a new traffic study, right? For resubmitting this...this move generated the
15 need for an amended ODP. So, in the process of that, we had to generate a new traffic study, which Matt
16 prepared for us. As we prepared that, we soon discovered that a light...our traffic warranted a light. So, I
17 know there's a lot of conversation about where is the right location for a light. The reality is, it's only this
18 intersection that warrants a light. There's not any other intersections between us and the roundabout at
19 Horsetooth that actually warrants a light. So, you know, I know there's a lot of emotion, there's a lot of
20 history with the amount of traffic on Ziegler and the different communities, but we actually feel like this
21 particular move is a win win, right? It really created, for us, an opportunity...you can just see by the
22 shape of the ODP as far as the shape of the parcels, it creates a much more uniform plan for us to build
23 from as we submit and work through the process with our PDP. It creates a much cleaner alignment to
24 Ziegler with the full movement access, and then of course our project warranted a light. I know there's,
25 again, as I mentioned, there's some conversations about the need or the desire for lights at other
26 interchanges, or other intersections, but none of those are warranted; this actually is warranted, and I
27 really do believe that even though the light isn't at some of those intersections, any light along this
28 pathway, along Ziegler, is going to provide a respite for people travelling and trying to get on Ziegler.
29 So, in particular, obviously it's going to stop northbound traffic, so those that are heading out of
30 Woodland Park and going north, there's going to be a respite so they can move north. Those heading out
31 of Paddington crossing the southbound lane heading north, they only have now one lane of traffic to
32 navigate as opposed to two lanes of traffic because there's going to be the stoppage with our light,
33 because I think the biggest concern is that movement north. So, even though this light isn't at Paddington
34 or some of the other intersections...I really think it does solve a lot of the problems. Is it perfect? I can't
35 tell you if it's perfect. But, I know that it does generate, you know, a huge benefit for the community, and
36 certainly, as we said, it's warranted at our intersection to put in a light. So, you know, we're just trying to
37 follow the Code. We think we're doing the right thing by assembling the property; we think it makes for
38 a better plan, and we think it makes for an overall improved impact to the surrounding neighborhood,
39 so...looking forward to your comments, and I know the neighbors are going to have a few things to
40 say...hopefully we can address their concerns. Thank you.

41 CHAIR KATZ: Thank you, Jason. Anyone else on your team wish to address the Commission
42 right now, or is your presentation over? Okay. Ryan, would you mind giving us a detailed analysis
43 please?

44 MR. MOUNCE: Yes, I am just switching back here. Alright, so, as mentioned, I'm going to
45 kind of move through these first couple slides quickly because I feel the applicants did address this, but I

1 wanted to kind of walk through these proposed changes to the original overall development plan and
2 show you, sort of, visually, the impacts. First, as mentioned, the original plan, kind of here on the
3 screen...this was the 2022 plan. It had its main point of access to the site further south, kind of split
4 between where Hidden Pond Drive is right now and the service access entrance to Front Range Village,
5 which is that road that runs behind Target. It was proposing to use what is called a channelized T
6 intersection, which is a somewhat different type of intersection configuration.

7 What’s being proposed with this major amendment is, again, as mentioned, the addition of this
8 additional property, highlighted in red, and then as a result of that, it does allow for the consideration of
9 moving the main access point further north to align with Hidden Pond. What’s being proposed is a traffic
10 signal, a full movement intersection with a traffic signal at that location. And as a result of shifting that
11 main access point further north, you can see the main access road through the ODP site, or circulation,
12 has also shifted north as a result. And as mentioned, that has shifted some of the boundaries of the
13 original ODP parcels. Again, no changes proposed to land uses or density, but some of those parcels have
14 shifted slightly in size.

15 You know, an overall development plan, it’s a plan...high-level plan for future phased
16 development. It’s...the standards for review are found in Article 2 of the Land Use Code, and as
17 expected for kind of a high-level plan, there’s only a handful of these, and so I wanted to kind of provide
18 a rundown of how this major amendment...if it would have any impact on some of the review criteria for
19 an ODP. The first one relates to permitted uses; all of the proposed land uses in this ODP, with the major
20 amendment in mind, are permitted in the Harmony Corridor zone district. You may recall there was a
21 previous modification for the ratio of primary and secondary uses; that has not changed as a result of the
22 proposal for the major amendment. The density remains the same, and it meets the Harmony Corridor’s
23 minimum density requirements. There was an approved alternative compliance request for the ODP in
24 2022, and this related to a local street connection north of the site to Paddington Road in English Ranch,
25 and that’s been probably the primary factor around this particular review, and so I’ll be touching on that
26 here in more detail in just a moment. There are no natural features identified on the site, and no habitat
27 buffer zone is anticipated during the PDP level. The applicants have submitted drainage reports and
28 drainage information that this will comply with the Fox Meadows Drainage Basin Master Plan. And
29 then, the ODP also complies with requirements for the number of housing types given the acreage or size
30 of this particular project, and so there will be a minimum of three housing types. So, from those overall
31 development plan standards, this is, with the major amendment in mind, meeting all of these review
32 criteria.

33 Where the kind of primary focus for staff’s review of this has come in is with that realignment of
34 the main access point to Hidden Pond Drive. And, need to kind of bring in some past history here,
35 because it relates to whether there is that mid-block connection, street connection, from this ODP site
36 north to Paddington Road; they are somewhat intertwined. So, the City has a Master Street Plan; it is our
37 kind of vision as a community for our arterial and collector street network. Past iterations of the Master
38 Street Plan, and you can see a couple of those from the late ‘90’s and early 2000’s on the screen here, had
39 identified that Corbett Drive, a collector street, would be running from even farther south of Harmony,
40 but all the way up north, through what is now the ODP site, to Paddington Road. After Front Range
41 Village was developed, there was a lot of concern from neighbors about the potential for cut-through
42 traffic, especially given that Front Range Village is more, kind of, a regional destination in nature. And
43 so there was a lot of meetings, and kind of public process around 2010 or so, as the City was updating its
44 Comprehensive Plan and the Master Street Plan at that time, to look at that particular connection. And
45 through that public process, ultimately it was decided that the Corbett Drive collector street level

1 connection would be removed from the Master Street Plan, and so, it would remove the requirement for
2 this collector street to run through this particular site and connect north to Paddington Road.

3 As part of that process...again, there were a number of different neighborhood meetings, there
4 was a work session with City Council, and that's what this slide you see on your screen is sharing; it's
5 one of the slides from the work session. And it seemed, from the staff's perspective at that time, to kind
6 of outline a couple of scenarios that we're now kind of grappling with, with this major amendment ODP
7 review. And wanted to draw attention to some of the bullet points on the bottom which talk about, if the
8 Corbett street connection is removed, which it was, there still may be a requirement for a local street
9 connection north to this site. That is found through standards in our Land Use Code. It was the subject of
10 a lot of discussion during the original ODP, but ultimately staff recommended, and what was approved,
11 was this alternative compliance request for a bike and pedestrian access only. And this gives...staff gave
12 this a lot of weight given some of the policy direction from this earlier decision to remove the collector
13 level street. Staff also mentioned at the time, and included in this information, that removing the Corbett
14 connection could impact the traffic signal location and access points along Ziegler. And again, this is
15 kind of the main focus for this review, and kind of the scenario that we're grappling with.

16 And so, as part of this...I think it's helpful to kind of zoom out, from staff's perspective. We
17 have a site here that is in the middle of surrounding other development, and so most of the puzzle pieces
18 are in place when it comes to the transportation network. And so, we have a few remaining pieces left
19 that are not quite fitting, and so we're trying to find kind of the best approach that we can given some of
20 the policy history on this site and kind of where different access points can realistically be placed given
21 other standards for intersection spacing, alignments, and so forth.

22 And so, I wanted to run through...you know, we've kind of identified several particular locations
23 that might be most relevant for access to the site, and implications for where a signal along this stretch of
24 Ziegler might be...we've been having a lot of conversations with neighbors and those around the site, and
25 wanted to really kind of share what we feel as staff are some of the different considerations, and some of
26 the different kinds of comments that we're hearing. So the first part of this relates to, should the be a
27 local street, or could there be a local street connection from the ODP site north to Paddington Road? This
28 would likely generate the warrants for a traffic signal at the Ziegler and Paddington/Grand Teton
29 intersection. Right now, without that connection, it doesn't appear current conditions warrant the traffic
30 signal. We have heard, you know, pretty consistently, a lot of opposition to a local street connection at
31 that location from neighbors in English Ranch, and that's also very consistent with what we find from the
32 meeting summaries and meeting materials back in 2010 when this was being considered to remove the
33 Corbett street collector-level connection.

34 And so, for staff, that's created a lot of uncertainty for us about sort of the policy direction of this.
35 On one hand, there are requirements in the Land Use Code that would normally, again, require a local
36 street connection. But, at the same time, in terms of form and function, it would be very similar to a
37 collector-level street, which was explicitly removed by Council in 2010 from the Master Street Plan. So,
38 again, we have kind of some uncertainty here and we're trying to honor that previous decision and not
39 kind of reverse that given that a local street connection would be very similar to a collector street.

40 Sort of the next aspect to this is, could there be a signal...you know, if there was a signal at the
41 intersection of Ziegler, Paddington/Grand Teton, what are some of the considerations there? We have
42 heard from staff a pretty consistent desire by many neighbors that that would be very beneficial and kind
43 of help improve access from those particular neighborhoods onto Ziegler, especially those left-hand turn
44 movements. We've heard from many neighbors in Woodland Park that it would be particularly beneficial

1 for them as Ziegler Road is their only access point into the neighborhood. A signal at that location could
 2 potentially serve a lot of different neighborhoods and developments, if there is that local street connection
 3 that would accompany it. A signal here could also help fulfill the Active Modes Plan which was recently
 4 adopted; it identifies the need for a bike and pedestrian connection somewhere along this stretch of
 5 Ziegler. And we've also heard from many neighbors about a desire for that type of crossing as well.
 6 Again, as mentioned, right now, a signal doesn't appear to be warranted at this intersection based on
 7 current traffic conditions. And, I think it's also important...we've had many neighbors point out as well
 8 that Paddington makes a lot of sense because it also is a route to a nearby local school and
 9 park...elementary school and park as well.

10 So, the next scenario is a signalized intersection at Ziegler and Hidden Pond, and that's what's
 11 being proposed before you this evening with the major amendment proposal. This also provides a signal
 12 along this stretch of Ziegler which can act as a bike and pedestrian crossing, and fulfill, you know, that
 13 goal in the Active Modes Plan. The big implication with this is that it does preclude the future of a traffic
 14 signal at the Paddington and Grand Teton intersection along Ziegler. That's true vice versa as well, so
 15 there's kind of a one shot, you know, one signal along this stretch of Ziegler given our spacing
 16 requirements. It doesn't necessarily follow the traditional location of where a signal would be placed.
 17 Kind of absent some of the history and guidance...policy guidance we have for this with the Corbett
 18 street connection, you know, typically, this type of signal would occur at a collector/arterial street
 19 intersection, which is Paddington. But, again, this was sort of pointed out by staff at the time, that
 20 removing that Corbett street connection could lead to an outcome of moving the location of a future
 21 traffic signal. This traffic signal would serve potentially several different developments, although perhaps
 22 not as many as at Paddington/Grand Teton...it doesn't help address those particular concerns we've been
 23 hearing a lot of as staff about access onto Ziegler from those neighborhoods. We've also heard that many
 24 feel that a signal at this particular location kind of prioritizes new development over some of those
 25 existing conditions that these neighborhoods have faced for many years. We've also heard from
 26 neighbors in Hidden Pond Estates, which is further east, kind of a smaller subdivision, that having a
 27 signal at their private drive could lead to some unintended additional traffic. You know, that is a private
 28 drive with no outlet. And we've also heard about some concerns with the signal at this location, if that
 29 would maybe cause backups...traffic backups during peak periods and completely block the Grand Teton
 30 and Paddington intersection.

31 So, given sort of all of these different considerations, the comments, you know, there are maybe
 32 potentially a couple of different solutions about where exact access and traffic signal locations could be.
 33 Staff is ultimately recommending the major amendment as proposed before you this evening with the
 34 signal at Hidden Pond, and some of our key considerations are, first and foremost, we feel that, if there is
 35 going to be a signal at Paddington and Grand Teton, it should be associated with a local street connection.
 36 However, we have a lot of hesitancy and uncertainty about requiring that particular local street connection
 37 given the policy history here with the Master Street Plan updates in 2010. We do support trying to find a
 38 location for a signal somewhere along this stretch of Ziegler Road; again, it could help meet some of
 39 those Active Modes Plan goals for a bike and pedestrian crossing along this stretch of Ziegler. Really
 40 only options to cross safely right now are to go all the way up north to the Horsetooth and Ziegler
 41 roundabout, or down south to the Council Tree light. We also do feel that this particular access location
 42 and a signal is more preferable than the original ODP approval which had that channelized T intersection
 43 further south. It's somewhat of a more unusual type of intersection, and it did result in some impacts to
 44 the Front Range Village service access entrance as well. And so, with that, staff is recommending
 45 approval of this major amendment to the overall development plan. We do have staff here from Traffic
 46 Operations and Engineering as well that can help answer questions.

1 CHAIR KATZ: Thank you, Ryan, I appreciate that. That was a great detailed analysis. At this
2 time, the Commission members have an opportunity to ask clarifying questions to both staff and the
3 applicant. I think I have a couple, but I always yield to my other fellow Commissioners. So, would
4 anybody like to go first?

5 COMMISSIONER MICHELLE HAEFELE: I have a question.

6 CHAIR KATZ: Go ahead.

7 COMMISSIONER HAEFELE: So, would there ever be a scenario where the signal at
8 Ziegler/Hidden Pond...the ODP, that new signal...the new one proposed tonight, would be removed or
9 replaced by a signal at Paddington and Ziegler? Is there any scenario under which that might happen in
10 the future under whatever conditions result?

11 MR. MOUNCE: I think it would be unlikely. Not to say that sometimes things don't change
12 within the transportation network, but, you know, this seems like it would be sort of the route forward for
13 the foreseeable future.

14 CHAIR KATZ: Ryan, you did a really good job explaining about the Master Street Plan and
15 the...Council's elimination of the Corbett connection, but, you know, maybe you could turn over to the
16 City's traffic engineers...of why this intersection makes more sense from an engineering perspective.

17 MR. STEVE GILCHREST: Good evening, Chair, Commissioners. My name is Steve Gilchrest
18 with Traffic Operations, City of Fort Collins. To give you an idea of...with the signal warrants...with
19 this location, it's, one, the amount of traffic that's going to be generated from this development will meet
20 those warrants. There are nine warrants outlined in the Federal Highway Administration guidelines for
21 Manuals on Uniform Traffic Control Devices. With the Ziegler, Paddington/Grand Teton intersection,
22 those warrants aren't met. And those warrants take into consideration volumes, delays...there's some
23 warrants that aren't really considered, you know, there's some railroad track warrants, those types of
24 things. So, the general warrants at Ziegler and Paddington, ideally, aren't met at this time. It's unlikely
25 to have them meet at any time without adding more traffic to it. You know, that's one of the
26 considerations with this is, if there was that connection from this development up to Paddington, there
27 would potentially warrant those signals at Paddington and Ziegler. But, without that, it's very unlikely.
28 Is this...the Hidden Pond location, the ideal location? No. Within our Land Use Code, within our
29 standards, Paddington would be typically the intersection we signalize. You know, we look at our grid
30 pattern, our arterials are on a mile grid pattern, half mile we have our collectors, in between that we
31 typically have possibly a ped signal at that quarter mile. Unfortunately, the way things developed, with
32 Front Range Village, the Council Tree intersection with the large size development, with the retail there,
33 it warranted a full signal. That would be kind of typically where our quarter mile ped signal would be.
34 Ziegler and Paddington would be, you know, our typical collector street, but with this area, it's a little
35 unusual because Grand Teton, number one, has no other connectivity to the east, very, kind of smaller
36 neighborhood. And same with Paddington, there's no connectivity to get anywhere except out to Ziegler.
37 So, ultimately, yes, Ziegler and Paddington would be the ideal location, but feasibly, from a standpoint by
38 our traffic standards, we wouldn't likely signalize that, you know, to a full signal, unless it met those
39 warrants.

40 CHAIR KATZ: Thank you, Steve. So, just to clarify, could you repeat who regulates these traffic
41 warrants again? You said it was the federal level?

1 MR. GILCHREST: So, the warrants are outlined in the Federal Highway Administration Manual
2 on Uniform Traffic Control Devices. Those warrants are the guidelines the City follows for any new
3 signal installation that we put in in the city.

4 CHAIR KATZ: So, the City's preference would be to have it at Paddington, but because of these
5 federal warrants that we as a City must follow...is why that was chosen. Is that correct?

6 MR. GILCHREST: No, the warrants basically just say that the signal isn't warranted at
7 Paddington. The placement of the signal, and this is where there's some of those details within our Land
8 Use Code...one of the details is that no signal should typically be placed within a thousand feet of each
9 other. Drive anywhere in Fort Collins, we've kind of gone away from that just because of the way things
10 have developed. Our preference, you know, the City's, if we had our ultimate goal of that grid pattern
11 would be, you know, that main half mile street would have that full traffic signal. That just allows for
12 good progression, good access, those types of things. The way Fort Collins developed, it's just not
13 possible in all these scenarios. So, with this development, right now, they will generate enough traffic to
14 warrant a traffic signal and can justify the placement of one at Hidden Pond. Without a connection up to
15 Paddington, Paddington doesn't warrant a traffic signal based on those federal guidelines, and unless
16 there's more traffic added, it probably never would.

17 CHAIR KATZ: Okay, what if there was a connection from the ODP on Edmonds to Paddington?

18 MR. GILCHREST: There's potential for a signal there then at Paddington and Grand Teton, but it
19 would require that connection, which we've kind of stated with Ryan's presentation, is...would that be a
20 collector, or would that be...because it would serve more of a collector standard versus the local street
21 which it would be built as.

22 CHAIR KATZ: Okay, thank you.

23 VICE CHAIR JULIE STACKHOUSE: So, I have a couple of follow-up questions. I think it's
24 really important that everyone is clear that the reason the signal is going in here is because this
25 development creates enough traffic to warrant it and has to do it. So, that's just part of the...part of what
26 you have to present to us, and we understand that. The other piece though, that I continue to maybe
27 struggle with a little bit, or maybe just not understand. I do understand very clearly that this issue of
28 having a connector street from the ODP, Corbett, up north, was considered, was removed from the Master
29 Street Plan, was explicitly discussed with the City Council at some point, apparently, what, in 2010? Can
30 you clarify for me what action would...would the City Council need to take an action to amend that
31 Master Plan again for this Commission to even consider the alternative of a through street there with
32 Corbett?

33 MR. GILCHREST: Are you asking me if they would be required to approve...if it's changed to a
34 collector street, that would be a change to the Master Street Plan then...that would need to be approved
35 by Council. The local connection wouldn't require approval by Council.

36 CHAIR KATZ: Matt Delich, are your findings...I'd like to know if your findings are consistent
37 with City's, just to make sure everybody is on the same page.

38 MR. MATT DELICH: Matt Delich, Delich Associates, we prepared the traffic impact study for
39 this development, as well as a previous one back in 2020, maybe, 2021, I'm not sure. Yes, basically the
40 findings are the same. We did analyses with regard to assigning some traffic with a connection to
41 Paddington, and the only place I might differ is...the slide on the screen earlier was would likely be
42 warranted, and I would change that to may be warranted as opposed to would likely be warranted.

1 And...because the finding was that it was marginally warranted in one peak hour, and as mentioned
2 earlier, the Manual on Uniform Traffic Control Devices...there's nine warrants, but typically, the ones
3 used in intersections such as these are about three or four, and it's only marginally warranted with one of
4 them.

5 CHAIR KATZ: Thank you.

6 MR. DELICH: And, let me also say, the word federal came up. The Manual on Uniform Traffic
7 Control Devices is a document essentially put out by the U.S. DOT, and it requires input from traffic
8 engineers, cities, all over the country. It's not a federal warrant, it is the traffic signal warrants for the
9 United States.

10 CHAIR KATZ: Thank you.

11 VICE CHAIR STACKHOUSE: While you're there, just to be sure I'm clear...you did the traffic
12 study with the first ODP proposal and then the traffic study with this proposal, is that right?

13 MR. DELICH: Correct.

14 VICE CHAIR STACKHOUSE: And, the first proposal did not warrant signalization; the traffic
15 was going to be through channelized T at a different location?

16 MR. DELICH: Correct.

17 VICE CHAIR STACKHOUSE: But by, I assume, changing conditions as well as the movement
18 of the ingress/egress to this development, it changed the outcome and it now warrants signalization...is
19 that correct?

20 MR. DELICH: That's correct. Now, the channelized T was not lined up with Hidden Pond; you
21 saw the graphic I think. And the channelized T...there's one a Milestone and Timberline if you can recall
22 where that is in Fort Collins...there's a bunch of them in Loveland. And, it allows left turns, minor street
23 left turns, to make a two-step turn. You cross, in this case, the southbound traffic...you only have to find
24 gaps in the southbound traffic, and then you enter a median, and then you have to find a gap in the
25 northbound traffic. So, it's two different movements, and that's why the channelized T was a solution
26 before. And now, with it lining up with Hidden Pond with the Young property coming in, it just made
27 sense to do a signal. And I might also point out that, ideally, signals are at half mile spacing. Obviously
28 this section of Ziegler can't do that because we've got one at Council Tree, but know that Hidden Pond is
29 only about four hundred feet south of Paddington, so it's not at the half mile spacing, but it's pretty close.

30 CHAIR KATZ: Thank you so much, Matt. Do any other Commissioners have clarifying
31 questions? Go ahead, York.

32 COMMISSIONER YORK: Yes, on the proposed crossing at Hidden Pond, you mentioned that it
33 would be a signal for pedestrians and bicyclists, but you said it would be button-activated. Would that be
34 only button-activated, or would it also have the cameras to be automatic if they're in a traffic lane?

35 MR. GILCHREST: So, our new standard for traffic signals will have video detection if there's
36 bikes there. It depends a little bit on the configuration of the intersection. Hidden Pond, especially on the
37 east side, is just kind of a two-lane road; there's not a great area for detection. There's a possibility we
38 can set that up to collect bike data if they come up. Same with on the west side; we should be able to do it
39 on the west side just because there's going to be a larger cross-section of the street there. But, yeah, bikes
40 should be able to get detected; pedestrians will have to push a button.

1 COMMISSIONER YORK: Okay, and then a follow-up on that was that currently the low-stress
2 network for the bicycle is on Paddington. How would that connect into that intersection...the Hidden
3 Pond intersection...for the signalization for bicyclists to continue the low-stress network?

4 MR. GILCHREST: There will still be the bike/ped connection where the proposed vehicle
5 connection was. I can't remember, is it Edmonds, I believe is the street? There will still be that bike/ped
6 connection that they can get up from this development to Paddington.

7 COMMISSIONER YORK: Right, but I was talking about crossing at Ziegler actually, because if
8 you're trying to get from Paddington to go north, you would have to go south to cross at the light, and
9 then...or, if you're going north on Ziegler and you want to go west on Paddington, then you would have
10 to cross ahead of time then go against traffic to get up to Paddington. And so, I didn't see that in the
11 documents about how the bicycling and pedestrian routes would be navigated through there. So that's the
12 reason why I was asking what would be the connection.

13 MR. GILCHREST: There isn't one other than what I proposed.

14 COMMISSIONER YORK: Okay, I'll let somebody else go for a minute.

15 CHAIR KATZ: Anybody else before public input? Ted, do you want to go?

16 COMMISSIONER SHEPARD: Clarifying question, I think for Steve or for Matt. In the traffic
17 study on page eight, I'm looking at the level of service for the current Ziegler/Paddington/Grand Teton
18 intersection, and I'm seeing that the westbound left through and right are all level of service F. And what
19 really surprises me is that the right turn is an F. I get the through at an unsignalized intersection, and the
20 left being F, but the right turn is an F. And anyway, so I'm looking at these F levels of service currently
21 as it exists out there today, and that doesn't warrant a signal?

22 MR. GILCHREST: No, it doesn't. Part of the reason behind that is the fact that it's a single lane
23 movement, so you're left turns, your through movements, they're all blocking those right turns, typically,
24 as well. So, that compounds that and just the amount of delay with the low volumes of traffic still doesn't
25 warrant a signal.

26 COMMISSIONER SHEPARD: Thank you. And, it's interesting that the traffic study tells us
27 what the delay is, and that these delays are 54.9 seconds for the A.M., and 79.2 seconds for the P.M. Do
28 we have any similar conditions like that along the arterial network where delays are that significant?

29 MR. GILCHREST: I couldn't name one off the top of my head, but I guarantee there probably
30 are.

31 MR. DELICH: If I could chime in, Matt Delich again. Yeah, there probably are a number of
32 intersections where the delays to the minor streets are that long, and perhaps even longer. A number of
33 years ago, Fort Collins, because it's an arterial street, allows level of service F for minor street
34 movements because there's just absolutely nothing you can do about it.

35 COMMISSIONER SHEPARD: What about the two-stage left? You're even prevented...that
36 even accounts for the two-stage left.

37 MR. DELICH: I'm not sure I understand.

38 COMMISSIONER SHEPARD: Well, the...those delays take into account that the left turn could
39 be a two-stage left.

1 MR. DELICH: It could be in a channelized T, a safe channelized T. To do a two-stage in an open
2 intersection like Paddington/Grand Teton and Ziegler gets a little dicey.

3 COMMISSIONER SHEPARD: Okay, thank you. While you're there, one other question for
4 clarification purposes. I recall that the mile-by-mile arterial section line grid that we have, that it was
5 acceptable to have signalized intersections at the third mile, so you'd have two within a mile, not just one
6 at the half mile. Did that get deleted as a policy? I always thought the third mile was...so you'd have
7 two signalized intersections within a one mile segment on the arterial system.

8 MR. DELICH: Steve can chime in, but it's my understanding that the better spacing for signals is
9 at or near the half mile.

10 COMMISSIONER SHEPARD: Okay, thank you.

11 MR. GILCHREST: Just to add to that, so when you talk about the...as I laid out the grid pattern
12 with the half mile spacing for a full signal, you could look at it and...that's where I talked about the
13 potential of two ped signals in between there, you could probably space those out accordingly. I don't
14 know the standard off the top of my head, but yeah, it would probably work if you had probably that third
15 mile spacing on two full signals. It would preclude, probably, any ped signals in between those though.

16 CHAIR KATZ: Yeah, if you have another clarifying question, go ahead.

17 COMMISSIONER HAEFELE: Yes. We're focusing on the traffic, and I'm sure we're going to
18 talk about traffic for a while, but the ODP, the change, adds some acreage to the development, and what
19 would be the use for that added property, what isn't being used as an intersection? Is there any change or
20 anything that we should know about for that additional piece of property?

21 MR. SHERRILL: Again, Jason Sherrill. So, it's...the location of it kind of was, in our previous
22 ODP, our kind of mixed-use, commercial area around that, so it will kind of blend into the commercial
23 component. So, what we have in our PDP is actually where the daycare center would go, and some
24 additional detention because our site is burdened by significant off-site detention. So, that's what
25 intended to be there.

26 COMMISSIONER HAEFELE: Okay, thank you.

27 CHAIR KATZ: Any other clarifying questions before we jump into public comment? Go ahead.

28 COMMISSIONER SHEPARD: Ryan, could you put up slide eight? This was the information
29 that you provided for us as a result of the work session. And I'm looking at this, and I'm looking at the
30 Paddington counts, being a 24-hour in the year 2018, at 1,177, and that's less than Kingsley. That's
31 remarkable to me. Paddington is such a short collector; it's only about a third of a mile, where Kingsley
32 is a much longer collector. Is it the difference in years, or...I guess I'm surprised at the high vehicle
33 count on Paddington between Kingsley and Ziegler, and yet I keep hearing that the Paddington/Grand
34 Teton, Ziegler intersection doesn't meet warrants. But, look at those 24-hour vehicle counts on
35 Paddington. That's not a small number.

36 CHAIR KATZ: So, we're asking questions. Is the...what's the question? Can you just clarify
37 the question?

38 COMMISSIONER SHEPARD: I guess I can't come up with a question.

39 CHAIR KATZ: Is it just what accounts for that discrepancy?

1 COMMISSIONER SHEPARD: I guess my question is, is Paddington the shortest collector in the
2 city?

3 MR. GILCHREST: I can't truly answer that at this point, but it is one of the shorter ones.

4 COMMISSIONER SHEPARD: And it's only a collector east of Kingsley?

5 MR. GILCHREST: Yes, and then in the Master Street Plan, you have Sunstone that actually
6 functions as the other collector that connects over to Caribou.

7 COMMISSIONER SHEPARD: But it's built as a local?

8 MR. GILCHREST: It's built as a local; it was built prior to the English Ranch neighborhood
9 being built.

10 COMMISSIONER SHEPARD: Does Sunstone, since it serves three neighborhoods, does it have
11 a higher vehicle count than Paddington?

12 CHAIR KATZ: Ted, I do want to make sure that we're addressing the major amendment.

13 COMMISSIONER SHEPARD: Okay, I think Michelle mentioned it, that new acreage is being
14 added to the ODP, which I think cascades into a discussion that is...broadens it for me. So...

15 CHAIR KATZ: Okay, thank you. York?

16 COMMISSIONER YORK: So, you mentioned that Master Street Plan has to be approved by City
17 Council. So, if we...if the light is approved for Hidden Pond Drive, and doing that, does that need to go
18 to City Council as well because that would be changing the Master Street Plan as it's currently
19 established?

20 MR. GILCHREST: That's not changing the Master Street Plan. The Master Street Plan only
21 aligns where the streets go, not where any traffic signals go.

22 COMMISSIONER YORK: Okay, thank you.

23 CHAIR KATZ: That's a good question. Anybody else have a clarifying question? Okay. As we
24 move into public comment, first I just want to thank you all. It is really important that our community
25 comes out and gives us new evidence. I think we can all see that, when we do zoom out, like physically
26 zoom out, it does look like Paddington makes the most sense, logically; it's consistent with some of the
27 comments we've seen, you know, even City staff said if it wasn't for other factors, that would make
28 sense. But, we do need to...you know, before we start making comments, we need to zoom out again and
29 realize it is a giant chess board, right? And, there's other things at play here, like collector streets being
30 removed, you know, this particular potential development, you know, creating and needing a traffic signal
31 in itself, and it's just kind of the order of the way that development happened. So, just think about that
32 when we're making comments. And I also really want to specify, we are only...we only need to hear
33 comments, please, for things that are relevant to this amendment to the ODP, not the ODP as a whole, we
34 already heard that last year. So, just please, you know, take that into consideration when you comment.
35 You know, make sure that it's within the framework of this amendment and this change to the ODP, and
36 not the ODP as a whole. So, thank you. With that, could I see a show of hands of who would like to
37 address the Commission? Okay, and remember those joining us via Zoom, please raise your hands using
38 the icon, or if you're joining us on the phone, star nine. I will give you a few second to raise your hands
39 now. Shar, are we seeing any hands go up?

1 MS. MANNO: Currently we have three hands raised.

2 CHAIR KATZ: Okay, well we are going to start with members that have joined us today in
3 person. Please line up, if you'd like to address the Commission, at both podiums. You can do that now.
4 And we'll just go back and forth, so please line up at both of them; try to make it as even as possible.
5 Okay, we will start in the middle, we will alternate. Please state your name and address for the record,
6 and you will have three minutes please.

7 MS. JANET ZUNIGA: Hi; I'm Janet Zuniga, and I live at 4026 Mesa Verde Street in Woodland
8 Park. I am not a voice of power or money like these gentleman behind me, but I'm a citizen of Fort
9 Collins; I've been here like thirty-four years. I've been in my home over twenty years. When we moved
10 into our house, the speed limit on Ziegler was twenty-five, and so it was no problem to get to the park, or
11 to take our kids over to sports activities at the school over there. You know, now it's forty miles an hour;
12 you just can't get across the street. Even during COVID, you were likely to get hit by a car when there
13 were hardly any cars on the road, there was that much traffic right there. And the traffic is coming, you
14 know off of I-25, people are still going fast, they're going over the speed limit all the time over there. It's
15 treacherous. And we've been asking for a light at Grand Teton and Paddington for about fifteen years,
16 over and over, we've just been denied. And in Woodland Park, it's just like living on an island; it's really
17 hard to get out of there, and it's just not safe. I don't know, maybe you guys have the information in front
18 of you on how many accidents happen at that intersection, but I know there've been quite a few.

19 So, as I say, I'm not the voice of power, but I'm a citizen of this city; I've been here a long time,
20 and I feel like it's warranted even though nobody else seems to agree with that. I'd like to be able to get
21 out safely, I'd like my kids who are driving now to be able to get out of our neighborhood safely. You
22 just can't hardly turn left. And even turning right is really hard. Thanks for your support, Ted. I know
23 you've been out there, you've supported our neighborhood all along. I just appreciate your positive
24 comments. Thank you.

25 CHAIR KATZ: Thank you, Janet. Appreciate the comments.

26 MR. JEFF JANELLE: I have a...oh, there it is, there's a visual. My name is Jeff Janelle, and
27 thank you for hearing us, letting us speak. I live at 2709 Sunstone Drive. Real quick, I think the reason
28 for those numbers on Paddington versus the Kingsley, is there's a lot of traffic that filters from Fox
29 Meadows, Sunstone using Caribou, then Sunstone, then they cut into Paddington and/or Sunstone and
30 turn at Kingsley, and there's a steady flow through there. So, that's that.

31 Something to think about...the density has been an issue to everybody in the neighborhood. It's
32 just like...huge red flag. The fact that a single thirty-three acre development warrants a signal versus 556
33 homes in English Ranch, you know, three cars a household, whatever, Woodland Park Estates, doesn't
34 make any sense. And then, to say, oh, well let's do collector, whatever. So, if the development warrants
35 a signal, it sure as heck does not need to go into English Ranch. If you've got something that can warrant
36 a signal, that's crazy...absolute craziness. So, that's just the emotional side...just, it's nuts. There's just
37 no way...Kingsley is a wonderful...we bought a house from Dan, original owners, been there all along,
38 love it. We stayed put; we love it there. The pedestrian flow on Kingsley is amazing, there are even
39 running races that utilize it. To have more traffic there would be horrible. We have a handicapped
40 individual that commutes to work on there, tons of bikes. I'm a cyclist...and the Ziegler thing over there,
41 when I come in from a long ride from the south trying to get in my neighborhood crossing Ziegler, it's
42 horrible. So, whatever.

1 Okay, so what I have over here, I think is...it may not be perfect, but I think it's forward thinking,
2 I think it's Fort Collins, I think it's trailblazing. We can set the bar for different solutions; we don't have
3 to follow a cookie cutter mold. So, let me see if this thing works; I don't want to blind anyone.
4 Okay...oh great, it's not showing on the screen. Well...

5 CHAIR KATZ: You've run out of time...we want to hear what you have to say, but you're
6 running out of time, so if you could do it without the pointer.

7 MR. JANELLE: Okay, bottom right corner, that is a protected turn lane. When it queues up to
8 three or four cars, it triggers that intersection up there. Can I borrow someone else's time?

9 CHAIR KATZ: You can keep going.

10 MR. JANELLE: Thank you, I appreciate that very much. Triggers the intersection where it
11 should be, gives a break to those people coming in, once they have completed their business, Hidden
12 Pond has a fighting chance to get in. There are multiple options within the development. Smart
13 people...I was a UPS driver, you never turn left, it's always right. People that want to go southbound
14 coming out of this corner pocket of businesses, whether it's child care or whatever, typically a distracted
15 driver, just picked up the kids, go out there. Paddington, there's a divider that prevents cut backs, that's
16 what the yellow represents. Those trees go, the visibility, the triangle, is perfect. You've got perfect
17 clearance for that intersection, that merge. There's no reason that can't be done. If someone can't
18 negotiate that, they shouldn't have a driver's license; it is picture perfect, okay? And don't go to DIA,
19 because you'll never make it if you can't work this. That divider down Paddington prevents the cut
20 backs, I probably said that. So then, you've got a dedicated...my original plan had an extra lane that was
21 a flow out. This requires no modification other than the structure for the roadway, a couple culverts, mild
22 deepening of the detention areas, and it's back where it was. Trees relocated, and then you've got the
23 crosswalks. So, I just think it makes a lot more sense. Yes, it's different; this is Fort Collins, we do
24 things differently. We can innovate; let's just do something better. I don't think it's at any extra cost
25 really. That little bit right there where the green trees are, that's English Ranch HOA. We can deed, we
26 can quick claim an easement, whatever it takes, we can make it work, and I know my neighbors would
27 support that. There's, combined, 800 people probably.

28 CHAIR KATZ: Thank you.

29 MR. JANELLE: So, anyway, done, thank you, I appreciate your willingness...

30 CHAIR KATZ: Thank you so much for the work you put into that, thank you.

31 MR. BRAD KREIKEMEIER: Brad Kreikemeier, 3380 Hidden Pond Drive. I would like the
32 Commission to consider reimplementing the connection road. Hidden Pond only has fourteen lots,
33 fourteen home sites in the neighborhood and, as discussed earlier, a light at Paddington would serve many
34 more neighborhoods, or many more neighborhoods and also a lot more traffic and households.

35 CHAIR KATZ: Thank you, Brad.

36 MR. DAN BARTRAN: I'm Dan Bartran, I'm the original builder in English Ranch. Jason, what
37 did you do? Skateboarding?

38 Yeah, and Ted, you're right, Paddington has actually three different right-of-way widths on it; it's
39 a very unique road, and a very short road. Background on when Raintree came in...I was active in the
40 approval of that, and the concerns of the neighborhood. Basically, the reason why Edmonds was taken
41 out is, the City said they would do that because the neighborhood was concerned about traffic coming

1 from there and then going through...just like we're getting from the other direction. And they're right,
 2 there's a lot of traffic that goes down to Paddington. But, the City agreed that Kingsley, you know,
 3 people would cut through and go to Kingsley at that point. What you have right now is, with the
 4 roundabout, you've just got a continual grip of traffic going south, and then going northbound especially,
 5 because I take it every day. Going north, you've got people turning right off Harmony and going down
 6 the road, and unless they get stopped at the light, you wait there quite a while.

7 Looking back at what the City had said originally, my concern would be, if you opened up
 8 Edmonds again, and gave the people the ability to turn left, we would get a lot of traffic in that
 9 neighborhood again. You know, potentially, I don't know, you know, forcing a right-hand turn through
 10 the detention, I don't know, might be...I think it's a tough decision for you guys, to be honest. So, thanks
 11 for my time.

12 CHAIR KATZ: Thank you, Dan.

13 MR. STEPHEN CLARKE: Good evening, my name is Stephen Clarke; I live at 3405 Hidden
 14 Pond Drive. I'm also the Hidden Pond HOA president, so I'll be representing most of the neighborhood.
 15 I really like that proposal that was just shown a little bit ago. I'm not in favor of having the traffic light in
 16 front of our neighborhood. As was mentioned in the proposal, it's a privately owned and maintained
 17 road. We get a lot of traffic coming through even though it already has three private, dead end signs on
 18 the road, we still get a lot of traffic coming through. One additional no outlet sign won't make a
 19 difference. What happens is people come in, turn around and speed out of the neighborhood, because
 20 they made a mistake. And I don't want to have more of that traffic. We have a lot of kids in the
 21 neighborhood; I don't want to have to deal with that.

22 Lastly, if the proposal to have Hidden Pond light there, I'd like to work with the developers to see
 23 how we can mitigate that traffic, how we can mitigate whatever else will come through. What would that
 24 take to help minimize that traffic? As well as I'd really like to not have the Hidden Pond name continue
 25 on the west side of the road; I'd like to have that separate so when people are plugging in addresses and
 26 so forth, they don't make the right turn into our neighborhood by mistake, they go to Jason Lane,
 27 whatever, some other name, to go a different direction, to not confuse it with our neighborhood. Thank
 28 you for your time.

29 CHAIR KATZ: Thank you so much, Stephen.

30 MS. TAMARA BURNSIDE: Hi, my name is Tamara Burnside; my address is 3902 Glacier
 31 Court, I live in Woodland Park Estates. I really like this new photo that you guys saw of cutting onto
 32 Paddington, have it be a right turn only onto Paddington so they can't cut through English Ranch. I
 33 wanted to make a point about what the developer said about the light at Hidden Pond helping us go north.
 34 We don't have a problem going north, we have a problem turning left onto Ziegler going south crossing
 35 two lanes of traffic, most of the time going 45 to 50 miles an hour. It's not a problem going north, and if
 36 there's a light put at Hidden Pond, it's going to back up the traffic at that light and make it even harder for
 37 us to turn south. That's all I wanted to say.

38 CHAIR KATZ: Thank you so much, Tamara.

39 MR. JAMES KING: My name is James King; I live at 2921 Sunstone Drive. The purpose that
 40 this meeting, or this discussion, was called, was for a light at Hidden Pond. The discussion of having a
 41 light at Paddington seems to be misdirecting what the purpose of the discussion was for. But, I would say
 42 that anything that it would add access to Paddington from the new development would create all sorts of

1 havoc in that neighborhood, and I think that it would be best if the focus continued to be on the question
2 of a traffic light at Hidden Pond, and not a traffic light at Paddington. Thank you.

3 CHAIR KATZ: Thank you so much, James.

4 MR. CRAIG LATZKE: My name is Craig Latzke; my address is 3908 Mesa Verde Street, that's
5 in Woodland Park. The staff seems to have done a phenomenal job representing the pros and cons, and
6 tradeoffs, and concerns, with their detailed analysis. I'm glad the developer is working to supply needed
7 housing units to our city, and I'm thankful for your time here tonight; your questions to staff represent an
8 understanding of the topic. I and many of my neighbors share concerns regarding safe pedestrian and
9 bicycle crossings of Ziegler, and the ability to safely exit our neighborhood.

10 My personal primary concern is pedestrian and bike crossing from Grand Teton to Paddington
11 across, to access the neighborhood park and school. This amendment would create a pedestrian crossing
12 closer to us, but that same signal does not make sense for that use, as York's questions illustrated. It
13 would also make a mess of the vehicular traffic out of our neighborhood, for example, by backing up
14 southbound traffic so that it blocks our intersection. Even worse, the signal in the proposed amendment
15 ensures that a signal will never be constructed at the more logical location of Paddington and Grand
16 Teton. Staff appears to have their hands tied by a policy decision in 2010 to modify the Master Street
17 Plan. This is keeping them from being able to consider or recommend a connection from this
18 development to Paddington, and then signaling Paddington and Ziegler. You may, likewise, have your
19 hands tied. If this amendment is approved, I will appeal that decision because the amendment precludes a
20 future signal at Paddington. With that appeal, I hope Council will consider working with you and staff to
21 reevaluate the 2010 policy decision in light of different considerations at play thirteen years later, and
22 because of the negative impacts to these neighborhoods. If I misunderstand the situation, and you are
23 able to recommend to the Council that they reevaluate the 2010 policy decision, and postpone this
24 decision on this amendment to await that review, I ask you to do so.

25 Finally, I wish to contradict or clarify a statement that the developer made that the signal at
26 Paddington is not warranted. To the degree that remains true would be an outcome of the approval of this
27 amendment and placing of this signal. There are other truthful statements made by the developer which
28 similarly missed the mark on context. Thank you.

29 CHAIR KATZ: Thank you, Craig.

30 MS. SARA OLSEN: Hello, my name is Sara Olsen; I live at 3126 Mesa Verde Street in
31 Woodland Park. And I would just ask you to please let common sense prevail here. It seems like the
32 reasonable thing to do is to put that light at Paddington. It would help all the neighborhoods; those in
33 Hidden Pond are advocating for that also. They say that we can cross safely at the roundabout as
34 pedestrians and bikers. I can tell you I have done that many times, and been nearly hit many times. That
35 is not a safe route for a biker or a pedestrian, or even a car sometimes. So, I would respectfully ask you to
36 consider going to our neighborhood yourself and trying to get out at five or six P.M., or anytime between
37 seven and nine A.M., and see how difficult that is. Thank you.

38 CHAIR KATZ: Thank you so much, Sara. Is there anybody else that would like to speak in
39 person? Go ahead.

40 MS. DEANNA ORTIZ: I'm Deanna Ortiz; I live at 3103 Zion Court in Woodland Park. I just
41 wanted to back up the other comments that have been made about a concern about putting a light lined up

1 with Hidden Pond, that a more logical location I think could be found rather than there as it's really
2 needed to exit that Woodland Park Estates neighborhood. And that's all.

3 CHAIR KATZ: Thank you so much. I don't see anybody else lined up with us in the Chamber
4 today. So, at this time, we will proceed to those joining us via telephone or Zoom. So, Shar, whenever
5 you are ready.

6 MS. MANNO: Sure. We have Irene Stein up first. Irene, you are able to speak.

7 MS. IRENE STEIN: Hi, I'm Irene Stein; I live at 4050 Kingsley Court...that's the cul-de-sac
8 that's the closest to the bike and walkway that goes up between Affinity up to the Village there. And I've
9 been...I've lived here for about eighteen years, so I was at all the meetings when we talked about taking
10 Edmonds off the Master Traffic [sic] Plan, and I remember I was very in favor of taking that off the
11 Master Traffic [sic] Plan because we were worried about...in my head, the story I tell myself is the cars
12 coming from the high school, you know, going down Kingsley, and trying to get to the...cut through
13 English Ranch to get to the shopping center. And, it's like, we just don't want that. So, here we are, you
14 know, ten or so years later, and the...Edmonds would not go directly to the shopping center, Edmonds
15 would go particularly to, you know, kind of more of a residential and park area. I speak for myself, but
16 I'm not personally that worried anymore about cars coming, you know, from Horsetooth, down Kingsley,
17 Paddington, to Edmonds, and I see the problems on not having a traffic light at Paddington. I'm very in
18 favor of putting the traffic light at Paddington and Ziegler, and if it means, you know, adding that street in
19 Edmonds, especially if you make it a right turn only onto Paddington from the south, that might solve a
20 lot of problems. A second quick point is the amount of traffic that's coming down Ziegler from
21 Horsetooth at time, if there's a light at Hidden Valley [sic], I could see that backing up past Paddington
22 really easily. It's just constant, two lanes that are just constant coming down. So, thank you very much.

23 CHAIR KATZ: Thank you, Irene.

24 MS. MANNO: Okay, next we have Cindy S. Cindy, you are able to speak.

25 CHAIR KATZ: Cindy, are you there?

26 MS. JENNY SIMPSON: Can you hear me okay?

27 CHAIR KATZ: Yep, we can hear you now, thank you.

28 MS. SIMPSON: Alright. Hi, I'm Jenny Simpson; I'm at 2638 Stonehaven in English Ranch
29 subdivision and I have a lot of concerns about a light at Hidden Pond for many of the same reasons that
30 our neighbors have already expressed. The Woodland Park neighborhood has been asking for a light at
31 Paddington for years and years because of how difficult it really is to get out of our neighborhoods. And
32 there are three ways through English Ranch from Caribou, from Kingsley, and from Paddington, and
33 depending on what time of day it is, and if I'm coming in or out of the neighborhood, I have to adjust
34 where I enter, where I exit, because the traffic is that bad.

35 I am thrilled that the channelized T has been taken off the table because that was a terrible plan
36 that the neighbors were not in favor of. A light at Paddington would be the most ideal...I actually would
37 really like it if the exhibition that one of my neighbors...I didn't catch his name, but the gentleman in the
38 blue shirt...provided that shows a median in Paddington. That, I think, should be explored; I thought that
39 was a fantastic proposition. And, we the neighbors are who live here. We care about our neighborhoods
40 and the traffic, and we feel like we haven't been heard by this Council. I like what someone said about
41 how...this is Fort Collins, and we can innovate, and we can find a better solution. And while this is an

1 improvement than the previous proposition...this is improvement, but I think we can do better. I think, as
2 a city, we can do better.

3 And so, to the Board, please listen to the residents. You know, we fought very, very hard to not
4 have a connection to the Front Range Village shopping center at Kingsley...both at Kingsley and at
5 Edmonton [*sic*] because of the traffic through the neighborhood...that we know, it would still happen.
6 People would come off of Horsetooth, down Kingsley, out off to Paddington, to Ziegler...they do that
7 now. So, having no connection through the neighborhood, I understand, might go against the Master Plan
8 for the City, but we've had other exceptions before based on the needs of the location, and I think we can
9 do that again. I think there is a better solution than what is proposed here tonight that would make the
10 residents happy, including the new residents for the new development. So, thank you.

11 CHAIR KATZ: Thank you, Jenny. Anyone else Shar?

12 MS. MANNO: No, there are no other hands raised.

13 CHAIR KATZ: Okay, alright. Public participation is closed. We will go to the applicant first to
14 have a chance to answer some questions or provide any rebuttals.

15 MR. SHERRILL: First...again, Jason Sherrill. It's kind of...it's certainly complicated, right? In
16 that by us having the ability, which I think everyone agrees, moving the connection to Hidden Pond is a
17 plus, right? The fact is, it generates the warrants for a signal. So, that's the condition that we are held by,
18 and so, that's...you know, and the fact is, we're funding the light. So, it feels like to me...I know one of
19 the residents made mention that they didn't have issues turning northbound, and I made mention of
20 that...I might not have made myself clear, but the point is, a light at Hidden Pond will still provide some
21 relief because those that are turning southbound out of English Ranch, or even out of Woodland Park,
22 they still now only have one lane of traffic to navigate because the one lane northbound has been stopped
23 with the light at Hidden Pond. So now, they have to still navigate the southbound, but obviously the one
24 bigger concern is navigating northbound and southbound, so I think there's some benefit there that can be
25 recognized even with the light at Hidden Pond, not at Paddington.

26 You know, I'd like to address the gentleman, and we've seen it before, so I appreciate the
27 concept, but the reality is...I know that we learned today that the HOA would provide us access, an
28 easement or whatever, but the geometry of that connection through that pond, I don't really feel like is
29 realistic. Our traffic engineer tells us it's not realistic, our civil engineer tells us it's not realistic, and the
30 reality is, and Jason, I don't know if you want to speak to detention and the effects on detention?
31 Okay...I'll talk in general and if you want to ask Jason specific questions, our civil, but there are already
32 detention issues in the English Ranch neighborhood, so by removing part of that detention pond for this
33 access will only exacerbate their own detention problems, and we are already burdened with significant
34 detention issues to the west of us that we're burdened by.

35 So, you know, I'm happy to answer your questions. I don't know that there's a better solution;
36 this is the best solution that we have, that we actually control. If we had access at Edmonds, full
37 movement access, which I think makes sense. I know that ten years ago maybe, there's was a lot of push
38 for it not to make sense, but I feel like with the way that the communities have evolved, a connection at
39 Edmonds, you know, might be, you know, the best solution. You know, we're trying to find the best
40 solution given all the variables, and so everyone is going to give something, and maybe that is the best
41 solution. But, we don't control that. You know, we don't control an access through Edmonds; what we
42 control is, by purchasing this property, we now can move the connection to Hidden Pond...I'm being a
43 little redundant...and that's what the staff wanted, and that generated a light. We can go back to the

1 channelized T and still buy that property, and still use the channelized T. I mean, that’s certainly an
2 option for us. Staff didn’t necessarily like that, and so it felt like this was the best solution. So,
3 hopefully, the Planning and Zoning Commission will recognize that there’s winners and losers on all
4 sides, and we’re just trying to find the best alternative with the conditions that we’re subject to.

5 CHAIR KATZ: Thank you, Jason. So, Ryan, would you like to respond at all?

6 MR. MOUNCE: Yeah, there’s kind of a couple points we can expand on. So, wanted to start
7 with sort of the exhibit that was shared, sort of the neighborhood proposal. You know, we really
8 appreciate kind of the creativity behind that, and we have kind of discussed some of that proposal, that
9 concept, before...kind of even before the neighborhood meeting for this project. As we started looking at
10 that as staff, we...as mentioned, we do have some concerns about the viability of that. One of the big
11 ones is going to be featured around, or centered around, stormwater. That is stormwater for the English
12 Ranch development right now. You know, based on current standards, it appears to be undersized, and
13 so, if there is going to be that connection through it, that has to be made up in some manner, and that’s the
14 potential concern. There’s also some potential concerns about just the exact location of where it would be
15 in terms of, again, things like intersection spacing, how close it would be to Ziegler, if people could cut
16 across, for instance, if there was a left hand turn at that intersection.

17 The other potential issue, and I guess kind of zooming out again from the staff perspective is, you
18 know, we do have these connectivity standards in the Land Use Code, we do want to knit neighborhoods
19 together, and that’s kind of the terminology we use, is knitting. And we certainly recognize that, you
20 know, no one necessarily wants more traffic in their development, or their neighborhood, but that is kind
21 of the intent, and kind of the philosophy behind communities...that these different developments, they
22 aren’t partitioned amongst themselves, they are woven together, and there should be multiple access
23 points to different arterial streets within your, sort of, section mile. And so, you know, hearing a lot of
24 support for the idea of a signal at Paddington and Grand Teton, and we’ve talked a little bit about how,
25 sort of under the ideal scenarios, that’s where it would be located and, kind of, that’s how the
26 transportation network is kind of set up and designed. You know, we are working with some constraints;
27 we do feel like we have a lot of uncertainty at the staff level around, sort of, whether that connection
28 between this site and English Ranch to Paddington can be made or not. But, you know, if there is going
29 to be the work to look at a proposal to connect somehow between this neighborhood...the ODP site and
30 the neighborhood to the north, English Ranch, you know, I guess the staff perspective is we would really
31 like to see as much connectivity as possible at that point. That is sort of the base standard in the Land Use
32 Code, and as mentioned, there are different amenities, like the park and school, that would be beneficial
33 to, you know, get people to and from.

34 I did want to pull up a couple other comments related to some of the...what we heard. There was
35 a sort of a comment about sort of the density. You know, this is in the Harmony Corridor zone district. If
36 you look at, sort of, the policy plan for the Harmony Corridor zone district, it’s basis, it does talk a lot
37 about sort of concentrated activity, a place for higher density development, that’s why the zone district
38 standards do have that minimum density requirement versus a lot of our other residential zones have
39 maximums. You know, it even limits the amount of single-family dwellings that you can do in the
40 Harmony Corridor. And this, you know, we have an ODP so far, so we have a density range of 400 to
41 700 units, and if you kind of average that out across the new numbers with this expanded ODP, that’s
42 about twelve to twenty-one units per acre, so that’s very similar to Affinity, just to the west, which is
43 about nineteen units per acre. It’s very similar to other MMN, or multi-family style developments, which
44 we have also seen in the Harmony Corridor. So, I guess from the staff perspective, certainly it’s a very
45 large site, and because of that, it is a little higher density, and it is generating a lot of additional, you

1 know, potential trips here, but it's not necessarily out of the ordinary in terms of what we've seen and
2 experienced in the Harmony Corridor zone district in the past.

3 And I think...I just really want to mention, kind of, from the staff perspective, we've been talking
4 with a lot of neighbors, and it's been, you know, a great conversation, sometimes frustratingly so about
5 some of the different options, or lack of options, it feels like there is, kind of reviewing this. But,
6 everyone has been very, you know, very great...kind of coming out with these ideas, not moving to just
7 sort of...or moving to, sort of, this creativity aspect and collaboration process, which sometimes we don't
8 always see with some of these developments. So, I also wanted to express that. Thanks.

9 CHAIR KATZ: Thank you so much, Ryan. We're going to give the Commission members one
10 last opportunity to ask clarifying questions, and this will be the last opportunity that the Commission has
11 to engage with the applicant. So, before we get into any deliberation, do any Commission members have
12 any final clarifying questions.

13 VICE CHAIR STACKHOUSE: Mr. Chair, I would just like to...first of all, thank you to
14 everyone who spoke tonight. In my year on this Commission, the comments made tonight were just on
15 point, so thank you for doing your homework on that; it really helps us a great deal. There was one
16 comment made...I can't paraphrase it fully, but essentially raised the question of whether a signal would
17 ever be warranted at Paddington and Ziegler. And I believe at our last Commission meeting, we asked
18 that question, and without traffic flowing through to Paddington, the answer was it was unlikely that a
19 signal would ever be warranted there. Is that correct Ryan?

20 MR. MOUNCE: Yeah, I may have Steve kind of come in and chime in here, but my
21 understanding is, you know, based on current conditions, the warrant is not there. The area around, you
22 know, Paddington, is mostly developed, and we wouldn't necessarily expect to see redevelopment of
23 single-family homes, and so, I believe there's one remaining development site there, that's Mr. Bartran's
24 property, as mentioned, and you know, it's on several acres. And so, I don't know if that, on its own,
25 would generate that additional traffic, but it seems like without additional development or that connection,
26 it wouldn't generate the warrants for a signal in the future. And...okay.

27 VICE CHAIR STACKHOUSE: Yeah, and I ask that question for the benefit of the audience
28 understanding. What we have dealt with in the past, and our own frustration in knowing the fact that
29 without that through traffic, it just limits the options at that intersection.

30 CHAIR KATZ: York, go ahead. I think you had a question?

31 COMMISSIONER YORK: Yeah. I believe looking at the proposal that the neighborhood
32 brought in, that the intersection going onto Paddington, that would be a one-way road, is that correct? Do
33 I understand the drawing?

34 MR. MOUNCE: I believe so, and there may be some nods, yeah.

35 COMMISSIONER YORK: Okay. So then my question is, what rules or regulations do we have
36 for one-way roads in Fort Collins for connections. Are there any that we need to think about while we're
37 deliberating on this?

38 MR. GILCHREST: Honestly, I would have to look into that to see if there's more standards.
39 We'd have to look at, you know, some different signage, those types of things, but typically we don't
40 have a lot of one-way streets unless it's kind of a very isolated type scenario where we have one entrance
41 and one exit. But, this is not something we typically do is just put a one-way street in an area.

1 COMMISSIONER YORK: Okay, thank you.

2 CHAIR KATZ: Any last, final questions?

3 COMMISSIONER SHEPARD: I think a couple of the folks...I recall a comment from
4 Craig...let's just confirm that a local street that moves around an overall development plan does not
5 require amending a Master Street Plan, does not require going to City Council. City Council and the
6 Master Street Plan, I'm asking, only deals with arterials and collectors...is that true?

7 MR. MOUNCE: Yes, that's true.

8 COMMISSIONER SHEPARD: Okay.

9 CHAIR KATZ: Sam, I think you had a question?

10 COMMISSIONER SAMANTHA STEGNER: I just wanted to have a clarifying thing. It sounds
11 like you've done a lot of, like, engagement within that community, the English Stone [*sic*], right? Or the
12 one that's connecting on Edmonds there. And, but listening to a lot of this public comment, I mean, is
13 there a chance for you guys to recommunicate with that neighborhood about putting Edmonds as a
14 through way with this, at this point?

15 MR. MOUNCE: Certainly there's always additional opportunities for more engagement, and that
16 is, you know, this was a big factor in the original ODP approval, because the question came up about
17 whether to have that local street connection, and ultimately it was determined to have the alternative
18 compliance for just bike/ped. You know, and we did talk about some kind of multiple scenarios, and
19 we're trying to frame the discussion around tradeoffs at the neighborhood meeting for this major
20 amendment as well. And really, what we've been finding as staff...it's been very consistent with the,
21 kind of legacy comments that we have access to from the 2010 era discussions, about a lot of concern
22 about sort of cut through, additional neighborhood traffic, potential safety issues with the additional
23 traffic that would come from this site or Front Range Village...areas further kind of south and west. And
24 so, that seemed to be a very consistent theme, you know, for the past decade or so.

25 COMMISSIONER STEGNER: Even still to this day, it seems like? Okay.

26 CHAIR KATZ: Thank you, Sam. So, I think with that, unless somebody wants to jump in, we're
27 going to probably move into deliberation. No, we'll just push through. So, unless you have a long-
28 winded comment...okay, thanks.

29 Thank everybody...you know, what comes to mind is...I think Ms. Wilson [*sic*] made a comment
30 when she was at the podium...it was a conversation I had today with a client and he was asking me a
31 bunch of questions, very analytical, he's a civil engineer, and I said I'm not saying this to make you
32 laugh, but, logic rarely prevails. And I think Ms. Wilson [*sic*] said common sense rarely prevails. When
33 you zoom out and look at the map, Paddington does make the most sense, it does. However, we have to
34 look bigger than that. We have constraints, they are facts. The facts are the Hidden Pond warrants a
35 light. We can only really discuss what we can control. We're past that, that's what the report said. We
36 cannot control that. And again, because this was a pretty hot topic, I kind of let it slide, but we really
37 should just be discussing the amendment to the ODP. And as much as...for no other reasons but as safety
38 for the people in Woodland Park to get across, I wish this light could be at Paddington. But, from the
39 comments and the evidence today, it just seems like there's facts that we're constrained by, and that it
40 needs to be at Hidden Pond, even though, looking at it on the surface, and maybe even deeper than the
41 surface, Paddington seems to make the most sense. So, with that, I'm comfortable where it is on Hidden

1 Pond, although from a safety aspect, I really wish it was at Paddington. But, because of the evidence
2 we've heard today, I will support it...the light being at Hidden Pond...and therefore, I will be supporting
3 the major amendment.

4 VICE CHAIR STACKHOUSE: Mr. Chair, based on our comments tonight, I wonder if it might
5 be helpful if we held a discussion on a couple of items, again just so everyone leaves with a lot of clarity.
6 One is this alternative plan, and I know we've heard a little bit from staff on some of the issues with it,
7 but perhaps that warrants discussion on the part of the Commission. And then the other is this issue of the
8 Master Street Plan and what the Commission can and can't do. I want to be sure that's very clear to
9 everyone. So, I would just suggest that we might want to take those two items for discussion.

10 COMMISSIONER SHEPARD: I'd like to echo on that. Ryan, would it be possible for you to
11 pull up...I think it's your slide fifteen during your presentation...not your overview, your
12 presentation...and I wrote it down as slide fifteen; I think it's a word slide. And there was a bullet there
13 that caught my eye that I'd like to emphasize.

14 CHAIR KATZ: And while Ryan is pulling that, I do also want to emphasize that, remember, let's
15 focus on what we are considering here, and it is the change, it is the amendment. We are not discussing a
16 light that was at Paddington and is now moving down here. If we were discussing the channelized versus
17 this, I would feel more comfortable, but it's important, it's a concern to the community, and that's why I
18 did want to hear everybody and have some discussion, but I do need to kind of, you know, adjust the
19 magnifying glass and focus us to the actual amendments that we are discussing.

20 COMMISSIONER SHEPARD: Thank you, Mr. Chair. Let's see if I can recall which bullet it is.
21 The...I think it's the third bullet. If Corbett Drive is removed from the Master Street Plan, which it has
22 been, so there's no Corbett to Kingsley, that was decided during the Front Range Village deliberation
23 before Front Range Village was even developed. So, that came off the Master Street Plan, and it was
24 offset, but it still came off. The Land Use Code may require a non-Corbett street connection to the
25 property north of Front Range Village; it depends on land uses. And there was also something in the
26 packet...Ryan, thank you for putting in the packet the staff report from last year. And, in that packet,
27 there was a reference to the development agreement. There was an original development agreement for
28 Front Range Village that was going to pledge \$75,000 for traffic calming in English Ranch, and that was
29 in conjunction with the Master Street Plan being amended. I don't think the \$75,000 was ever spent; I
30 don't know...I lost track of that. But, in that development agreement, there is a statement, and it's in the
31 development agreement, so this is a recorded document between the City and the developer, and the
32 developer in this case was Front Range Village, in response to the concerns of English Ranch. And I'll
33 read it, it's on page 318 of our packet. A local street connection from within the currently vacant
34 property, which is this ODP, south of English Ranch, may still be necessary and required by the Land Use
35 Code at the time the vacant property south of English Ranch develops, regardless of the removal of the
36 collector street designation from the Master Street Plan, end quote.

37 And so, that bullet there, and this development agreement language, indicates to me that a local
38 street connection is still on the table. And, what I think is important is that the Young property changes
39 the ODP, and it changes it significantly from a land planning perspective. The applicant has more land on
40 which to be flexibly creative, and it changes a whole lot about access onto Ziegler Road. So, I think the
41 topic is open. Without the Young property being added to this ODP, we're back to the channelized T.
42 But, here we are with the Young pasture, and kudos to the applicant, or owner, for picking up the Young
43 property. That's laudable, thank you for that. And so, I think for discussion purposes and deliberation,

1 I'm open to a conversation about a local street connection to Paddington which would then warrant a
2 signal at Paddington/Grand Teton, Ziegler which isn't warranted now.

3 CHAIR KATZ: I would also like...I'm open to that, but let's also not forget the engineering
4 challenges with the detention with that. So, I think that needs to be in the conversation too, because if
5 we're going to play, you know, we need to play with a full deck, so...

6 COMMISSIONER HAEFELE: So it was my understanding that the drainage issue was only with
7 connecting near Carrick; Edmonds wouldn't necessarily have that same challenge? Maybe that's a
8 clarifying question.

9 CHAIR KATZ: Is that correct, Ryan?

10 MR. MOUNCE: I don't know the full details on that, I'm waiting to see if we have any other staff
11 that might want to respond to that. You know, that was the original identified spot for a connection,
12 originally as a collector street. There...you know, if you look at the English Ranch ODP from the '90's,
13 it identifies that as the spot for that connection. And so, there has been, you know, thinking and planning
14 for it. And certainly just another kind of topic or element I would introduce to this is, you know, there is
15 that intervening parcel in English Ranch as well, so there could be some interim conditions, or, you know,
16 it is potentially also wrapped up around what happens with development on that intervening parcel as
17 well, that connection piece. But, if there was a connection, it would sort of lay the beginnings of that.
18 And certainly, you know, that...during the PDP phase, both for the ODP site and for that other
19 intervening parcel, whenever there is development proposed, that's typically when we see those more
20 detailed analyses on stormwater, engineering, civil, kind of requirements.

21 And we do have a message from Sophie Buckingham in Engineering saying that Edmonds would
22 not present the same stormwater issues.

23 CHAIR KATZ: Thank you.

24 COMMISSIONER SHEPARD: A question for our stormwater engineer. I heard a reference that
25 the English Ranch South detention pond at Paddington and Carrick and Edmonds...well, not
26 Edmonds...is inadequate or deficient, or something like that. But, isn't it not the case that the standards
27 have changed? And that when English Ranch South was developed, or English Ranch, or both, that the
28 pond met the stormwater criteria at the time? So, maybe it's only deficient by current standards, but it
29 was approved with the subdivision. But, be that as it may, I guess the real question is, does it overtop in
30 the hundred year flood? Does it cause erosion? Is it flooding the street? I'm not hearing that; I'm only
31 hearing that it's deficient by what I think are today's standards, but it met the Code at the time that it was
32 developed.

33 CHAIR KATZ: No, sorry. Trying to follow the rules. Do we have anyone from Stormwater
34 available?

35 MR. PAUL SIZEMORE: We do have Sophie joining us online via Zoom that can kind of respond
36 to that comment and question as well.

37 MS. SOPHIE BUCKINGHAM: Good evening, everyone. Sophie Buckingham with Engineering,
38 I hope everybody can hear me okay. I am not a stormwater engineer; I'm not intimately familiar with the
39 stormwater details, but it certainly seems possible that the standards could have changed. I think any
40 work that's done now, the current standards would be applied. I don't think it really makes a big
41 difference whether previous standards were applied. Since it's an existing condition, if no changes were

1 made, I don't think we would require it to be brought up to current standards. But, if changes were made
2 such as making a street connection through the detention pond, any new detention areas to make up for
3 the loss would have to be brought up to current standards I believe. Does that answer the question?

4 COMMISSIONER SHEPARD: Yes, thank you. And I recall working on some pretty tight sites.
5 I understand that if the local street connection is made over the pond, and instead of a wide open pond,
6 there's culverts, and that there's diminished detention pond volume capacity, that's perfectly
7 understandable. And, Jason, correct me if I'm wrong, but there's also a way to gain volume, and I've
8 seen tight urban sites where volume has been gained by raising the walls, by building masonry walls that
9 are impervious, adding two or three feet to the verticality of the height of the pond adds volume. And you
10 don't want to deepen the pond because then you don't get the outfall, but I just throw that out there as an
11 engineering problem that could perhaps be solved in a way, if we go that way.

12 CHAIR KATZ: Thanks, Ted. Ryan, could you remind me specifically what the alternative
13 compliance was in 2022, is that right?

14 MR. MOUNCE: Yes, that's right. So, there are standards in the Land Use Code for sites that are
15 of a certain length, that they need to have mid-block connections. And so, in this case, that would be sort
16 of aligning with where Edmonds and Paddington intersection. And so, typically a local street would have
17 been required there. The alternative compliance in, you know, a lot of recognition of both kind of some
18 of the opposition we heard about that connection, and the policy history of removing the collector level
19 street connection, the alternative compliance request converted that to a bike and pedestrian connection
20 only. So, it was not for a local street that would carry vehicles.

21 CHAIR KATZ: And that's at Edmonds, right?

22 VICE CHAIR STACKHOUSE: Edmonds.

23 CHAIR KATZ: So, I just want to remind the Commission, and Paul, maybe you could jump in.
24 When we heard the group home recently, there was an alternative compliance, and we specifically kind of
25 had to remove that from the conversation because it was already...was that an alternative compliance, or
26 was that...it was an alternative use?

27 MR. SIZEMORE: I think you're talking about a reasonable accommodation.

28 CHAIR KATZ: Maybe that was it...that was my mistake, excuse me.

29 VICE CHAIR STACKHOUSE: So, if I might. First of all, Commissioner Shepard, like to thank
30 you for your in-depth knowledge; I can tell you were a City Planner in the past, you know this stuff. I
31 will admit that on the alternative plan presented by the residents, I have pause simply because it is
32 stormwater. And, you know, we're balancing a lot of ugly things here tonight. We are not going to make
33 everyone happy no matter what decision is made. But, to add potentially significant cost without any
34 certainty that the issues could be mitigated makes me very uncomfortable. I am certainly open to talking
35 more about, though, the connection at Edmonds and whether or not that's something the Commission
36 wants to consider.

37 CHAIR KATZ: We better also confirm that we have the authority to add that condition, that there
38 be a connection at Edmonds.

39 MR. BRAD YATABE: Yeah, I've been keeping an eye, trying to understand where the
40 conversation is going, and I'm not quite sure if Commissioner Shepard is suggesting a...in lieu of the
41 intersection, that the connection be made. I will...would like to remind the Commission that...well, one,

1 I'm not a planner; I can't tell you if that is a feasible solution or not. I think the planners, traffic,
2 engineering, everybody could give you a better read on that. I do...at least looking...my understanding
3 is, I don't think that's right-of-way through there, so there's going to have to be acquisition of some kind
4 of property right to even make that connection, and that is not certain. A private developer does not have
5 eminent domain powers, so that is a fairly uncertain aspect.

6 But, I think going back to the original application before you, you know, if the applicant is not
7 willing to entertain a condition like that, I think you need to make a decision on the application that is
8 before you. I know there's been a lot of concern, I know, from the neighborhood, in terms of the issue
9 with the location of that intersection, but you do have a proposal from the developer, and to the extent it
10 satisfies the criteria for a major amendment, I think that is something you're going to have to grant,
11 because it simply satisfies the criteria. And, if you don't think it does, you're going to have to articulate
12 why you do not think it satisfies the criteria.

13 But, I think that...and so, I think having some discussion and input on these different alternatives
14 to understand the full scope of what is occurring, I think that's fine, I think that is important. But, I do
15 want to focus you back, much as Chair Katz has tried to focus you back, a little bit on what the
16 application is before you, before you start to run off in a lot of different directions.

17 CHAIR KATZ: Thank you for articulating that much better than I can, Brad. I appreciate you.
18 The private property is a good point. You know, we cannot sit here and say, hey, applicant, do that
19 because he doesn't own the land. We can't tell the City right now to impose eminent domain to do it
20 right now, and we do have a proposal in front of us even if most of us think that there are alternatives that
21 are potentially better. I want to circle back to the comment that was made by the applicant that we have
22 constraints, and we can only make a decision on what we have control over. And right now, we have a
23 proposal in front of us, and does it or does it not meet the Land Use Code? So I'm trying to make this a
24 little bit more binary so we don't run all over the place.

25 COMMISSIONER STEGNER: I guess my only challenge is that I kind of feel like maybe the
26 neighborhoods didn't fully realize that by implementing the stop light at Hidden Pond that it would
27 deduce [*sic*] that ability at Paddington, and that's my only concern and challenge with this, is
28 by...because I do feel that there is a big need for more traffic control in that spot, and that's where I'm a
29 little challenged in that I get that this is for Hidden Pond, but I'm also really challenged with that fact of
30 knowing how bad that intersection can be myself, and the fact that if it deducts that in future, maybe that
31 neighborhood would be more willing to talk about the Edmonds situation now more knowing that part of
32 it. That's just where I'm kind of at.

33 VICE CHAIR STACKHOUSE: If I might add a little bit of history. We did discuss that point at
34 the first hearing, quite extensively. And while no one can be a hundred percent certain about what the
35 future will hold, it seemed pretty convincing, at least to me, that if there wasn't the ability to make that
36 connection at Edmonds, there would be virtually no likelihood that there would be a light at the
37 intersection of Paddington. So, that was a disappointment to a lot of people at the time, and certainly a
38 frustration to us. This proposal does bring a light in, not at the desired location, but we have the same
39 issue of needing to get that traffic from the development through to Paddington or there may never be a
40 light at Paddington.

41 CHAIR KATZ: Yeah, we hear the concerns. And that's why this is a tough one...feel a little
42 handcuffed here.

1 VICE CHAIR STACKHOUSE: I'm still not clear...if I might build on the question of what
2 authority we have. First of all, I'm not clear who owns that land in question, where now we have the
3 bike/ped connection rather than the ability to create a local street. So, maybe we could clarify who owns
4 that and who has rights to that.

5 COMMISSIONER SHEPARD: The owner is...gave us some citizen input tonight. He's here in
6 the audience. For purposes of our conversation, maybe what we can do is not specifically refer to
7 Edmonds, not specifically refer to Carrington, not specifically refer to the detention pond. Maybe we just
8 refer more broadly as a local street connection. I think I heard from an HOA person earlier, one of our
9 speakers. I didn't get the name, but would it be 2790 Sunstone? 2709...and I think I heard that there is a
10 willingness on the part of the English Ranch South HOA to negotiate easement or acquisition as a willing
11 seller. And also speaking tonight, the fourth speaker, owner of the property at Paddington and Edmonds,
12 I thought I heard him speak somewhat willingly as to look for a creative...I think I heard the word
13 innovative...solution. So, that's pretty remarkable. We've come a long way in a year. There's been a
14 dramatic amount of communication and collaboration that's occurred in the last year, and I think it's
15 because everyone is so well-informed. And so, that's a credit to the applicant team, the consultants, and
16 the surrounding property owners. So, without getting into specifics, maybe just refer to a local street
17 connection to as to enable the warrants to be met so a traffic signal could be constructed at Paddington
18 and Teton, where in the big picture of our community, the arterial system, is where it's needed.

19 CHAIR KATZ: So, how would you suggest moving forward mechanically, Ted?

20 COMMISSIONER SHEPARD: Mechanically speaking, there could possibly be a Commission
21 member who makes a motion that approves the amended ODP with the condition that a local street
22 connection to Paddington Road from Union Park, in any conceivable alignment that's practical with
23 willing parties, would be a superior overall development plan attribute than the alternative compliance
24 that was approved in February of 2022. In February of '22, we didn't have the information that we have
25 now, and the information that we have now is critical. The...well, I'll leave it at that and let the Board
26 members...

27 CHAIR KATZ: Before you go away here, clarify the condition, because I'm not...I'm not sure
28 what the condition is that the applicant can unilaterally take action on.

29 COMMISSIONER SHEPARD: Well, one option would be to approve with a condition, another
30 option would be to deny the amended ODP, which I don't want to do. But, I think to clarify, the
31 condition would be, to comply with Section 3.6.3 of the Land Use Code, provide a local street connection
32 to English Ranch South to...in lieu of the signal location as proposed at Hidden Pond.

33 CHAIR KATZ: And are you requesting this condition because you feel that the proposal in front
34 of us does not comply with the Land Use Code?

35 COMMISSIONER SHEPARD: Yeah, the proposal in front of us relies on alternative compliance.
36 Now that we have a new parcel, three acres added to the ODP, which I think changes the ODP
37 significantly, we now have a chance to improve compliance with the Land Use Code by moving from
38 alternative compliance to full compliance with 3.6.3, which is the standard at issue.

39 CHAIR KATZ: So, I agree with that. But, I'm not clear what the condition is because the
40 applicant doesn't have...the condition is contingent on something that they don't have control over.
41 That's my challenge there.

1 COMMISSIONER SHEPARD: Very good question. I'm reminded of a project that we worked
2 on up northeast along Red Mountain Drive, and Suniga, and Conifer, and there was a desire to not impact
3 an existing neighborhood that was, I think, approved in the County, to provide another local street
4 connection, and in this case, it was a private drive out to Conifer which required off-site acquisition from
5 Neighbor to Neighbor, of all organizations. And that was a condition that was made, or it was agreed to
6 by the applicant that they would pursue that acquisition. I recall, my goodness, we have a source here. I
7 recall Neighbor to Neighbor was a willing conveyor of an easement.

8 VICE CHAIR STACKHOUSE: Yeah, are you talking about the one on Redwood? I don't think
9 that was pursued.

10 COMMISSIONER SHEPARD: Was it not pursued because the applicant withdrew the whole
11 project?

12 VICE CHAIR STACKHOUSE: I believe that when we discussed that, Neighbor to Neighbor
13 indicated they would consider that for an affordable housing development, which this was not. And, also,
14 there were many questions about how feasible it would be to build that connector. If that's...

15 COMMISSIONER SHEPARD: Thank you for that clarification.

16 VICE CHAIR STACKHOUSE: If I might ask, Commissioner Shepard, when you talk about a
17 condition, are you talking about a good faith effort? Because the outcome of all this is not to move the
18 road, and we will actually end up with everyone in a worse situation. So, is that the best we can do?

19 COMMISSIONER SHEPARD: I didn't understand what you said...I'm not following you.

20 CHAIR KATZ: If this was denied, basically it would go...the amendment was denied, then we're
21 back to the channelized T, which is a worse...

22 COMMISSIONER SHEPARD: That's true. I agree with that.

23 VICE CHAIR STACKHOUSE: So, I guess to go back to my question, are you saying, make a
24 good faith effort? I mean, because, you know, at some point here, there needs to be clarity for those
25 developing, and there needs to be certainty in what costs are going to be, and those sorts of things. And
26 so, I'm struggling a little bit with a condition that is fairly onerous. Obviously a lot of economics go into
27 play once you have a condition like that. Land prices go up, and things like that. So, I think we have to
28 be careful.

29 COMMISSIONER SHEPARD: Sure. I'm persuaded by the...I'm optimistic that there's a good
30 faith effort that could result in a local street connection from what I've heard tonight. And just a word
31 about off-sites: it's pretty common in land development for a developer to have to pursue and off-site
32 acquisition.

33 COMMISSIONER HAEFELE: So, I agree with you Ted...your suggestion. And the way I see it,
34 there are three possible outcomes, not necessarily ones that are available to us. The worst possible is
35 probably a channelized T, the best possible outcome is a connection from English Ranch to the new
36 neighborhood and a light at Paddington and Grand Teton at Ziegler. And then the middle option, the
37 alternative or the...what's the word...almost like the compromise, is the light at Hidden Pond and Ziegler
38 into the new neighborhood. And so...and I get that we don't necessarily have all of those options on the
39 table for us. It's either deny the ODP change tonight, and we're back to the channelized T, which might
40 be the worse possible, or approve this requested change with some kind of...I mean, can...and maybe this
41 is a question for Brad...can there be language added to the motion that encourages seeking that best

1 alternative, which is a connection through into the new neighborhood from Paddington that facilitates the
 2 light at Paddington, which the English Ranch and other neighborhoods that are already existing would
 3 prefer. Because I think the notion that we don't have a connection, or we have this completely
 4 challenging connection that was brought by one of the neighborhood residents, which would more strictly
 5 limit movement in the new neighborhood with a light at Paddington is probably asking for too much
 6 considering that the English Ranch neighborhood ten years, twelve years ago, secured a change to the
 7 Master Street Plan that eliminated the possibility of connections to Paddington in to their neighborhood.
 8 So, in a sense of fairness, it doesn't seem fair to ask for all of that anyway. So, I tend to agree with you. I
 9 think the best solution is to approve this ODP change and then suggest, formally, somehow, if that's
 10 appropriate, that a better alternative would be to pursue a connection somewhere from Paddington, taking
 11 into consideration the challenges with drainage that would then facilitate a light at Paddington and
 12 Ziegler. Did I say that right? Did that make sense?

13 COMMISSIONER YORK: I think so...I think it also goes to a question I had, which was if we
 14 approve the amendment as presented, that doesn't preclude the developer from pursuing the normal
 15 compliance, right? It doesn't force them to do the light at Hidden Pond and Ziegler? They could
 16 actually, if they were able to get the access into Paddington, they could do that without having to come
 17 back, is that right?

18 MR. YATABE: I think Ryan may be able to better answer, but...and he can check me on
 19 this...but I think if you approve the ODP as presented with the light, they would have to come back in to
 20 amend the plan.

21 MR. MOUNCE: So, my understanding is that would be accurate. So, if this is approved as
 22 presented, and there was the additional connection point to Paddington, or to the north, likely...I think
 23 that would rise to the level of what we consider a change in character given, sort of, the feedback and
 24 input we've heard about the scrutiny on that potential connection tonight. And so, I feel like it would
 25 come back to this Board again...or this Commission, excuse me.

26 COMMISSIONER YORK: Thank you.

27 MR. YATABE: Well, I do want to suggest that, one, if you are thinking of imposing a condition,
 28 I suggest that you ask the developer if they are amenable to that condition. Because if they are not
 29 amenable to that condition, I think you're just going to have to take the...I think you're better off taking
 30 the application as it stands. I mean, if they just say, this is not feasible, or this is not something we're
 31 willing to do...you might want to consider that. Another possibility is, you may consider whether,
 32 if...well, my understanding is there has been quite a bit of conversation about this leading up to this
 33 hearing, so I don't know that there are necessarily more alternatives if this were to be continued to allow
 34 some additional conversation, but that is a possibility as well. And, so, again, just kind of trying to focus
 35 you on the application before you.

36 CHAIR KATZ: And, again, that's why I think...we've heard the public. If it was...if there was a
 37 clear path to putting it there, I think we all agree...there being Paddington, excuse me...we would all
 38 prefer that, most people, maybe not everybody. But, we have a proposal in front of us, so let's consider
 39 what's in front of us.

40 VICE CHAIR STACKHOUSE: Could we hear from the developer? Their reaction to our
 41 discussion?

1 CHAIR KATZ: If Jason would like to speak to that, I would invite him up. Come on up. I mean,
2 I work with a lot of developers, and I know what I'm about to hear.

3 MR. SHERRILL: Yeah, appreciate that, but again, it's...we don't control it, right? So trying to
4 commit to something that we don't control that could have an effect on a whole development is...it's
5 really not feasible for us, right? So, again, you know, we've submitted our plans to meet the Land
6 Development Code, and it meets the Land Development Code, and you know, we would really ask you to
7 consider that and approve that because that's what we can control, and we're doing our best to meet those
8 standards.

9 CHAIR KATZ: Thank you, Jason.

10 COMMISSIONER SHEPARD: A question for Mr. Gilchrest...going to brainstorm here for just a
11 moment. Would there ever be any consideration for a variance to traffic signal spacing based on local
12 conditions that would result in a traffic signal at Paddington and Grand Teton in addition to the proposed
13 traffic signal?

14 MR. GILCHREST: Given the minimum distance that it is, it's probably unlikely.

15 COMMISSIONER SHEPARD: Okay, thank you.

16 MR. GILCHREST: It would be considered, possibly, for restricted movement though.

17 COMMISSIONER SHEPARD: Thank you.

18 CHAIR KATZ: I think we've had really good discussion on this. Again, we're never going to
19 make everybody happy as much as some of us would like to. I really think we need to get back and focus
20 on the proposal that's in front of us. Does it or does it not meet the Land Use Code? And somebody
21 needs to make a motion on that. And I say that, and I do hear Ted's comment about it improving
22 compliance; that did not fall on deaf ears. I do agree with that, and I appreciate that, and the way he
23 phrased that helped me. However, there's...it's not that easy, it's more complicated. So, at this point, I
24 would personally like to hear a motion as is.

25 VICE CHAIR STACKHOUSE: Okay, well I will do that. I will say though, the motion I'm
26 going to make, I don't like, I'm going to tell you up front. Because I don't think we're solving the real
27 problem here, and that bothers me. So, I will make a motion...I'll read it first and then I'll add some
28 commentary, and there can be a second or not as the Commission wishes.

29 I move that the Fort Collins Planning and Zoning Commission approve the Ziegler-Corbett ODP
30 Major Amendment, MJA220004. The Commission finds in consideration of the approved modification
31 that the major amendment complies with all applicable Land Use Code requirements. The decision is
32 based upon the agenda materials, the information and materials presented during the work session and this
33 hearing, and the Commission discussion on this item, and further, this Commission hereby adopts the
34 information, analysis, findings of fact, and conclusions regarding this major amendment contained in the
35 staff report included in the agenda materials for this hearing. I believe we need a second and then we can
36 discuss.

37 MR. YATABE: And I did want to state, my apologies, I think there was an artifact in there about
38 an approved modification.

39 CHAIR KATZ: Could we get a friendly amendment to strike that?

1 MR. YATABE: Strike that, my apologies.

2 VICE CHAIR STACKHOUSE: I'm glad to see you make mistakes, too.

3 COMMISSIONER HAEFELE: I'll second.

4 VICE CHAIR STACKHOUSE: Thank you. Now, on my own amendment...I still think that the
5 right outcome here is a connection from the ODP to Paddington, and I'd love to see that still happen.
6 And I know that's not desirable on the part of everyone, but honestly, if we step back and look at it in a
7 holistic way, for the betterment of the city of Fort Collins, it's the right thing to do. But, that's not the
8 proposal that we have in front of us tonight. And the proposal we have in front of us tonight is better than
9 the proposal we had previously. And Michelle, thank you for making that so clear. So, I'm going to hold
10 out a little bit of hope that there's still some room for negotiation on this, and that we could come back
11 with whatever is needed swiftly and get a great outcome for everyone, but in the meantime, I feel like we
12 need to move forward with the proposal as is.

13 COMMISSIONER YORK: So, I have a question on the motion. And, you know, being kind of
14 new at this...would it be possible to amend the motion to also include not precluding the option to extend
15 Paddington and have both of those in the same motion or not? I'm just asking for clarification because I
16 don't know what...

17 VICE CHAIR STACKHOUSE: Sure...and I would not be inclined to do that because we don't
18 know what that would look like. And until we'd have a specific plan, personally, I would not be
19 comfortable with adding that.

20 COMMISSIONER YORK: Okay. Thank you.

21 CHAIR KATZ: So we have a motion and second. Any last final comments before we ask for a
22 roll call?

23 COMMISSIONER SHEPARD: Thank you, Mr. Chair. I will not be supporting the motion. The
24 motion...the ODP as amended, and it's significantly amended with the new parcel, doesn't comply with
25 3.6.3...3.6.3(E) and (F), and I think the alternative compliance that we did last year is now inapplicable
26 and it also...the amended ODP, as amended, doesn't comply with City Plan policy that talks about...LIV
27 4.2...LIV stands for livability, neighborhood livability, which says: compatibility of adjacent
28 development, that's the subtitle...continue established block patterns and streets to improve access to
29 services and amenities from the adjacent neighborhood. And I'm looking at a childcare center on one
30 side of the property line, a park and a school on the other side of the property line, and to not connect
31 these neighborhoods, I think, violates a Land Use Code standard and City Plan policy.

32 VICE CHAIR STACKHOUSE: Can I ask a point of clarification, Commissioner Shepard? And
33 you are clear that if this proposal were denied, we would have a proposal with a channelized T
34 intersection?

35 COMMISSIONER SHEPARD: I can't make that assumption.

36 CHAIR KATZ: It's not an assumption, it's what we're amending from. It's a material fact. And
37 also recall that there is a ped/bike connection.

38 COMMISSIONER SHEPARD: So, the question you're asking is, I guess, to not connect the
39 neighborhoods...

1 CHAIR KATZ: Which leaves them still not connected.

2 COMMISSIONER SHEPARD: No...I'm not...I think that's a zero-sum proposition. I'm not
3 going to agree with that statement.

4 VICE CHAIR STACKHOUSE: Just wanted to be sure it was clear.

5 COMMISSIONER SHEPARD: That's zero-sum to me. The City Code and the principles and
6 policies weren't meant to be zero-sum. We're building a community, and that requires collaboration, it
7 requires off-site improvements, it's not onerous. We can't even get into onerous; that's economics, we
8 don't do economics in the Land Use Code. So, I will not be supporting the motion.

9 VICE CHAIR STACKHOUSE: You know we did approve it the first time.

10 COMMISSIONER SHEPARD: Under alternative compliance without the Young parcel.

11 COMMISSIONER HAEFELE: I tend to agree with Ted, but denying this...and I guess maybe I
12 need clarification on this...denying this puts us back to the worst possible intersection scenario unless
13 something happens in the background, and if they come back...hopefully they will come back with
14 another proposal that is the best possible, which is connecting the neighborhoods. And I, you know,
15 going back historically, I wasn't involved in 2010, I would not have changed the Master Street Plan. You
16 know, that just seems to have made, as I look at the map, this...a lot of streets that just dead end
17 somewhere and don't connect. There are just a lot of these little snakes, and you know, I realize that in
18 the era when this area was developed, that was the style. So, I will probably support the motion, but you
19 know, as I said, because it's not the worst possible intersection solution and it's not the best.

20 CHAIR KATZ: Yeah, I kind of agree with Michelle. I think, you know, this development is kind
21 of a lag measure to previous, maybe misguided planning. So, I will be supporting. You're good?

22 COMMISSIONER YORK: I would say that I agree with Ted that I don't think it meets the goals
23 of the Land Use Code for the reasons that he stated, and, you know, looking at it from a transportation
24 point, I don't think it meets that either, so I won't be supporting it.

25 CHAIR KATZ: Any last comments?

26 COMMISSIONER SHEPARD: Thank you, Michelle, for that comment. I would like to say
27 something about that 2010 Master Street Plan amendment; that was not staff-driven.

28 CHAIR KATZ: I believe we are ready for a roll call please?

29 MS. MANNO: Stackhouse?

30 VICE CHAIR STACKHOUSE: Yes.

31 MS. MANNO: Stegner?

32 COMMISSIONER STEGNER: Yes.

33 MS. MANNO: York

34 COMMISSIONER YORK: No.

35 MS. MANNO: Shepard.

36 COMMISSIONER SHEPARD: No.

1 MS. MANNO: Haefele?

2 COMMISSIONER HAEFELE: Yes.

3 MS. MANNO: Katz?

4 CHAIR KATZ: Yes. And with that, the motion to approve the major amendment for the Ziegler
5 and Corbett ODP is approved. Want to thank all the community members that came out...you came out
6 with logic, you came out with emotion. I don't think anybody disagrees with you, but we were kind of
7 dealt a funky hand here, and because it was last to be developed, in my opinion, the proposal that was
8 brought before us was compliant. So, apologize for that.

9 VICE CHAIR STACKHOUSE: Mr. Chair, I'd also like to thank everyone for coming out tonight.
10 And, as I said, I still think you all have the right outcome here of where the light should be, and I would
11 really...I know this stuff costs money, believe me, finance is my background, I know it costs you money.
12 I really would still like to see discussions with the neighborhood about going in this other direction. You
13 know, at the end of the day, it is all about the best outcome for everyone. I know it takes a little bit more
14 time and a little bit more money, I understand that totally, but at least that good faith effort goes a long
15 way with people. So, I will just leave you with that closing thought.

16 CHAIR KATZ: Thank you.

17 COMMISSIONER SHEPARD: Mr. Chair, I just want to acknowledge that we did receive and
18 read these emails that came in today from Eskin Avrim, Theresa Varn, Kathy Kulesa, Pam Starling, Andy
19 Pulsen, and again, Kathy Kulesa, and Robert Schutzius and his wife. We did receive these emails even
20 though they came in today. And Peter Melby. So, we did get them, and we did read them.

21 CHAIR KATZ: Thank you, Ted.

Links to Video

Planning & Zoning Hearing

Thursday, March 23, 2023

<https://youtu.be/F67LmZ0Ty-w>

Planning & Zoning Work Session

Friday, March 10, 2023

[P&Z March 10, 2023 Work Session Recording](#)

Sign In Sheet

**Planning & Zoning
Commission**

March 23, 2023

PLANNING & ZONING COMMISSION Sign-In Sheet

DATE: 3.23.23

Name	Mailing Address	Email and/or Phone	Reason for Attendance
Gamet Zinika	Woodland Park		Ziegler
Geff Tunnel	Sunstone Dr.		Ziegler
Brad Crackmeyer			Ziegler
Dan Bartran			Ziegler
Stephen Clark	Hidden Pond		Ziegler
Tamera	Glacier		Ziegler
James King	Sunstone		Ziegler
Craig Kamsky	Mesa Verde		Ziegler
Josh Olson	Mesa Verde		Ziegler
Dana Datin			Ziegler

Applicant Presentation to Council August 15, 2023

**Please note: Admissibility of any new
evidence is subject to Council Review**

Ziegler - Corbett Amended ODP

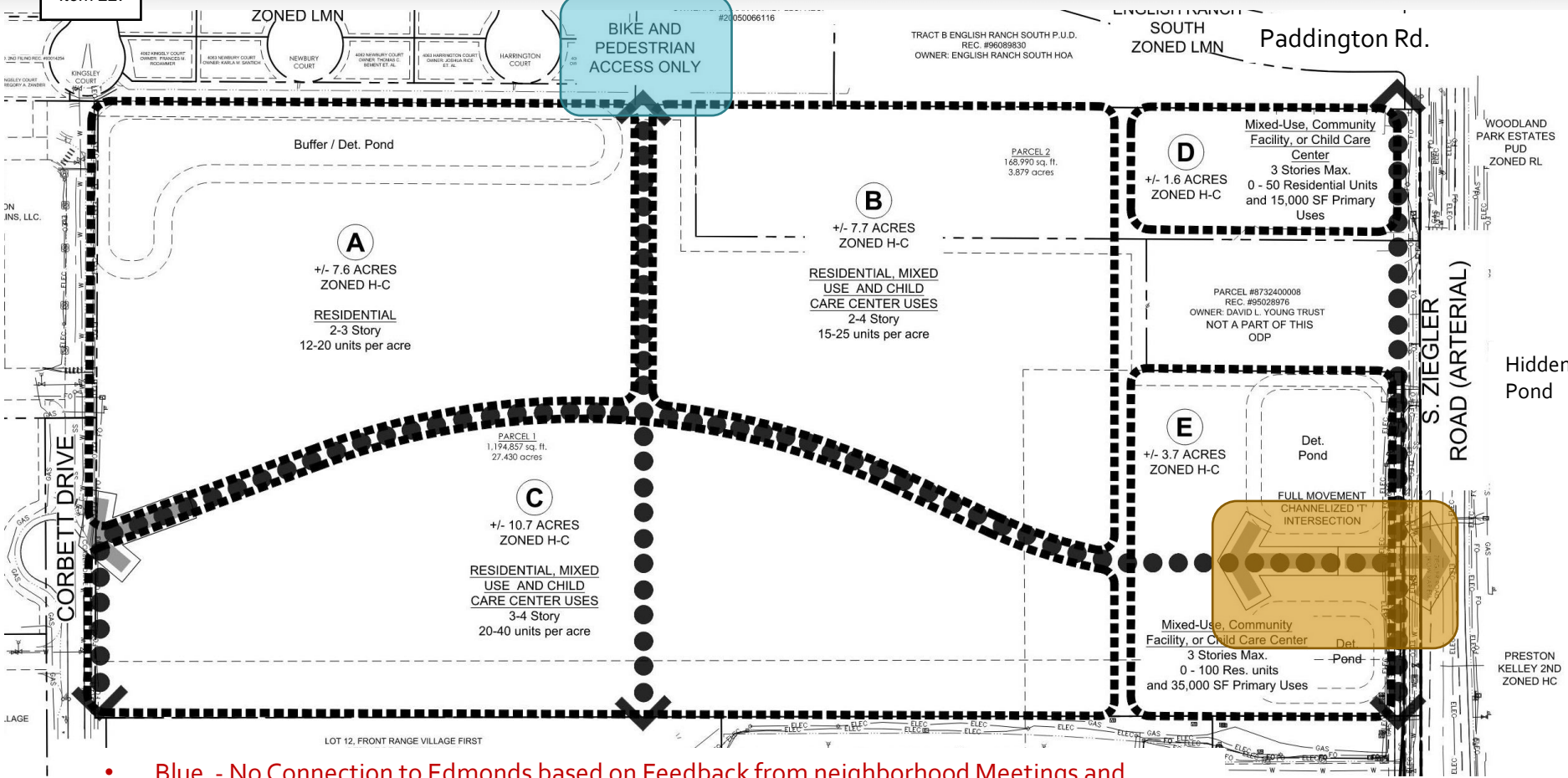
Appeal Hearing - August 15, 2023

UNION PARK

A mixed-use community featuring apartments, for sale homes, mixed use, live work and commercial all in walkable highly amenitized community close to schools, shopping, employment and I-25

Ziegler - Corbett Amended ODP

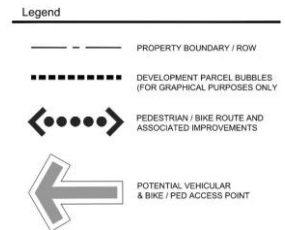
Item 22.



- Blue - No Connection to Edmonds based on Feedback from neighborhood Meetings and support from City Staff
- Orange - The Channelized 'T' Intersection provided the only viable connection from Ziegler without control of the Young Property.

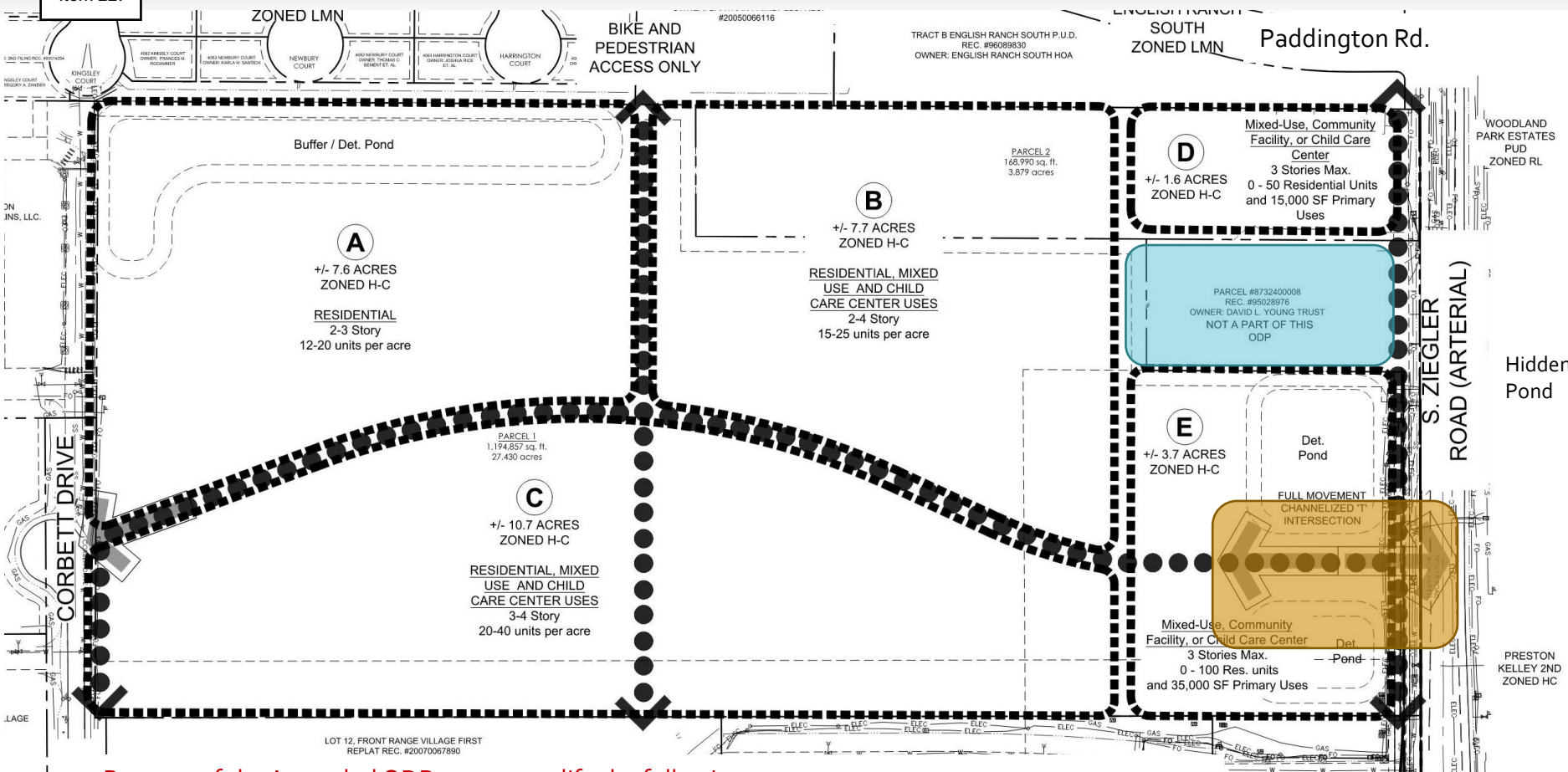
Note:

- 1) The Alternative Compliance for no connection to English Ranch was approved as part of the original ODP with support of Planning Commission, Staff and Community
- 2) Current Master Street Plan does not show a connection to English Ranch



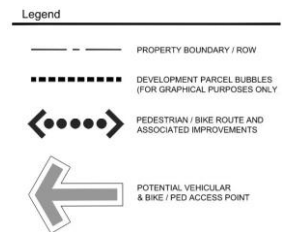
Ziegler - Corbett Amended ODP

Item 22.



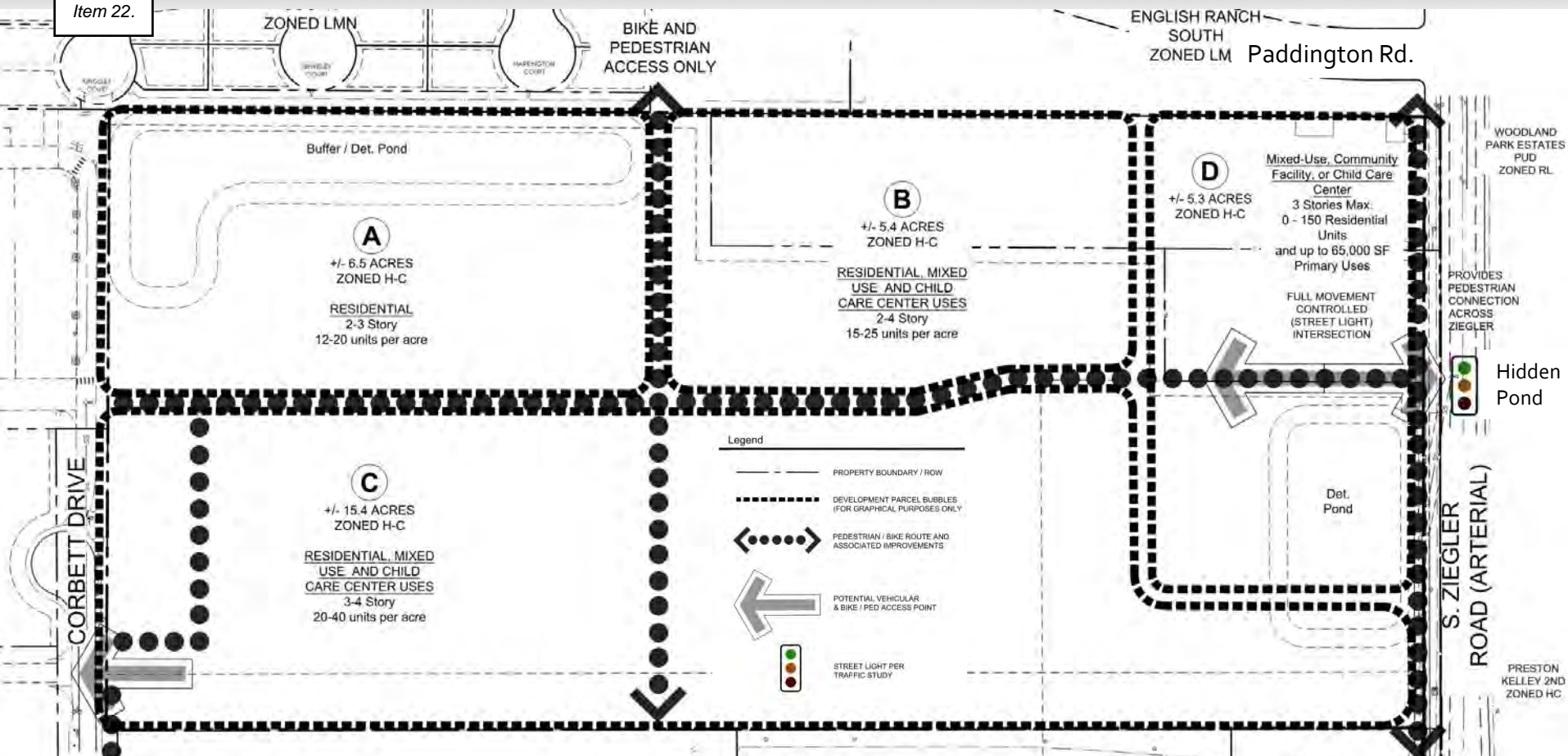
Purpose of the Amended ODP was to modify the following:

- Blue - Inclusion of the Young Property = This acquisition was encouraged by City Staff and is the preferred Entry Point per City Codes.
- Orange - The Channelized 'T' Intersection is eliminated. This was the least desired option for entry to this Development but necessary prior to the acquisition of the Young Property



Ziegler - Corbett Amended ODP

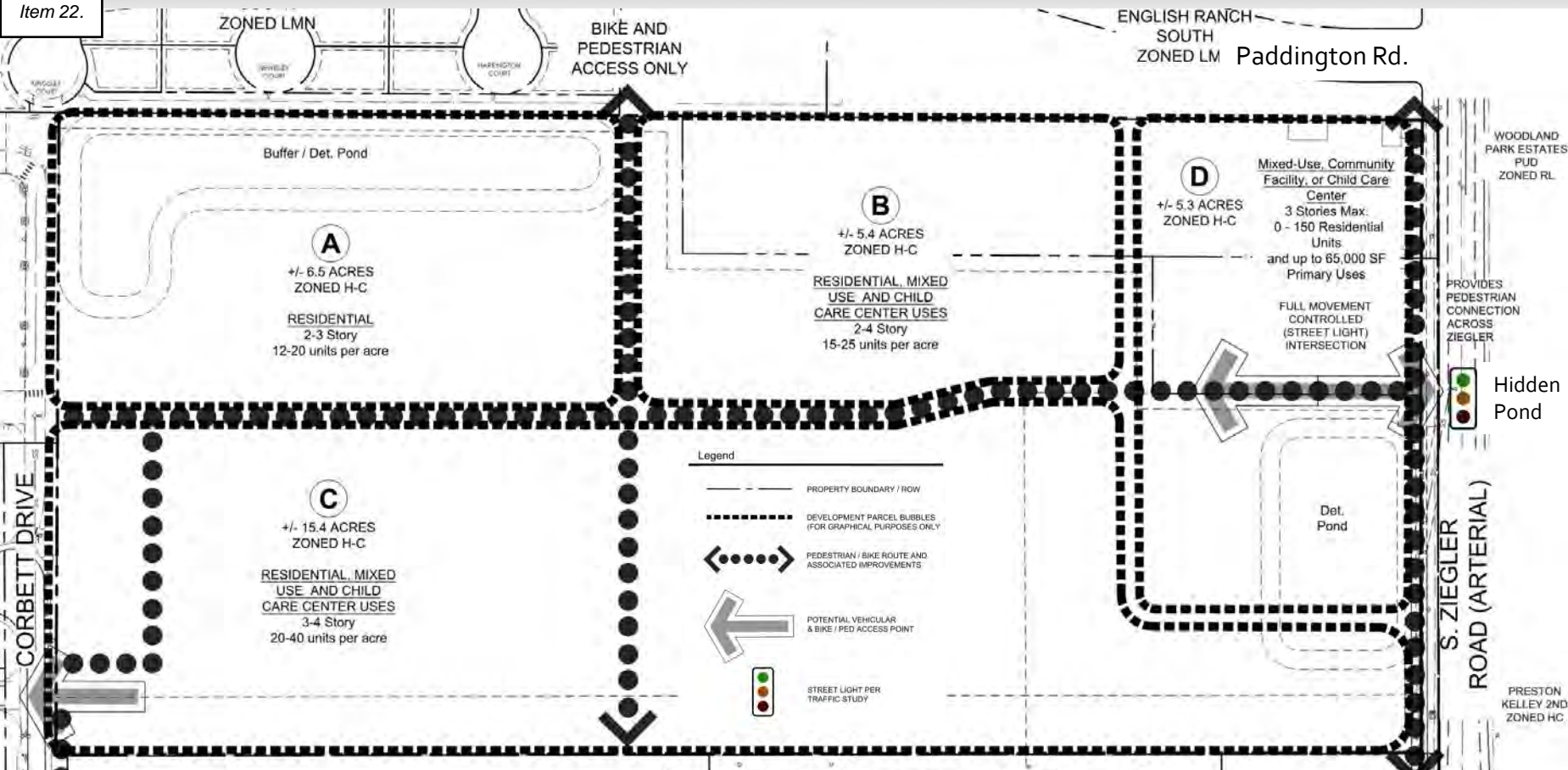
Item 22.



- No change in density / the maximum units allowed
- No vehicular access to English Ranch remained
- All conditions and modifications previously approved remain the same.
- The "Sense of Place" remain as previously approved
- Allows the preferred location of entry to the site from Ziegler (across from an existing street)
- The 4-way signalized light at this location is **warranted** per the TIS.
- Provides a safer intersection for vehicles AND pedestrians vs. Channelized 'T'
- The signalized light is fully paid for by the Developer.
- Adjusted parcels provide stronger street and block network.
- This amended ODP is an improvement to the approved ODP.

Ziegler - Corbett Amended ODP

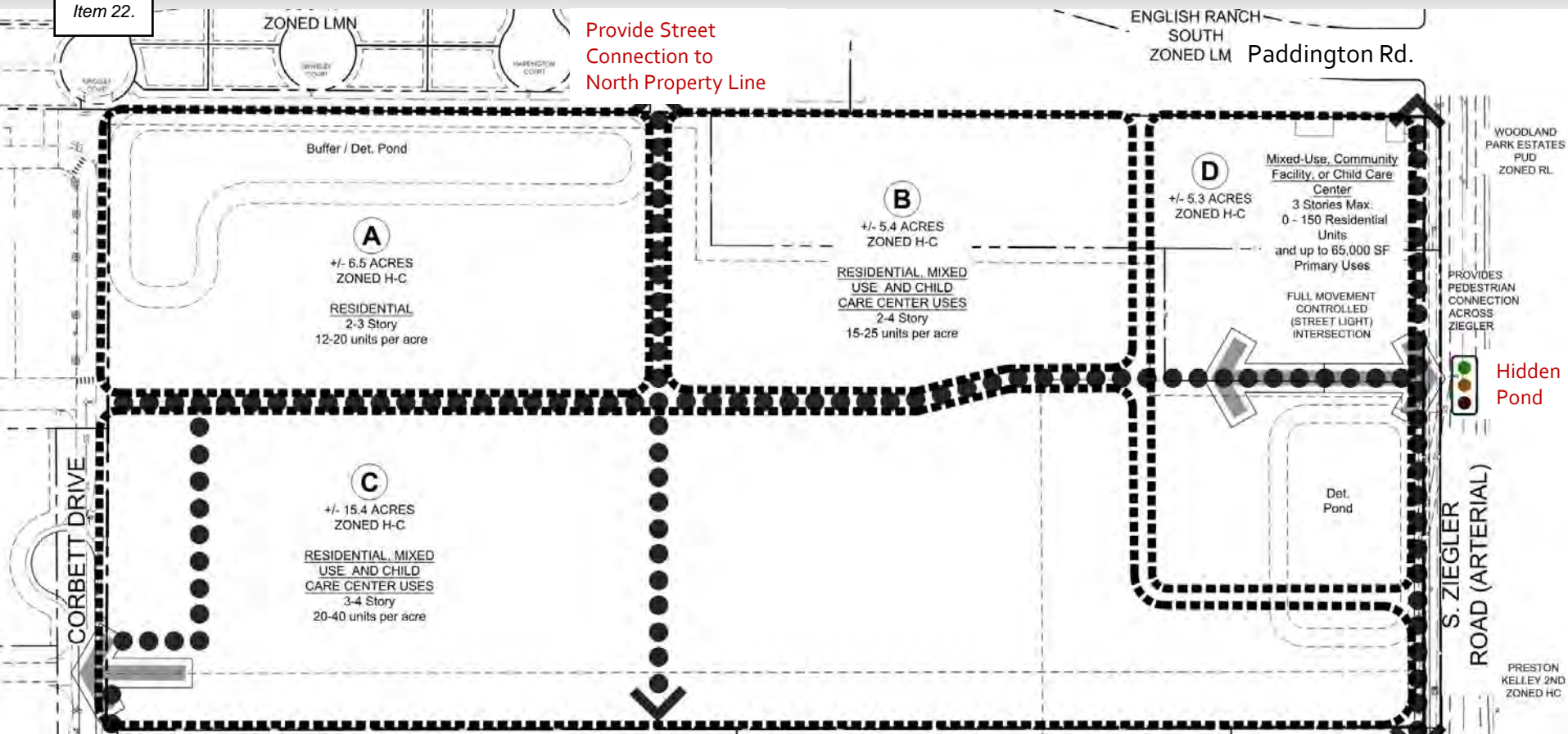
Item 22.



1. Inclusion of the Young Property = This acquisition was encouraged by and is the preferred Entry Point per City Codes
2. Provide a signal along Ziegler (funded by Landmark)
3. Improves the site plan creating a complete master planned community
4. The Channelized 'T' Intersection is eliminated. This was the least desired option for entry to this Development but necessary prior to the acquisition of the Young Property
5. The Alternative Compliance for no connection to English Ranch was approved as part of the original ODP and will still remain along with the Channelized T if the Amended ODP is denied.

Ziegler - Corbett Amended ODP

Item 22.



PREFERRED OPTION

Support and continue with the Amended ODP that Planning and Zoning Approved on March 23, 2023

PREFERRED OPTION THAT SUPPORTS THE ARGUMENT OF THE APPEAL

After multiple conversations with the Appellants and the staff we believe the best option is Support the Approved Amended ODP with the addition of our commitment to build a street connection to our northern boundary accommodating a future connection to Paddington at Edmonds

Ziebler - Corbett Amended ODP

Item 22.

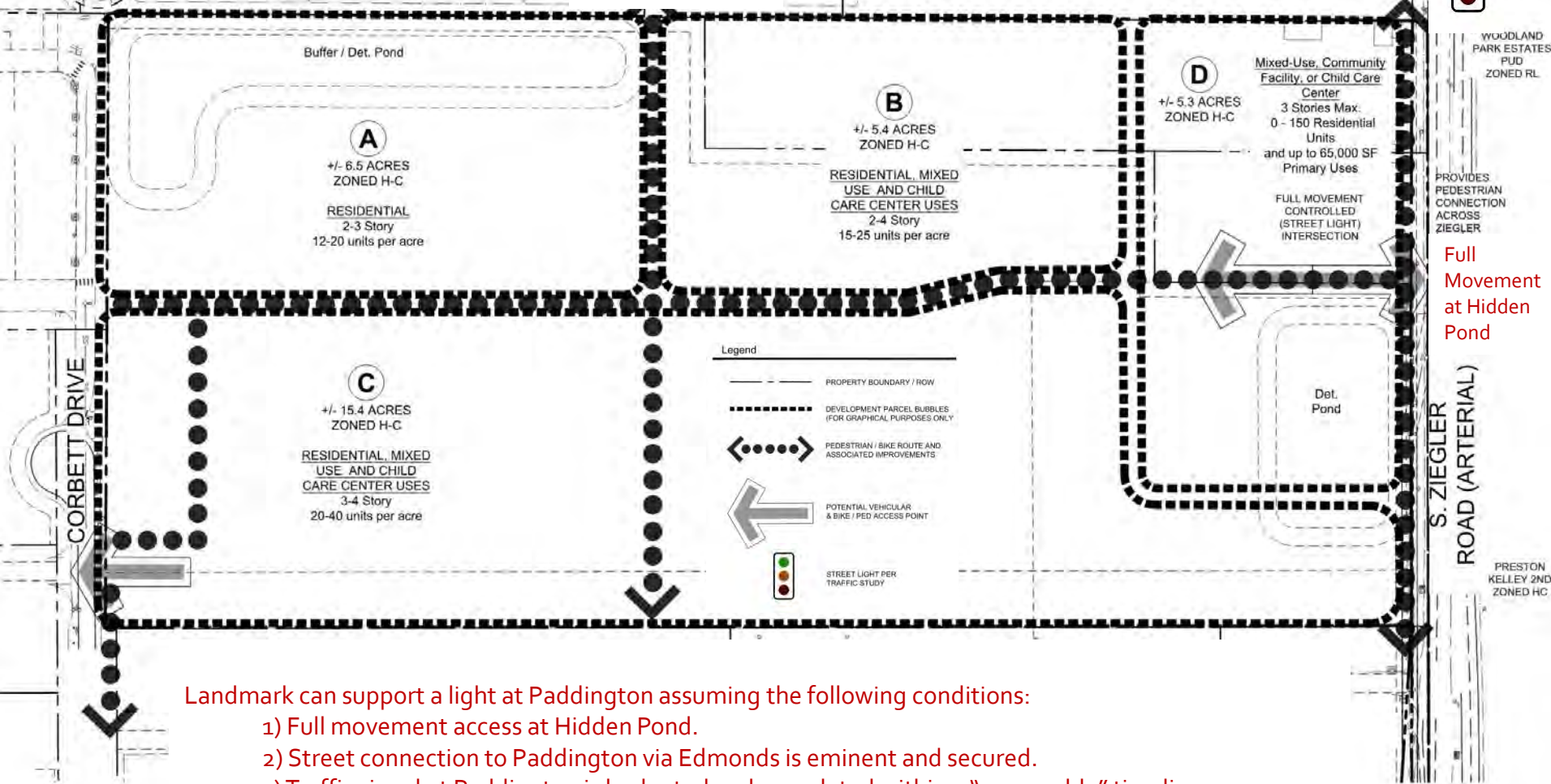


Ziebler - Corbett Amended ODP

Item 22.

Provide Edmonds connection up to North Property Line

ENGLISH RANCH SOUTH ZONED LMN
 Paddington Rd.



WOODLAND PARK ESTATES, PUD ZONED RL

PROVIDES PEDESTRIAN CONNECTION ACROSS ZIEGLER

Full Movement at Hidden Pond

S. ZIEGLER ROAD (ARTERIAL)

PRESTON KELLEY 2ND ZONED HC

- Landmark can support a light at Paddington assuming the following conditions:
- 1) Full movement access at Hidden Pond.
 - 2) Street connection to Paddington via Edmonds is eminent and secured.
 - 3) Traffic signal at Paddington is budgeted and completed within a "reasonable" timeline.

Amended ODP

- 1) Provides a warranted traffic signal along Ziegler paid for by the developer
- 2) Provides a street connection to our northern boundary for potential future connection to Paddington.

Option 2

- 1) Landmark supports the movement of our warranted light to Paddington - albeit currently not warranted
- 2) Continue with a street connection to our northern boundary for potential future connection to Paddington
- 3) Full movement access at Hidden Pond (Union Park's Main Street serving over 600 residents and over 45,000 SF of daycare, office, retail, live-work and mixed use
- 4) Concerns over timing of light at Paddington and future connection at Edmonds.

REMINDER: Current Master Street Plan does not show a connection to English Ranch and no Public ROW is dedicated on the adjacent property to the north



Thank you for your Time and Support

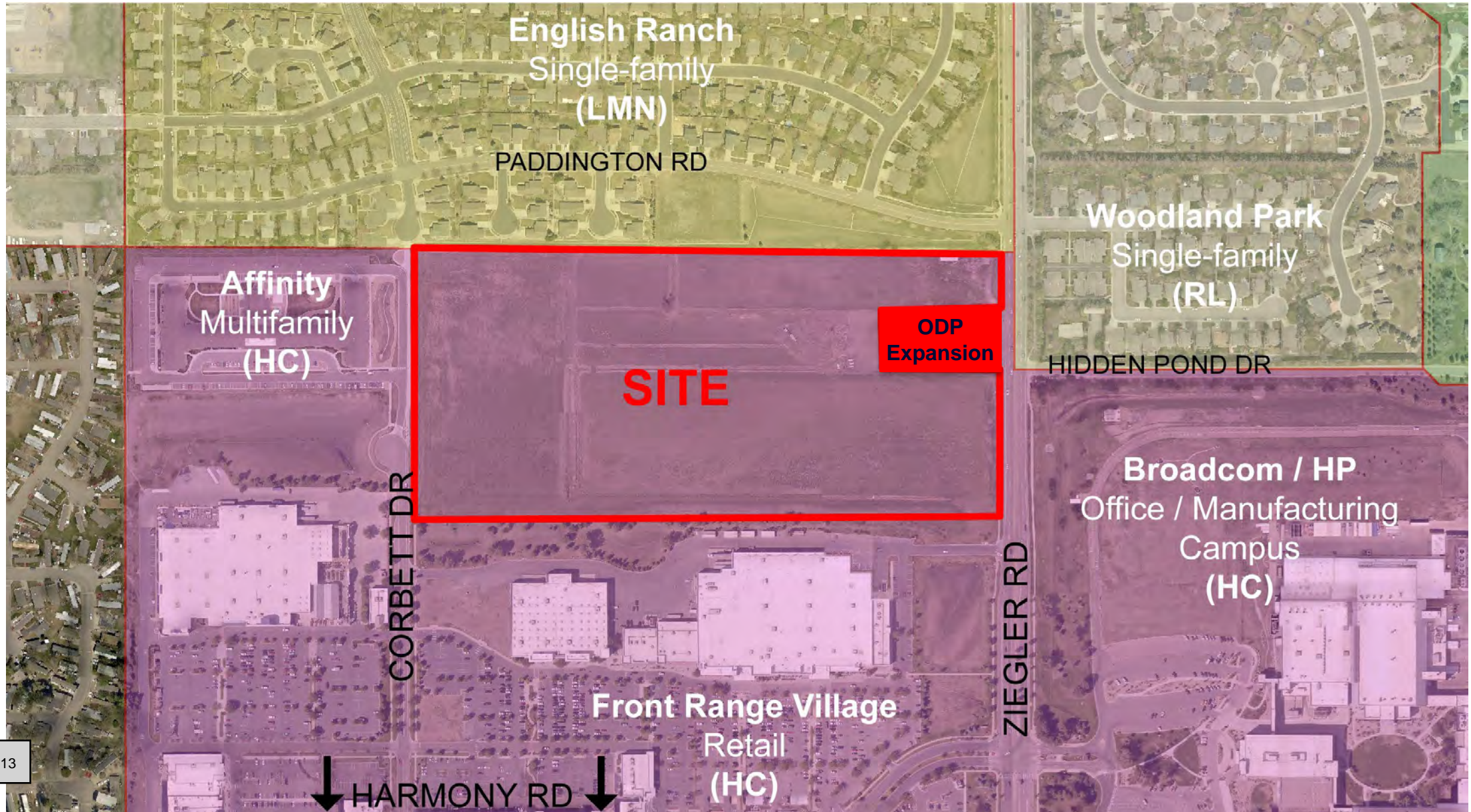
Staff Presentation to Council August 15, 2023

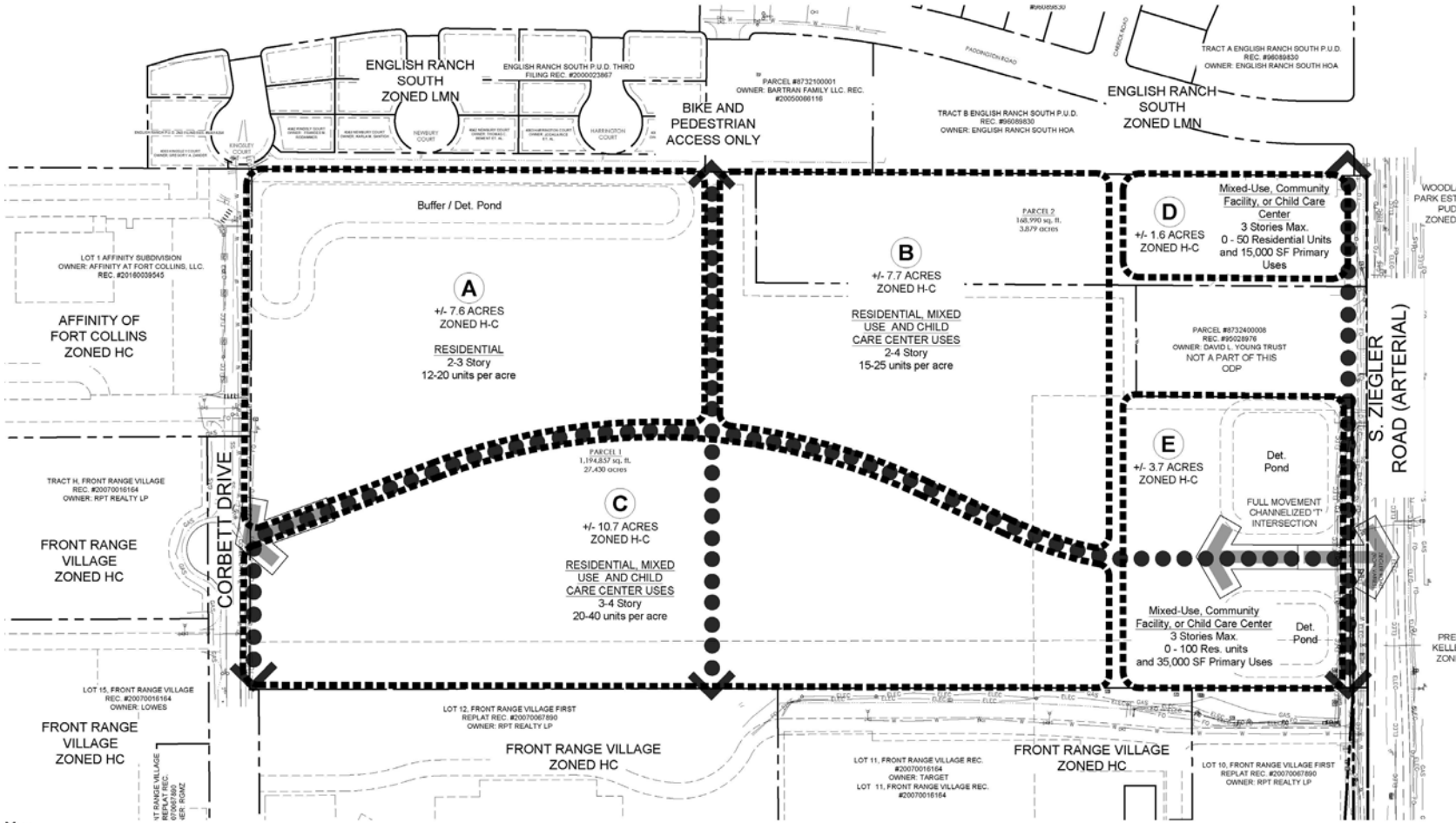


Ziegler-Corbett Overall Development Plan
Major Amendment Appeal

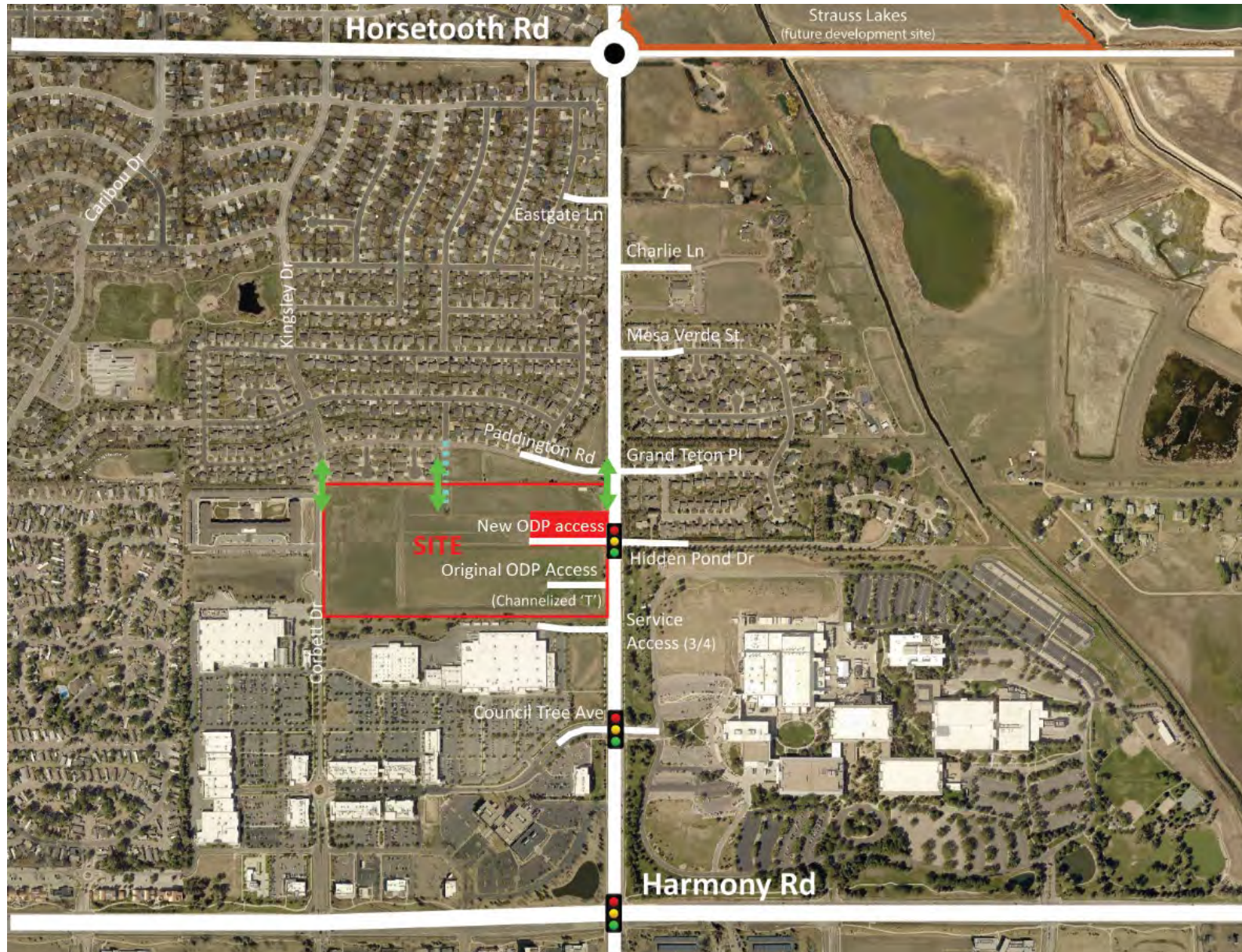


- Major Amendment to the Ziegler-Corbett Overall Development Plan (ODP)
- Size: ~33 acres
- Zone: Harmony Corridor (HC)
- Major Amendment Elements:
 - Expand ODP by incorporating one additional property
 - Shift Ziegler Rd access north to align with Hidden Pond Dr.
 - Install traffic signal at Ziegler/Hidden Pond intersection
 - No proposed changes to land uses or intensity





- 400 – 700 dwelling units
- 50,000sf Office/Community Facility Space
- Childcare Center
- Ziegler Rd access via ‘Channelized T’ intersection
- Modification of standards:
 - 4.26(D)(2) – Secondary Uses
 - 4.26(D)(3)(a) – Dimensional Standards
- Alternative compliance:
 - 3.6.3 for bike/ped connection in lieu of local street



Existing or Proposed
Bike/Ped Connection



Former Master Street Plan
Collector Street Connection
& Proposed Alternative
Compliance

- Feb. 17, 2022 – P&Z Approval of Ziegler-Corbett Overall Development Plan
 - Approval includes two modification of standards and alternative compliance to street connectivity standards

- Nov. 15, 2022 – Applicant submits Major Amendment to original ODP
 - Incorporate additional parcel into ODP boundary
 - Change in Ziegler Rd access location and installation of traffic signal

- Mar. 23, 2023 – Ziegler Corbett ODP Major Amendment approved by P&Z

- Apr. 5, 2023 – Two Notices of Appeal Filed

- Aug. 15, 2023 – City Council Hearing for Appeals

The combined appeals allege the Planning and Zoning Commission committed the following errors:

- 1) Failure to conduct a fair hearing – substantially ignored previously established rules of procedure.
- 2) Failure to properly interpret and apply Land Use Code Section 3.6.3(E) & 3.6.3(F).
- 3) Failure to properly interpret and apply Land Use Code Section 1.2.2(K).
- 4) Failure to properly interpret and apply City Code Policy LIV 4.2.

Did the Planning and Zoning Commission fail to conduct a fair hearing by substantially ignoring previously established rules of procedure?

The Latzke Notice of Appeal allege the following errors:

- The Planning and Zoning Commission allowed the Applicant to address the Commission during deliberation as they considered a condition of approval after a prior statement there would be no additional opportunity for the Commission to engage the Applicant.

Did the Planning and Zoning Commission fail to properly interpret and apply Land Use Code Section 3.6.3(E) and 3.6.3(F)?

The combined Notices of Appeal allege the following errors:

- The major amendment changes the original ODP to an extent the previously approved alternative compliance is no longer applicable.
- The alternative compliance in the Major Amendment presents substantially different tradeoffs, considerations, and additional negative consequences.
- City staff and the Planning and Zoning Commission should have been aware a prior Council decision to remove the Corbett Drive collector street connection should still result in a local street connection.
- The additional acreage of the Young Property incorporated with the Major Amendment presents new traffic mobility considerations and the original alternative compliance should not have been continued.

Did the Planning and Zoning Commission fail to properly interpret and apply Land Use Code Section 1.2.2(K)?

The Joyal Notice of Appeal allege the following errors:

- The location of a traffic signal at the Ziegler/Hidden Pond intersection does not foster a rational or common-sense pattern of development as a signalized intersection would typically occur at an arterial/collector intersection (Ziegler/Paddington/Grand Teton).

Land Use Code Section 1.2.2 outlines the purpose and broad goals for the Code and is not applied as a specific development standard similar to those found in Articles 3 and 4. Land Use Code Section 1.2.2(K) states:

fostering a more rational pattern of relationship among residential, business and industrial uses for the mutual benefit of all.

Did the Planning and Zoning Commission fail to properly interpret and apply City Code Policy LIV 4.2?

The combined Notices of Appeal allege the following errors:

- The major amendment does not continue established block patterns and streets to improve access to services.

Policy LIV 4.2 is found in the Comprehensive Plan (City Plan) and is not a Land Use Code, City Code, or Charter standard. Policy LIV 4.2 states:

Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by:

» *Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood;*

» *Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and*

» *Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized.*

RESOURCES

Land Use Code Section 3.6.3(E) Distribution of Local Traffic to Multiple Arterial Streets.

All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.

Land Use Code Section 3.6.3(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels.

All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.

Land Use Code Section 3.6.3(H) Alternative Compliance

Upon request by an applicant, the decision maker may approve an alternative development plan that may be substituted in whole or in part for a plan meeting the standards of this Section.

(1) Procedure. Alternative compliance development plans shall be prepared and submitted in accordance with submittal requirements for plans as set forth in this Section. The plan and design shall clearly identify and discuss the alternatives proposed and the ways in which the plan will better accomplish the purpose of this Section than would a plan which complies with the standards of this Section.

(2) Review Criteria. To approve an alternative plan, the decision maker must first find that the proposed alternative plan accomplishes the purposes of this Division equally well or better than would a plan and design which complies with the standards of this Division, and that any reduction in access and circulation for vehicles maintains facilities for bicycle, pedestrian and transit, to the maximum extent feasible.

In reviewing the proposed alternative plan, the decision maker shall take into account whether the alternative design minimizes the impacts on natural areas and features, fosters nonvehicular access, provides for distribution of the development's traffic without exceeding level of service standards, enhances neighborhood continuity and connectivity and provides direct, sub-arterial street access to any parks, schools, neighborhood centers, commercial uses, employment uses and Neighborhood Commercial Districts within or adjacent to the development from existing or future adjacent development within the same section mile.

1.2.2 - Purpose

The purpose of this Code is to improve and protect the public health, safety and welfare by:

- (A) ensuring that all growth and development which occurs is consistent with this Code, City Plan and its adopted components, including, but not limited to, the Structure Plan, Principles and Policies and associated sub-area plans.
 - (B) encouraging innovations in land development and renewal.
 - (C) fostering the safe, efficient and economic use of the land, the city's transportation infrastructure, and other public facilities and services.
 - (D) facilitating and ensuring the provision of adequate public facilities and services such as transportation (streets, bicycle routes, sidewalks and mass transit), water, wastewater, storm drainage, fire and emergency services, police, electricity, open space, recreation, and public parks.
 - (E) avoiding the inappropriate development of lands and providing for adequate drainage and reduction of flood damage.
 - (F) encouraging patterns of land use which decrease trip length of automobile travel and encourage trip consolidation.
 - (G) increasing public access to mass transit, sidewalks, trails, bicycle routes and other alternative modes of transportation.
 - (H) reducing energy consumption and demand.
 - (I) minimizing the adverse environmental impacts of development.
 - (J) improving the design, quality and character of new development.
 - (K) fostering a more rational pattern of relationship among residential, business and industrial uses for the mutual benefit of all.
 - (L) encouraging the development of vacant properties within established areas.
 - (M) ensuring that development proposals are sensitive to the character of existing neighborhoods.
 - (N) ensuring that development proposals are sensitive to natural areas and features.
- encouraging a wide variety of housing opportunities at various densities that are well-served by public transportation for people of all ages and abilities.

(B) Conduct of Public Hearing.

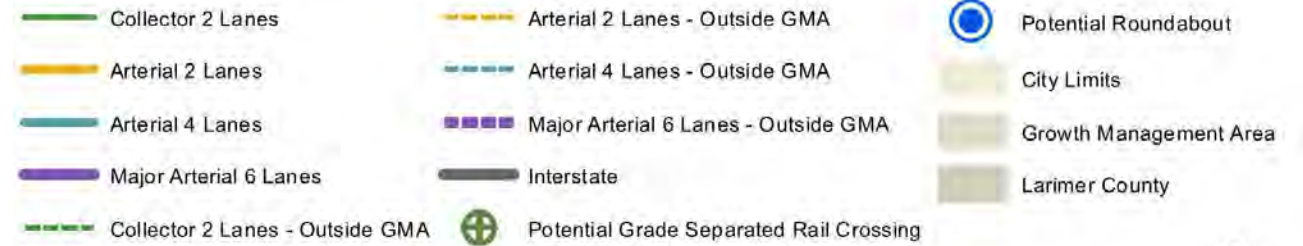
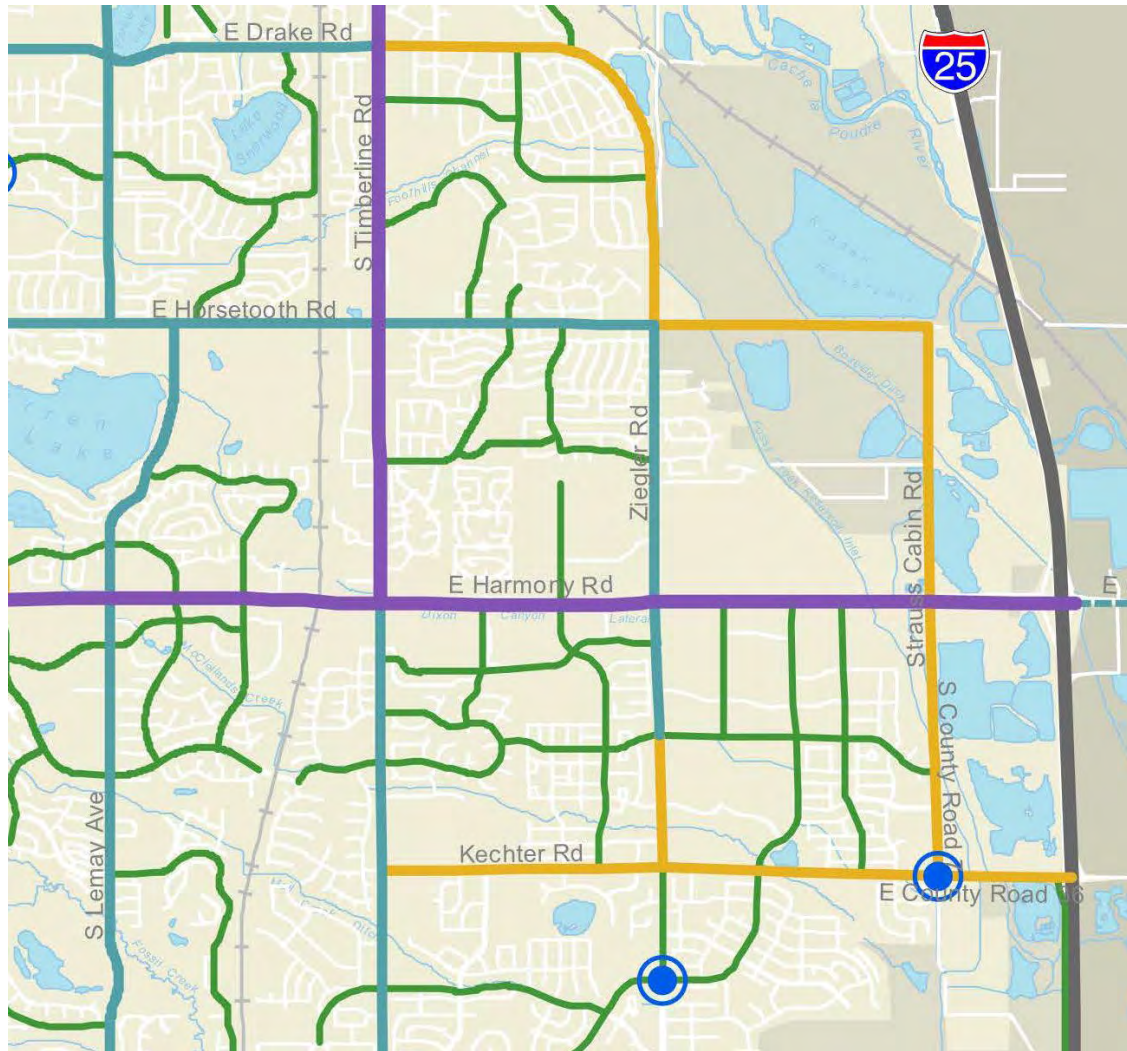
- (1) Rights of All Persons. Any person may appear at a public hearing and submit evidence, either individually or as a representative of a person or an organization. Each person who appears at a public hearing shall state his or her name, address and, if appearing on behalf of a person or organization, the name and mailing address of the person or organization being represented.
- (2) Exclusion of Testimony. The decision maker conducting the public hearing may exclude testimony or evidence that it finds to be irrelevant, immaterial or unduly repetitious.
- (3) Continuance of Public Hearing. The decision maker conducting the public hearing may, on its own motion or at the request of any person, continue the public hearing to a fixed date, time and place. All continuances shall be granted at the discretion of the body conducting the public hearing.

(C) Order of Proceedings at Public Hearing.

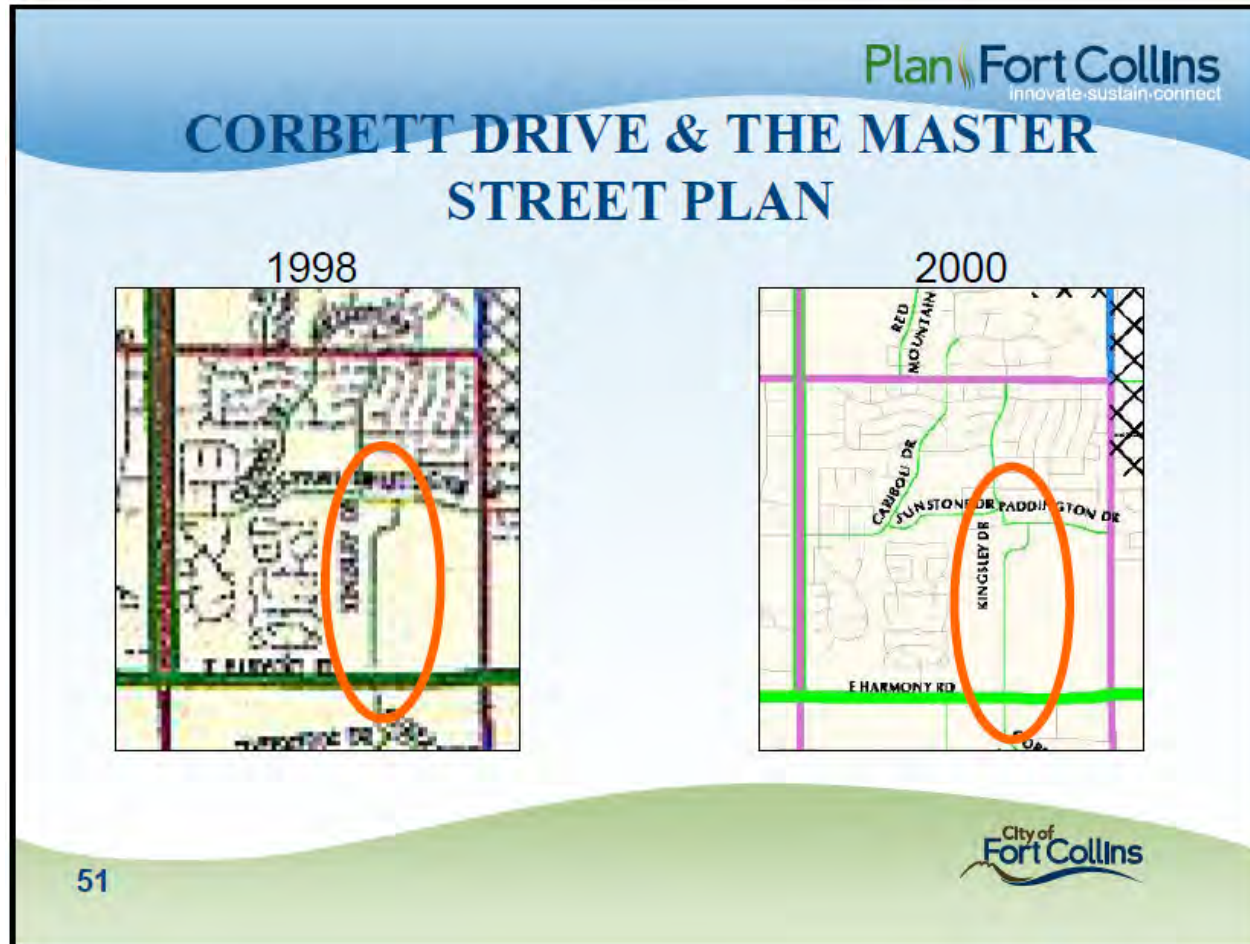
The order of the proceedings at the public hearing shall be as follows:

- (1) Director Overview. The Director shall provide an overview of the development application.
- (2) Applicant Presentation. The applicant may present information in support of its application, subject to the determination of the Chair as to relevance. Copies of all writings or other exhibits that the applicant wishes the decision maker to consider must be submitted to the Director no less than five (5) working days before the public hearing.
- (3) Staff Report Presented. The Director shall present a narrative and/or graphic description of the development application, as well as a staff report that includes a written recommendation. This recommendation shall address each standard required to be considered by this Code prior to approval of the development application.
- (4) Staff Response to Applicant Presentation. The Director, the City Attorney and any other City staff member may respond to any statement made or evidence presented by the applicant.
- (5) Public Testimony. Members of the public may comment on the application and present evidence, subject to the determination of the Chair as to relevance.
- (6) Applicant Response. The applicant may respond to any testimony or evidence presented by the public.

Staff Response to Public Testimony or Applicant Response. The Director, the City Attorney and any other City staff member may respond to any statement made or evidence presented by the public testimony or by the applicant's response to any such public testimony.







- Master Street Plan (MSP) identifies the long-range vision for the collector & arterial street network
- MSP previously identified Corbett Drive connecting from Harmony Road to English Ranch thru ODP site
- Concerns during Front Range Village development about the Corbett vehicular connection
- Council removed collector street connection during 2010 City Plan/ MSP update

Plan Fort Collins
innovate • sustain • connect

STREET CONNECTIVITY NORTH OF FRONT RANGE VILLAGE

- **Current MSP**
 - **Indirect Corbett Drive street connection**
 - **No direct connection to Kingsley**
- **Bicycle and pedestrian trail will remain**
- **If Corbett Drive removed from MSP, Land Use Code may require a non-Corbett street connection to the property north of Front Range Village**
 - **Depends on land uses and traffic impact study**
 - **May impact traffic signal locations and access points along Ziegler**

53

City of
Fort Collins

Local Street Connection from ODP to English Ranch (Paddington Rd)

- Generally opposed by English Ranch neighbors
- Successful petition to remove Corbett Dr (collector-level) connection in 2010
 - Local street connection nearly duplicates this condition
- Arterial roadways able to continue to meet Transportation Level of Service standards w/o connection

Signalized Intersection at Ziegler/Hidden Pond (Major Amendment Proposal)

- Provides a bike/ped crossing along this stretch of Ziegler
 - Recently identified as a need in the Active Modes Plan
- Precludes future possibility of a traffic signal at the Ziegler/Paddington/Grand Teton intersection
- Serves ODP site, Front Range Village, Affinity, Hidden Pond Estates
 - Does not directly benefit English Ranch, Woodland Park
- Identified as a potential outcome in 2010 of removing the Corbett Dr connection to English Ranch
- Many feel this prioritizes new development over traffic issues for existing neighborhoods
- May lead to accidental trips/traffic east of Ziegler Rd on Hidden Pond Dr (no outlet)

Signalized Intersection at Ziegler/Paddington/Grand Teton

- Generally desired by neighbors to improve access onto Ziegler Rd
- Generally supported by Woodland Park which only has Ziegler Rd access to their neighborhood
- Could potentially serve more locations (English Ranch, Woodland Park, ODP/Affinity/FRV via connections)
- Would also serve as a bike/ped crossing for this stretch of Ziegler Rd
- Signal not warranted under current conditions without a connection to ODP site
 - Tension between desire for signal and opposition to a street connection from ODP site to help generate traffic warrants

Misc.

- Staff support for a signal somewhere along this stretch of Ziegler Rd
- A signal at Ziegler/Paddington or Ziegler/Hidden Pond preferable to the Channelized T intersection from original ODP

Staff Evaluation

- No reduction in access / connection for bikes or pedestrians
 - ODP site features three north-south bike/ped access points
- Amenities to the north include English Ranch Park, Linton Elementary School
 - Located half-mile walking distance from center of ODP site
 - City policies / PSD walksheds encourage non-vehicular travel at these distances
 - ODP providing onsite park / gathering space; lower school enrollment demand
- TIS modeled connection / no connection. Both scenarios do not present level of service issues
- No connection requires trips to access an arterial; but detour is limited in distance
- No connection requested by neighborhood; aligns with previous policy decision made by City Council in 2010/2011 to remove connection from MSP







