PLANNING AND ZONING COMMISSION COMMUNICATION
City of Longmont, Colorado

Project Title: Zlaten Commercial/7-11 Fueling Station Rezone, Preliminary Plat and Overall PUD Plan (PZR 2021-12)

Date of Meeting: November 17, 2021

Staff Planner: Ava Pecherzewski, Principal Planner, (303) 651-8735, ava.pecherzewski@longmontcolorado.gov
Don Burchett, Planning Manager, (303) 651-8828, don.burchett@longmontcolorado.gov

GENERAL INFORMATION

Proposal: An application has been submitted to rezone the 11.5-acre property at the northeast corner of Hwy 119 and Zlaten Drive from Nonresidential – Primary Employment to PUD (Planned Unit Development). An accompanying preliminary subdivision plat and Overall PUD Plan would create a 2.3–acre lot for the development of a 7-11 gas station and convenience store with a 2,000 square-foot sit-down restaurant. The subdivision plat also proposes to dedicate 4.7-acres to the City of Longmont for greenway dedication adjacent to Spring Gulch #2 and 0.81-acres to the City of Longmont for right-of-way on Zlaten Drive. The subdivision proposes the remaining 3.75-acres to be utilized as an open space outlot.

Location: Northeast corner of State Hwy 119 and Zlaten Drive

Area: 11.5 acres

Existing Use: Former agricultural property with a single-family house and associated agricultural outbuildings

Zoning: Nonresidential – Primary Employment

SURROUNDING LAND USES AND ZONING

North: Residential home zoned N-PE (Primary Employment)

South: Sandstone Ranch District Park zoned N-PF (Public)

East: Spring Gulch #2 Greenway zoned N-PE (Primary Employment)

West: Undeveloped portion of McLane Western distribution facility property zoned N-PE (Primary Employment)

COMPREHENSIVE PLAN DESIGNATIONS

The "Envision Longmont" Comprehensive Plan designates this property as Primary Employment. State Highway 119 is designated as a regional arterial in the

comprehensive plan and Zlaten Drive is designated as a local street. See discussion below regarding alignment with the comprehensive plan.

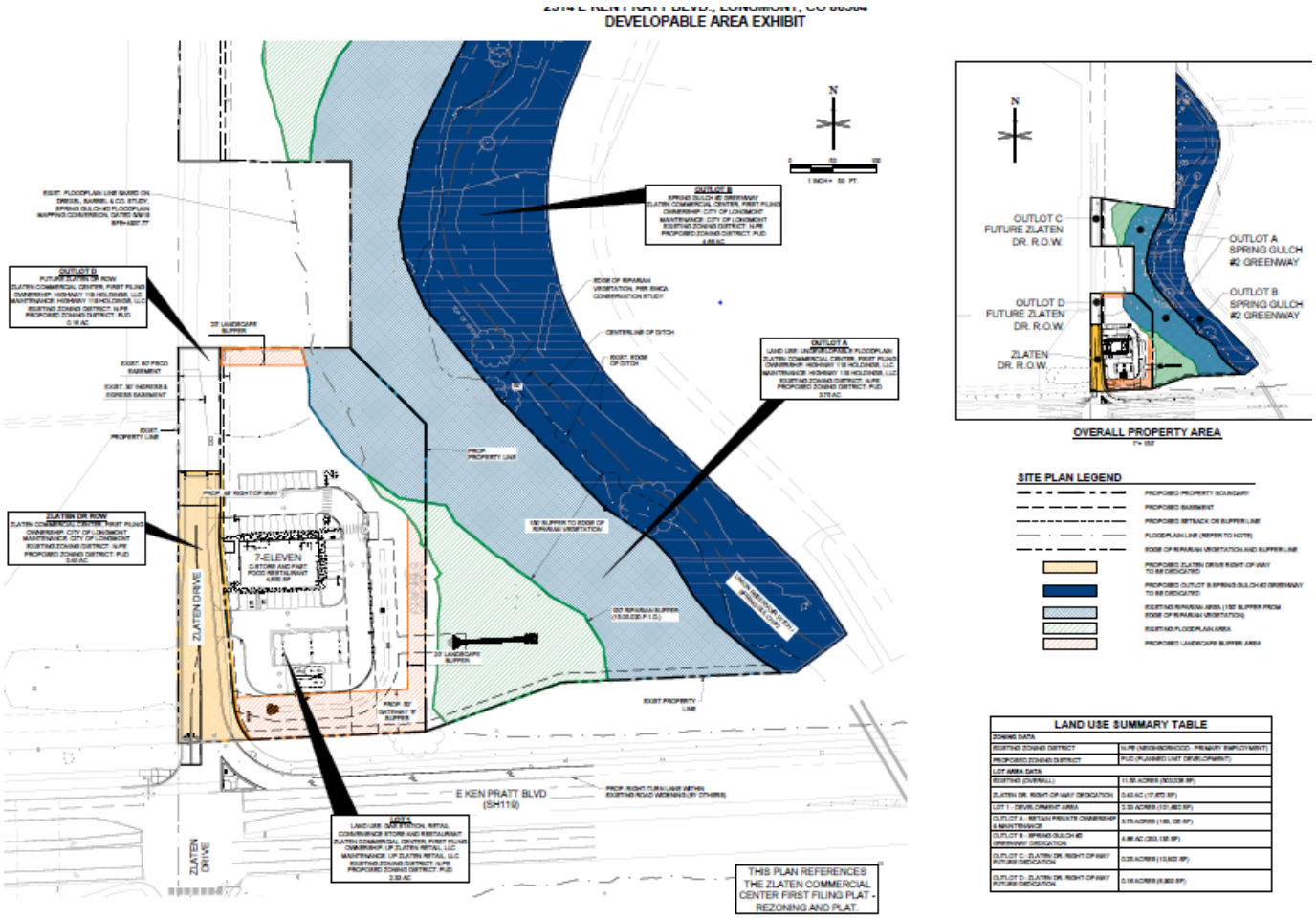
Property Owner:	Highway 119 Holdings, LLC
Applicant:	UP Zlaten Retail, LLC
Applicant Contact:	Charlie Oropallo
Company:	Entitlement and Engineering Solutions, Inc.
Phone:	(856) 906-2932
Email:	charlie.oropallo@ees.us.com

APPLICATION DESCRIPTION

An application has been submitted to rezone the 11.5-acre property at the northeast corner of State Highway 119 and Zlaten Drive from Nonresidential – Primary Employment to PUD (Planned Unit Development). An accompanying preliminary subdivision plat and Overall PUD Plan would create a 2.3-acre lot for the development of a 7-11 gas station and convenience store with a 2,000 square-foot sit-down restaurant. The subdivision plat also proposes to dedicate 4.7-acres to the City of Longmont for greenway dedication adjacent to Spring Gulch #2 and 0.81-acres to the City of Longmont for right-of-way on Zlaten Drive. The subdivision proposes the remaining 3.75-acres to be utilized as an open space outlot.

The subject parcel is bounded by a residential home zoned Primary Employment on the north, Sandstone Ranch District Park on the south, an undeveloped portion of the McLane Western distribution facility zoned Primary Employment on the west, and Spring Gulch #2 greenway on the east. A vicinity map is provided below:

The property, while 11.5 acres, has been difficult to develop in the past due to several encumbrances on the property. For example, it is an oddly-configured parcel and is adjacent to Spring Gulch #2 Greenway. Any proposed development on this property requires a nearly five-acre dedication of land on the east side for the greenway. In addition, a portion of the property lies within the 100-year floodplain on the north and southeast portion of the property, making this area difficult to develop without a conditional letter of map revision (CLOMR) from FEMA. In addition, the property is separated by a separate parcel on the north side, leaving the northern part of this parcel difficult to develop due to its location in the flood plain and significant grading and slope issues. This leaves about two acres of developable land on the southern end of the property adjacent to the highway. An Exhibit is provided below graphically depicting the actual developable area of this property (and is provided in greater detail in Attachment 2):



Rezone Request

The property is currently zoned N-PE (Non-Residential Primary Employment) and permissible land uses in this zone are geared toward primary employment facilities such as manufacturing, distribution, research and development, and the types of businesses that attract a high volume of employees. However, due to the site constraints noted above, it has been challenging to find a user who can develop a primary employment center on only two acres of developable land. Gasoline fueling stations are not a permitted land use in the N-PE zone (though restaurants are an allowable secondary use). They are permitted by-right in the Mixed-Use Corridor, Mixed-Use Employment and Mixed-Use Regional Center zones and conditionally permitted in the Mixed-Use Downtown zone. In discussing this proposal with the applicant, they were interested in rezoning the property to allow the fueling station. One approach would be to rezone it to one of the zones noted above that permit gas stations, however, a second approach would be to rezone it to a PUD zone in which an Overall PUD Plan could be presented to the Commission and City Council which provides a detailed layout of how the future development of the site would be planned. Because the comprehensive plan designates this property as Primary Employment, any changes to the Mixed-Use zones would likely trigger a comprehensive plan amendment as well, while the PUD zoning would allow the property to maintain its Primary Employment designation. Discussion about this proposal in relation to the Envision Longmont plan is provided below. The applicant has provided a Concept Plan in conjunction with the rezoning request which shows the proposed fueling station and the greenway and open space dedications. The rezone map and concept plan is provided in Attachment 10.

The applicant has provided a market study in support of this application which concludes that the highest and best use for this property given its small area of developability adjacent to a state highway is the gasoline fueling station with convenience store and a sit-down restaurant. A copy of the market study is provided with the applicant's submittal materials in Attachment 2. The report concludes that this would be an ideal location for a supporting business to provide services to the nearby hospital and medical campus staff, the adjacent food manufacturing employees, and the patrons of the Sandstone Ranch District Park across the street.

In conjunction with the rezoning request from N-PE to PUD, the applicant also seeks approval of a Preliminary Subdivision Plat and Overall PUD Plan.

Preliminary Subdivision Plat

Pursuant to Colorado subdivision regulations, subdivision plats creating more than three new parcels must gain approval of a preliminary subdivision plat by the decision-making authority prior to final platting each lot. The proposed subdivision takes the 11.5-acre parcel and creates a 2.3-acre lot on the far south side of the property for the development of a 7-11 gas station and convenience store with a 2,000 square-foot sit-down restaurant. The subdivision plat also proposes to dedicate 4.7-acres on the east side of the property to the City of Longmont for greenway dedication adjacent to Spring Gulch #2 and 0.81-

acres on the west side of the property to the City of Longmont for right-of-way on Zlaten Drive. The subdivision proposes the remaining 3.75-acres north and east of the gas station lot that is located within the floodplain to be utilized as an open space outlot. This outlot will be maintained by the current property owner. The proposed subdivision plat meets the subdivision regulations found in Land Development Code Section 15.07 in that the only developable lot is the gas station parcel; all other parcels are outlots which are to be used as open space, greenway or future right-of-way. The preliminary subdivision plan is provided in Attachment 11.

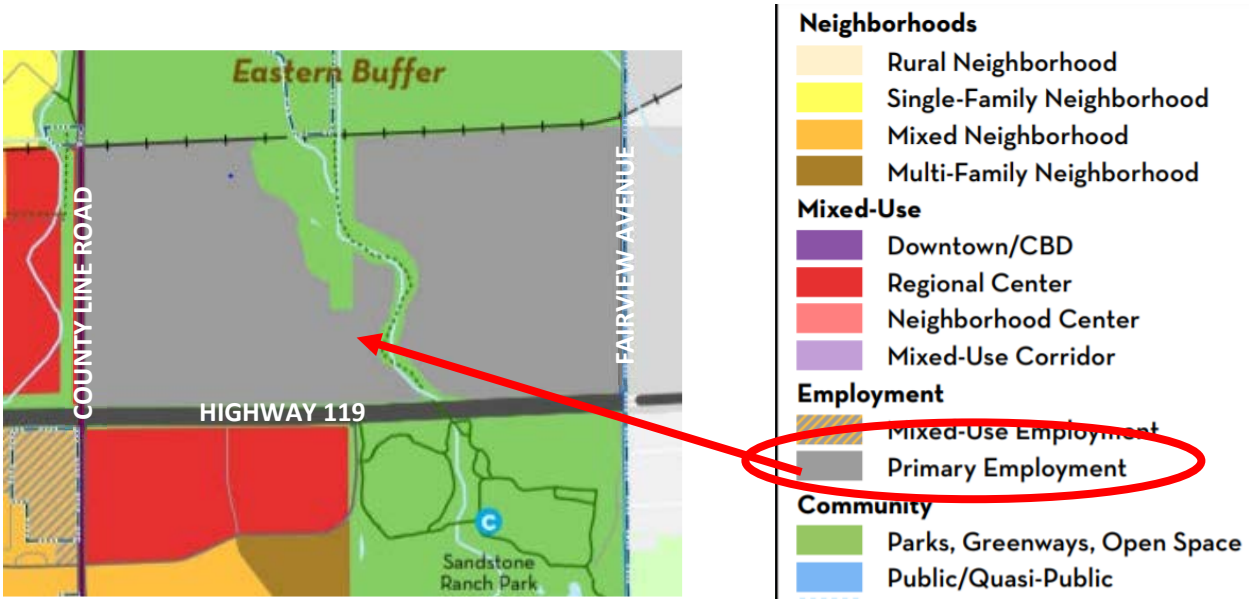
Overall PUD Plan

The Land Development Code (15.02.060.G) permits a property owner to request a PUD zone as part of a rezoning request in conjunction with an Overall PUD Plan. The applicant has submitted an Overall PUD plan with this application which provides a detailed site plan for the fueling station/restaurant lot and shows how the open space and greenway dedications would relate to the fueling station property. A landscape plan, lighting plan and architectural elevations are also provided in the Overall PUD Plan. Staff has reviewed the PUD plan against the city's development standards and finds the proposed development in compliance with building layout and design, landscaping and buffering, and lighting requirements. The proposed development is more than 150-feet away from the edge of the riparian corridor along Spring Gulch #2. The proposed PUD plan provides slightly more parking than allowed by code (commercial uses have parking maximums, not minimums), however the PUD district allows an applicant to request additional parking. City transportation planning staff have reviewed the plan and concur that the additional six parking spaces is warranted, and recommends that the additional parking be allowed as part of the overall PUD Plan. An electric vehicle charging station is also proposed in the PUD Plan. . In addition to the electric vehicle charging stations, the applicant has employed other sustainable building design techniques, including the use of skylights in the building with an integrated daylight harvesting system that dims interior lighting levels when natural light enters the space, reducing the demand for energy. Additionally, the structural walls of the building are SIPs (structurally integrated panels) which provide a continuous insulation barrier which reduces energy demand for heating and cooling. Other sustainable building measures include a high efficiency HVAC unit and low-flow bathroom fixtures. The Overall PUD Plan is located in Attachment 12.

Although the current code requires major development applications adjacent to City-owned property to be approved by City Council (Code Section 15.02.050.B.6.g), this ordinance was adopted by Council in March of 2021 which was after this project had already been submitted. Therefore this development is not subject to this provision, though it is across the street from Sandstone Ranch Park. However, the Rezoning and Overall PUD Plan must be approved by City Council.

Alignment with the Envision Longmont Multimodal & Comprehensive Plan

The "Envision Longmont" Comprehensive Plan designates this property as Primary Employment. This land use category is intended to accommodate a wide range of business types to meet the future employment needs of the community, especially among the City's target industries (advanced technology, bioscience, creative arts and culinary and professional services and information technology). However, this land use category lends itself to large contiguous sites to allow for planned campus-like employment facilities. (for example, a corporate office headquarters). See Comprehensive Plan Map below:



As noted above, there have been development challenges associated with this parcel. Although it is 11.5 acres, the parcel is an odd configuration and much of the land is encumbered for greenway dedication or within the 100-year floodplain, leaving about two acres as viable for development adjacent to the highway. Two acres is not an optimal amount of land for development of a primary employment center with a campus-like design.

This parcel is part of a larger Primary Employment center on the north side of State Highway 119 going from County Line Road on the west to Fairview Avenue at the city boundary limits on the east. This area contains primary employers such as the McLane Western food distribution facility, JM Smuckers food production facility, Burrito Kitchens food production facility. Taking into account the larger Primary Employment area, allowable secondary uses include business support services, including restaurants. The fueling station, convenience store and sit-down restaurant would all be considered secondary business support services, to serve the various surrounding manufacturing businesses in the vicinity and the city park across the street. Therefore, the proposed land uses conform with the Primary Employment land use designation in the Envision

Longmont comprehensive plan, and only the zoning would need to be changed since the current underlying zone does not permit fueling stations.

In terms of the transportation access, although the site is adjacent to State Highway 119 which is a regional arterial in the comprehensive plan, CDOT will not permit a new driveway access from the highway, therefore vehicular access to the site will be from Zlaten Drive on the property's western edge. The applicant will be dedicating right-of-way to the City for extension of Zlaten Drive north of State Highway 119 to the site's northern property line. There is an existing full-access traffic signal at State Highway 119 and Zlaten Drive to serve this property.

DEVELOPMENT REVIEW COMMITTEE PROCESS

The Development Review Committee initiated review of this project in September 2020. Public Works Engineering reviewed the plans and concurred that there was an adequate amount of utility infrastructure to serve the proposed development and that an appropriate amount of right-of-way was being dedicated on Zlaten Drive and along State Highway 119 for landscaping and sidewalk.

When a property abuts a City greenway as in the case here, the City normally requires applicants to provide greenway design and construct those improvements, in addition to land dedication. This is a requirement for development in Municipal Code Section 15.05.040.C.1.b. Due to the steep slopes and topographic challenges on both sides of Spring Gulch #2, the applicant requested a PUD modification to only dedicate the greenway property but not to design or construct the improvements, and in exchange, to submit payment to the City for future construction in an amount that would be acceptable to the City, and Natural Resources staff have agreed to this request (see request in Attachment 2). In addition to contributing to future construction to be completed by the City as part of the capital improvement greenway trail along Spring Gulch #2, the funds would also be used to pay for a placard memorializing the historic Dickens Farm property in connection with recommendations from the Historic Preservation Commission (see discussion below).

The applicant had initially proposed to dedicate the remnant portions of this property within the 100-year floodplain to the City as well, however, the City declined to accept this property due to maintenance and liability concerns. The applicant subsequently created this area as an open space outlot that will be owned and maintained by the property owner but will not be developable land.

A Species and Habitat Assessment was prepared for this property in January 2021 (see Attachment 5). The report concluded that no ecological resources will be impacted by this development. Additionally, no wetlands or Waters of the U.S. subject to regulation under Section 404 of the Clean Water Act are present. The proposed development will be located more than the minimum 150-foot setback required from riparian areas adjacent to Spring Gulch #2 greenway. However, due to the site's adjacency (within 0.5-mile) from existing migratory bird nesting areas (Bald Eagle, Red-Tailed Hawk and Swainson's

Hawk) the report recommends that bird nesting surveys be completed prior to site disturbance activities such as a Stormwater Construction Activity Permit for grading if such activities occur during nesting season. A note has been added to Page 2 of the PUD Plan noting that the nesting surveys are required to be submitted to the City prior to issuance of a SCAP permit. Staff did receive referral agency comments from U.S. Fish & Wildlife service and they stated that they had no concerns regarding this proposal, as the proposed development would not impact any species listed as candidate, proposed, threated or endangered. Staff from the City's Natural Resources Department reviewed the report and concurred with its findings.

There are 23 existing trees on the property, of which 13 will be removed as part of this development. Staff requested a tree inventory from the applicant and forwarded it to the City Forester for assessment. The City Forester has evaluated the tree mitigation plan that was submitted as part of the Overall PUD Plan and has determined that there will be 81 tree caliper inches of removed healthy and desirable trees that need to be mitigated for. The cash-in-lieu valuation of these caliper inches equates to a value to $26,170. This tree mitigation fee will be due and payable prior to the start of construction activities.

A noise impact study was submitted at the request of staff to determine if there were any impacts from the proposed development to the adjacent residential homes to the north. The acoustic study concluded that the proposed development would have a minimal impact to the existing ambient noise levels caused by traffic on the adjacent State Highway 119. Existing ambient daytime noise levels on this property range from 50-60 decibels, with the noise level along Highway 119 being at 60 decibels and the noise level at the north property line being 10 decibels lower at 50 decibels. The study noted that noise levels would increase moderately with the proposed development but not enough to bring the property out of compliance with maximum allowable noise decibel levels. The municipal code permits daytime noise levels up to 65 decibels between 7 am to 10 pm and nighttime noise levels to 55 decibels from 10 pm and 7 am for commercially-zoned properties. The report recommends that the roof parapet of the convenience store/restaurant building be extended 24" above the top of rooftop mechanical equipment and that a six-foot privacy fence be installed at the north property line to provide noise attenuation. The report recommends the fencing be constructed of the Acoustiblok material which is a mass-loaded vinyl product. In the Overall PUD Plan, the applicant has located the convenience store/restaurant approximately 236 feet from the north property line and has provided enhanced landscaping on the north side of the property to provide an enhanced noise buffer as well as a six-foot wooden privacy fence. Staff recommends a condition of approval that the fence be constructed of the recommended Acoustiblok material which provides enhanced noise attenuation. Building elevations appear to show an appropriate parapet wall to cover the roof-mounted mechanical equipment. A copy of the Acoustic Study is located in Attachment 6.

The site is a former agricultural farm dating back to 1885 (Dickens Farm/Mary A. Allen Homestead) and the property contains a farm house constructed in 1885 and several outbuildings. A historic inventory/cultural resources survey was completed for the

property in February 2021 (see Attachment 7). As shown on the demolition plan in the Overall PUD, the applicant proposes to demolish all existing structures on the property due to their dilapidated nature and safety risk for congregation of homeless. The Historic Preservation Commission reviewed the report at their July 12, 2021 and September 8, 2020 meetings and at the September meeting the commission wished to acknowledge the historical significance of the property with its connection to the Dickens Family and their significant role in Longmont's history and because the farm is eligible for historic designation under four criterion for the National Register of Historic Places, the HPC recommended that this proposal not move forward without a better preservation plan for the site given the historic nature of the property. See Attachment 8 for copies of the memos from the HPC liaison. The Commission can, in their prerogative, add a recommended condition of approval that the applicant provide a more enhanced preservation plan prior to demolition of structures in order to acknowledge the historic significance of the property.

The traffic impact report provided by the applicant's consultant and accepted by City traffic engineering concludes that there will be an average of 2,833 daily vehicle trips generated with this development, of which 279 will be in the AM peak hours and 235 will be in the PM peak hours (see Attachment 9). The intersection of Ken Pratt Boulevard and Zlaten Drive is fully signalized and currently operates at a Level of Service (LOS) A in the morning peak hours and LOS B during afternoon/evening peak hours. The traffic study concluded by 2040, the morning peak LOS will remain unchanged and that the afternoon peak LOS will be at LOS C with our without this development. A copy of the traffic study is located in Attachment 9.

During DRC review, outside referral agencies were sent application materials to comment on. The following entities were sent referral letters regarding this annexation:

- Century Link (phone)
- Xcel Energy (gas)
- Comcast (cable)
- Army Corps of Engineers
- Weld County Planning Department
- CDOT
- US Fish & Wildlife
- Colorado Parks & Wildlife
- Union Reservoir Ditch Company

Comments were received from Xcel Energy, Comcast, the ditch company, and U.S. Fish & Wildlife (see Attachment 3). Both Comcast and Xcel Energy noted that the applicant should contact them to coordinate installation of utilities but had no general concerns or objections. Similarly, the Union Reservoir Ditch Company and the U.S. Fish & Wildlife Service expressed no concerns with this proposed development. Copies of all correspondence received is in Attachment 3.

NEIGHBORHOOD INPUT – NOTIFICATIONS AND SIGN POSTING

Notice Type	Date Sign Posted	Date Mailed/Postmarked
Neighborhood Meeting	July 15, 2020	July 14, 2020
Notice of Application Submittal	September 23, 2020	September 21, 2020
Public Hearing Notice	October 29, 2021	November 3, 2021

A virtual neighborhood meeting was held on July 30, 2020. Notices for the meeting were mailed out to all property owners within a 1,000-foot radius of the subject property and signs were posted on the property at least two weeks prior to the meeting. There were callers who participated at the meeting, not including the applicant and city staff. The applicant discussed their proposed rezone, property subdivision and development request and staff explained the development review process. Issues identified at the neighborhood meeting include:

- Questions about how the subdivision would be configured and who would maintain the portions that are not developed adjacent to the city greenway and in the floodplain;
- Concern raised that public may wander up Zlaten Drive north of this property toward the neighboring residences;
- Concern raised that the gas station development would generate noise and traffic;
- Concern raised that homeless population may congregate around the 7-11;
- Question about why the applicant is requesting to rezone the property.

A copy of the neighborhood meeting minutes is located in Attachment 3.

A notice of application was mailed to all property owners within a 1,000-foot radius on September 21, 2020 and signs were posted on the property on September 23, 2020 notifying the public that a rezone, preliminary subdivision plat and overall PUD plan application had been formally submitted. The city received two letters from the adjacent property owners to the north with concerns about the request (see Attachment 3). One of the comment letters, from Jeff Hagen and Margaret Cerame, reiterated the same concerns that were noted in the neighborhood meeting and the comment letter from Richard Bolen through his attorney expressed concerns about his property value decreasing and traffic, noise and air pollution impacts. While the Commission may not consider perceived negative impacts to property values as a review criteria, the applicant has addressed the concerns regarding noise and lighting. The applicant has sited their development as far south from this property as possible to mitigate any impacts, and has addressed noise, lighting and landscaping by providing additional noise attenuation and landscape buffering on the north side of this development to mitigate any impacts. There will be zero footcandles of lighting within 300-feet of the north property line. Staff has recommended a condition of approval that the property line fence on the north be constructed of the Acoustiblok material for better noise and light attenuation. The PUD

Plan shows that the road will only be paved up to the last driveway for parking spaces and then a “No Outlet” sign is proposed and the gravel driveway will continue north to inform drivers that the end of the development stops there. Moreover, the rezone concept plan, subdivision plat and PUD Plan provides for undisturbed open space adjacent to these property owners.

Notices of public hearing were mailed out to a 1,000-foot radius on October 29, 2021. Signs giving notice of the public hearing were posted on the site as of November 3, 2021. In addition, written notice was mailed out to all identified mineral rights owners on the property at least 30 days prior to the hearing, pursuant to Colorado Revised Statutes 24-65.5-103 regarding written notice of public hearing to underlying mineral rights owners. Legal notice was published in the Times-Call newspaper. At the time packets went out for this item, staff had not received any communication from the public regarding this matter.

CRITERIA EVALUATION

In order to recommend approval for a Rezone, Preliminary Subdivision Plat and Overall PUD Plan, Planning & Zoning must find the application meets the following core review criteria in Land Development Code Section 15.02.055:

A. The application is consistent with the comprehensive plan and the purpose of the code and zoning district; conforms to any previously approved concept plan, preliminary plat, or PUD overall development plan; and complies with all applicable statutes, codes, ordinances and regulations.

The proposed Rezone, Overall PUD Plan and Preliminary Plat is consistent with the following goals and policies in “Envision Longmont”:

Goal 1.2: Promote a sustainable mix of land uses.

Policy 1.2A: Strive for a balanced mix residential, employment, retail, commercial, recreational and other uses that allow residents to live, work, play, learn and conduct much of their daily business within the City and increase the self-sufficiency of the community. This development will provide business support services to the surrounding primary employment businesses and to the city park across the street.

Goal 1.4: Focus infill and redevelopment in centers, corridors, and other areas of change. This property is defined as an area of change in the Highway 119 gateway corridor in the comprehensive plan.

Goal 1.8: Create an integrated and quality parks, recreation, greenway and open space system. This development will provide nearly five acres to land toward the city’s greenway trail.

Goal 6.1: Recruit, support, incentivize and retain quality businesses to provide a comprehensive range of job opportunities and promote economic diversity. While not a primary employment center, this development will provide jobs and support services to the community with a restaurant, convenience store and fueling station.

This property was annexed in 1997 with the Concepts Direct Annexation, however, the approved concept plan did not propose any site-specific development or land uses at this location. There are no previously approved preliminary plats to conform to. This subdivision also complies with all applicable statutes, codes, ordinances and regulations and no variances are being sought with this application. The applicant's market study concludes that this rezone is warranted and the proposed land use is the highest and best use for this property due to the many site constraints with the existing topography, floodplain and adjacent city greenway.

B. The application complies with applicable city standards, including for street and utility design and layout, and adequate utilities are available or will be provided for appropriate urban-level services.

The proposed rezone and accompanying subdivision plat and overall PUD plan meets City design standards with respect to public improvements such as street, sidewalk and utility design and layout. The proposed subdivision plat dedicates right-of-way along the State Highway 119 frontage and dedicates the necessary amount of right-of-way on the west side for extension of Zlaten Drive. The project will have access to adequate and available utility services.

C. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.

The proposed rezone and accompanying subdivision plat and overall PUD plan is compatible with the surrounding properties. The property to the west is part of the McLane Western food distribution facility zoned Primary Employment and this development will provide a much-needed business support service for their employees within walking distance to the convenience store, restaurant and fueling station. The property to the east is the Spring Gulch #2 city greenway, and the applicant has dedicated an appropriate amount of land toward improvement of the greenway and has sited their development more than 150-feet away from the riparian edge of Spring Gulch #2 in order to protect the riparian habitat along the creek. The property to the north is developed with a residential home but is zoned Primary Employment. The applicant has sited their development as far south from this property as possible to mitigate any impacts, and has addressed noise, lighting and landscaping by providing additional noise attenuation and landscape buffering on the north side of this

development to mitigate any impacts. There will be zero foot candles of lighting within 300-feet of the north property line. Staff has recommended a condition of approval that the property line fence on the north be constructed of the Acoustiblok material for better noise and light attenuation. The PUD Plan shows that the road will only be paved up to the last driveway for parking spaces and then a "No Outlet" sign is proposed and the gravel driveway will continue north to inform drivers that the end of the development stops there. Moreover, the rezone concept plan, subdivision plat and PUD Plan provides for undisturbed open space adjacent to these property owners.

D. The application will not adversely affect surrounding properties, the natural environment, existing or planned city transportation, or utility services or facilities, or the adverse impacts of the use will be mitigated to the maximum extent feasible.

The proposed rezone and accompanying subdivision plat and overall PUD plan will not adversely affect the surrounding properties for the reasons noted above, nor will the development adversely affect the natural environment, or existing or planned city transportation facilities.

A Species and Habitat Assessment was prepared for this property in January 2021 (see Attachment 5). The report concluded that no ecological resources will be impacted by this development. Additionally, no wetlands or Waters of the U.S. subject to regulation under Section 404 of the Clean Water Act are present. The proposed development will be located more than the minimum 150-foot setback required from riparian areas adjacent to Spring Gulch #2 greenway. However, due to the site's adjacency (within 0.5-mile) from existing migratory bird nesting areas (Bald Eagle, Red-Tailed Hawk and Swainson's Hawk) the report recommends that bird nesting surveys be completed prior to site disturbance activities such as a Stormwater Construction Activity Permit for grading if such activities occur during nesting season. A note has been added to Page 2 of the PUD Plan noting that the nesting surveys are required to be submitted to the City prior to issuance of a SCAP permit. Staff did receive referral agency comments from U.S. Fish & Wildlife service and they stated that they had no concerns regarding this proposal, as the proposed development would not impact any species listed as candidate, proposed, threated or endangered. Staff from the City's Natural Resources Department reviewed the report and concurred with its findings.

In addition, the applicant will be removing 13 out of 23 existing trees on the property which have been given a mitigation value of $26,170 by the City Forester which will be paid by the applicant to the City's tree preservation fund prior to the start of construction activities.

As part of the Overall PUD Plan, the applicant proposes to dedicate the necessary land for the Spring Gulch #2 greenway improvements, but in lieu of designing and constructing the greenway improvements, proposes to pay a cash-in-lieu amount acceptable to the Natural Resources Department for a future capital improvement program. Part of these funds will be used to purchase placard signage memorializing the former Dickens Farm at this location, consistent with recommendations from the Historic Preservation Commission.

The traffic impact report provided by the applicant's consultant and accepted by City traffic engineering concludes that there will be an average of 2,833 daily vehicle trips generated with this development, of which 279 will be in the AM peak hours and 235 will be in the PM peak hours (see Attachment 9). The intersection of Ken Pratt Boulevard and Zlaten Drive is fully signalized and currently operates at a Level of Service (LOS) A in the morning peak hours and LOS B during afternoon/evening peak hours. The traffic study concluded by 2040, the morning peak LOS will remain unchanged and that the afternoon peak LOS will be at LOS C with our without this development. A copy of the traffic study is located in Attachment 9.

The proposed development will not adversely affect utility services nor public facilities. Adequate police and fire protection services are available to this site. The development provides two points of access from Zlaten Drive designed to city standards for fire department requirements.

E. The application, where required, complies with the sustainability evaluation system requirements to mitigate impacts of development within the City's riparian areas, and as applicable to other projects as determined by separate agreement.

The proposed development will be located more than 150-feet away from the edge of riparian habitat along Spring Gulch #2 and is in compliance with municipal code requirements. No variance is requested, therefore the sustainability evaluation system is not applicable to this application.

F. The application includes an appropriate transportation plan, including multi-modal transportation access, and is integrated and connected, where appropriate, with adjacent development through street connections, sidewalks, trails and similar features.

The proposed rezone and accompanying subdivision plat and overall PUD plan development will mainly be accessible from Zlaten Drive via a fully-signalized intersection at State Highway 119 for vehicular traffic and will be accessible

through sidewalk improvements along State Hwy 119 and Zlaten Drive for pedestrians and bicyclists. A sidewalk connection will be added on Highway 119 which will connect with the sidewalk to the west.

In addition, at least one of the following additional review criteria are specifically required for Rezone requests (Land Development Code section 15.02.060.F.):

A. The rezoning is consistent with events, trends, or facts occurring after adoption of the original zoning that have changed, or are changing, the physical, social, or economic character or condition of the area or neighborhood;
B. The rezoning corrects an error of a technical nature; for example, in order to achieve zoning district conformance with existing lot lines; or
C. The rezoning presents the city with a unique opportunity or an appropriate site, at an appropriate location, for the particular type of land use or development proposed and will help the city achieve a balance of land use, tax base, or housing types consistent with the city's overall planning and economic development goals.

The proposed rezoning is consistent with Review Criteria C in that the rezoning presents the city with a unique opportunity to develop a site which has been encumbered with many site constraints, including a challenging topography, location within the 100-year floodplain, and adjacency to a body of water with riparian habitat that required land dedication prior to development. The Primary Employment zoning limits the property to campus-like primary employers, however, this is inconsistent with the actual developable area of land on this property. By rezoning to PUD, this allows the property to be developed with supportive commercial uses to the primary employers in the surrounding area. These supporting business uses will provide the City an opportunity to achieve a balance of land use and tax base consistent with the City's overall planning and economic development goals.

The applicant has submitted a market study completed by a third-party that concludes a quick-service convenience store and sit-down restaurant in conjunction with a gasoline fueling station is the highest and best use for this property, given all of the physical site constraints.

In addition, the following additional review criteria are specifically required for Preliminary Subdivision Plat requests (Land Development Code section 15.02.060.E.):

A. The subdivision will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is annexed or developed;

The proposed subdivision will not limit the ability of the adjacent properties to develop. All surrounding properties are annexed into the City of Longmont. The adjacent parcel to the east is a City greenway in which the applicant will be dedicating land for the greenway as part of this subdivision. The adjacent parcel to the west is part of the McLane Western food distribution property and the extension of Zlaten Drive between their mutually-adjacent parcels will provide street access to that property should McLane Western seek to develop that portion of the property. The adjacent property to the north is currently accessed off of Zlaten Drive and should that property redevelop in the future, the access will remain to serve this site.

B. The subdivision will not create lots that are undevelopable or burdened with costs that would preclude development from occurring on other property;

The proposed subdivision only permits one lot to be developed; all other parcels are dedicated outlots for either city greenway, floodplain open space, or right-of-way.

C. The proposed phasing plan for development of the subdivision is rational in terms of available infrastructure capacity and adequate public facility standards.

The plan to build the commercial center in one phase is rational as there is available infrastructure capacity and there are adequate public facilities such as police and fire to serve the development.

In addition, the following additional review criteria are specifically required for PUD Overall Development Plan requests (Land Development Code section 15.02.060.G.):

A. The PUD complies with the district purpose and development/design standards stated in Section 15.03.060, "Planned unit development (PUD) district";

The proposed PUD Plan is in alignment with the purpose and development standards set forth in Code Section 15.03.060 regarding the PUD zoning district in that the plan provides a creative design to preserve critical environmental resources, provide above-average open space and creatively layout of the design in such a way as to be compatible with surrounding land uses. The plan has been laid out so that development occurs on the south half of the property, leaving the east and north sides as undisturbed open space. The plan allows for a supporting commercial business to be located on a parcel that is constrained and not necessarily developable for a primary employment type of campus.

B. The PUD will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is developed; and

The proposed PUD Plan will not limit the ability of the adjacent properties to develop. All surrounding properties are annexed into the City of Longmont. The adjacent parcel to the east is a City greenway in which the applicant will be dedicating land for the greenway as part of this subdivision. The adjacent parcel to the west is part of the McLane Western food distribution property and the extension of Zlaten Drive between their mutually-adjacent parcels will provide street access to that property should McLane Western seek to develop that portion of the property. The adjacent property to the north is currently accessed off of Zlaten Drive and should that property redevelop in the future, the access will remain to serve this site.

C. The proposed phasing plan for development of the PUD is rational in terms of available infrastructure capacity and adequate public facility standards.

The plan to build the commercial center in one phase is rational as there is available infrastructure capacity and there are adequate public facilities such as police and fire to serve the development.

Planning and Zoning Commission Options

The Planning and Zoning Commission may consider the following options when reviewing the Zlaten Commercial/7-11 Fueling Station Rezone, Preliminary Subdivision Plat and Overall PUD Plan application:

1. Approve the Zlaten Commercial/7-11 Fueling Station Rezone, Preliminary Subdivision Plat and Overall PUD Plan application, finding that the review criteria have been met, as reflected in PZR-2021-12A.

2. Conditionally approve the Zlaten Commercial/7-11 Fueling Station Rezone, Preliminary Subdivision Plat and Overall PUD Plan application, finding that the review criteria have been met, with conditions, as reflected in PZR-2021-12B.

3. Deny approval of the Zlaten Commercial/7-11 Fueling Station Rezone, Preliminary Subdivision Plat and Overall PUD Plan application, finding that the review criteria have not been met, as reflected in PZR-2021-12C.

Recommendation

Staff recommends that the Planning and Zoning Commission approve the Preliminary Subdivision Plat and recommend conditional approval the Zlaten Commercial/7-11 Fueling Station Rezone and Overall PUD Plan application, as reflected in PZR-2021-12B,

with the condition that the applicant shall construct the fence on the north property line with Acoustiblok- brand mass-loaded vinyl product.

Attachments

1. Resolutions
2. Applicant's Submittal Materials – Review Criteria, Developable Area Exhibit, Market Study
3. Neighborhood Meeting Minutes, Correspondence from Referrals & the Public
4. Certifications of Mailing and Sign Posting
5. Species & Habitat Study
6. Acoustic Study
7. Historic/Cultural Resources Survey
8. Memo from Historic Preservation Commission
9. Traffic Study
10. Rezoning Map and Concept Plan
11. Preliminary Subdivision Plat
12. Overall PUD Plan

Project file number: 3357-10, 11, 11a

UNITED PROPERTIES

651 Nicollet Mall, Ste 450
Minneapolis, Minnesota 55402
952-835-5300

1331 17th Street, Ste 604
Denver, Colorado 80202
720-898-8866

7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT W FUELING & PRELIMINARY PLAT OF ZLATEN COMMERCIAL CENTER 1ST FILING

NE Corner Hwy 119 and Zlaten, Longmont, Colorado
Lot 1 and Outlot A Zlaten Commercial Filing
November 5, 2021

COVER LETTER & LETTER OF INTENT

Property Owner/Application Information

UP Zlaten Retail LLC, c/o United Properties Development LLC ("United Properties"), 1331 17th Street, Suite 604, Denver, Colorado, is under contract to purchase 2.33 acres of the 11.55 acres of property to construct a 7-Eleven convenience store/Laredo Taco restaurant with fueling station. The remainder of the property is either to be retained in by the current owner, or dedicated to the City of Longmont as Greenway or right-of-way. The Property is generally located at the northeast corner of Highway 119 and Zlaten Drive. The current property owner is "bank owned" by Highway 119 Holdings LLC ("OWNER"). The Owner has authorized United Properties to submit necessary applications for the proposed development of the Property.

Project Description

The Property is mostly vacant land with a few aged homes/barns structures that are structurally unsound and need to be removed. In addition, asbestos has been discovered in both the house and the barn and will need to be abated prior to removal. The property is currently zoned N-PE "Neighborhood Primary Employment". N-PE zoning district encourages limited supporting commercial uses to support daily needs of employees within the district and allows for restaurant uses. The current zoning would allow for the Laredo Taco use; however, convenience store with fueling is not a permitted within this zoning.

Although the parcel is 11.55 acres in size, the shape of the actual parcel itself, the required dedications, riparian and landscaping buffer setbacks, floodplain and existing easements leave only 1.57 acres of the 11.55 acres developable. The proposed Lot 1 2.33-acre development area includes approximately 0.76 acres of undevelopable riparian floodplain. Please see the Developable area exhibit provided that details the constraints and the limited developable area that remains on this site. In addition to these development challenges, this land has significant financial constraints with getting utility services and access to the site making any use other than commercial retail financially unviable to move forward with the costs/developable space.

Therefore, the applicant is proposing a rezone to a Planned Unit Development (PUD) to allow development to move forward on this corner that will provide services for the Primary Employment users in the area and generate sales tax dollars for the City. The current

Primary Employment zoning is prohibitive given the size and shape of remaining developable land and the financial costs necessary to develop the site. Our market study shows that a 7-Eleven Convenience/Laredo Taco restaurant with fueling would be the highest and best use for this corner and would not only provide service but also encourage Primary Employment development.

The proposed project is for commercial development that will draw on the surrounding community to utilize available services that are not currently within close proximity to, or easily accessible in the area. The commercial development will integrate design elements from the surrounding area using scale, streetscape, landscape, building forms, colors, and site configuration. The development includes the following components:

Proposed Lot 1:

Within the 2.33-acre developable site on the immediate corner, we are proposing a 4,650 square foot building. One half of the building will consist of a convenience store with expanded food/drink/grocery "grab and go" items and the other half will be a Laredo Taco restaurant with seating. The site will also contain 6 MPD's/12 fueling stations and canopy located in the most prominent location on the site, along Highway 119 and in front of the convenience store/restaurant. 35 parking spaces are proposed around the building and two (2) bicycle parking spaces will be provided on the west side of the building near the pedestrian connections. In addition, an outdoor seating area is proposed north of the building in the landscaped area for restaurant/convenience customers. To promote sustainability and multi-modal transportation, the site will provide a bike repair stand and a EVR charging station for electric vehicles. Building architecture will incorporate materials and finishes that are high quality, durable and able to maintain their appearance over time. Building elevations are included in the PUD set and a digital building materials board is included with the application submittal.

Outlot A:

As shown in the Development Area Exhibit, Outlot A consists of entirely undevelopable land. The residential property that the remaining land surrounds, the Spring Gulch #2 Greenway dedication, the riparian buffer setback from the creek to the east, Zlaten ROW dedication and the floodplain area leave no room for development and would indicate this land would be best to remain in its native state to allow for preservation and buffering from the creek and residents. The current will retain ownership of Outlot A and maintain as-is today.

Preliminary Plat

Concurrent with the PUD application, a Preliminary Plat application is included within the submittal. The Plat splits the existing parcel into Lot 1 (area to be developed), Outlot A (undevelopable land to be retained/maintained by current owner), Outlot B (greenway dedication) that will be dedicated to the City, Outlot C and D (future Zlaten ROW) to be dedicated to the City later and Zlaten ROW that will be dedicated upon recordation of plat.

Access and Vehicular Circulation

The Property will construct a dedicated right turn lane along Hwy 119, which will require the movement of the existing traffic signal to ensure alignment with the south side development.. The applicant plans to dedicate 50-feet of ROW along the entire frontage length of the property for Zlaten Drive and construct the full Zlaten road system to northern most drive of the development. It will consist of a southbound right/thru lane, a dedicated left turn lane onto Hwy 119 and a northbound thru lane. The lot will be serviced by two (2) full movement access points from Zlaten Drive, with on-site circulation around the building and fueling canopy for customers, workers and delivery trucks. The Applicant is proposing "no outlet/local traffic only" signage on the north side of the development to prohibit commercial development customer traffic from traveling north to the existing residents.

A Traffic Impact Study supporting the proposed infrastructure is included in the submittal (prepared by SM Rocha, LLC; dated August 2020).

Landscaping

Approximately 65% of Lot 1 is landscaped area, which far exceeds the typical amount required for a commercial development. Landscaping will consist of a combination of deciduous, ornamental and evergreen trees and shrubs to provide appropriate buffering as dictated by the Land Development Code, as well as provide a presentation aesthetic, compatible with other developments along Hwy 119. The development is providing an enhanced landscape buffer with additional shrubs and trees than would otherwise be required by code. With the trees and shrubs, the buffer also includes a 6' privacy fence with sound proofing to effectively screen fixtures and improvements such as the trash enclosure, air compressor, etc., from the visual eye, and from the resident to the north.

The development is also proposing to leave an additional 17% of the lot undisturbed, native to existing condition and as additional buffering from both the residential property to the north and the riparian buffer to the east. The development will provide an additional 280'(430' from the creek) at the front end of the site and 80' (230' from the creek) at the rear end of the site above and beyond the required 150' riparian setback. Within this additional enhanced setback, native/natural landscaping will be provided to further screen from the creek.

In addition, the development is providing enhanced setback and screening from the residents to the north to ensure complete separation between the commercial and resident developments. There will be a 200+ setback from any improvements to the residents with 2 phases of enhanced landscaping areas provided between them. Trees and shrubs that will grow well beyond 3-4 feet in height will be placed directly north of the parking and drive aisles north of the building to effectively screen headlights, traffic and noise as shown on the submitted Landscape Plan. The site then extends 200+ feet with native seed to create a distinct break between the commercial/residential development. At the property line, a 6' fence with additional trees/shrubs is proposed to create separation and provide any additional mitigation that may be necessary for those residents.

Pedestrian Connectivity

Hwy 119 has an existing 8' detached sidewalk. The development will be adding an additional right turn lane and will make necessary modifications to that sidewalk at the intersection to construct that improvement, including enhancing and bringing up to standards the pedestrian ramp at the corner of the intersection. The development will then extend a 5' detached sidewalk along Zlaten drive to the south of the most northern drive and then directly to the building on both the south and north sides.

In addition, a landscaped seating area will be provided at the northeast end of the site to provide a place for customers/workers that may travel to the site by foot/bike and/or prefer to eat outside. A pedestrian connection will be provided from the sidewalk to the seating area crossing the main drive aisle.

The development will also provide bicycle parking spaces and a bike repair stand to encourage bicyclists into the site and surrounding area.

Lighting

The proposed lighting levels for the overall site follow applicable standards. Please see the included photometric plan and lighting specifications for more information.

Careful consideration was taken during the design process of the lighting plan in order to mitigate any impact on adjacent properties and roadways. The proposed light fixture locations were organized to provide consistent, uniform lighting throughout the drive aisles and parking areas, while also minimizing light pollution and ensuring the safety and security of customers and employees. The proposed area lighting fixtures are LED energy efficient focused lighting with full cut off and are dark sky friendly with zero wash beyond the property line.

Architecturally consistent, wall-mounted and recessed can lighting is provided on the exterior of the buildings to afford safety and security and to enhance the character of the architecture.

In addition, there is 200+ feet of distance between any development and the residents to the north, which includes multiple layers of enhanced landscaping and fencing that are not reflected in the lighting levels on the provide photometric. With the zero light levels between the development and residents and the enhanced landscaping, there will be no lighting impacts to the residents from the site.

Noise

The Lot 1 development has limited noise generating items. Traffic would be the most impactful noise generator. The site design has been orientated in a way to mitigate impacts to residents by encouraging all traffic in and out of the southernmost access point and the building/landscaping will act as a buffer. In addition. The 200 + feet of Distance shown in the noise impacting exhibit as well as the enhanced landscaping and fencing will effectively buffer any other traffic impacts from use of the northernmost entrance.

The building will have roof-top mounted HVAC units. Those HVAC units are fully screened by the parapet and generate very limited sound that is 100% mitigated by the parapet and distance between properties.

Building Architecture

The architectural concept for the development is to provide the community with a modern Colorado mountain themed commercial development that will utilize natural materials such as stucco, stone (natural or synthetic), masonry, metals, and wood-style tile. Main building field colors will fall into the natural earth tone ranges and coordinated trim/accent colors. No intense, bright or fluorescent colors are proposed. The development will include variable height parapets and architectural accents to avoid monolithic shapes and surfaces and emphasize key building features – such as entry points.

The use of transparency shall be utilized where operationally adequate for the building, and against the front façade area facing Highway 119. Transparency is not provided along the Zlaten frontage due to the interior floorplan and operations of the mixed occupancy building consisting entirely of back of house equipment, restrooms, cooler vaults, or other ancillary support rooms. The interior floor plan is a new concept for 7-Eleven that contains an operational restaurant within the confines of the convenience store use. As such the form of the building architecture is an amalgamation of the function of the convenience store and integrated restaurant.

Four-sided architecture design is provided by adding architectural enhancements such as jumbo brick veneer around the entire building to enhance building scale, raised/alternating parapet heights for façade articulation, metal panel pilasters to reduce expansive surfaces for horizontal and vertical relief, and horizontal EIFS banding at the top of the building to break up vertical building materials on any given facade. All of which provide a high-quality design with architectural interest matching that of the front façade. Additionally, all ancillary architecture shall be designed to relate to the building architecture; including but not limited to, the motor vehicle fueling canopy columns and canopy fascia, trash enclosure elevations, all onsite miscellaneous metal work, etc.

Trash Enclosures

The trash enclosure is located to the rear of the convenience store and is screened with landscaping. The architectural character of the enclosure is consistent and compatible with the building architecture. The enclosure is secured with solid gates to prevent trash from escaping.

Signage – "Design Program"

With the three (3) different brands (7-Eleven, Conoco and Laredo Taco) that will be operated out of this one location, we may need to submit for an alternative signage plan to adequately market each brand. The proposed signage is shown on the building elevations: 7-Eleven channel letter and Laredo Taco signage on the south elevation to ensure visibility to Hwy 119, 7-Eleven signage on west and east elevation to enhance visibility for both east and westbound travelers along Hwy 119, Conoco Phillips signage on the canopy and a large monument sign that will house all three (3) brands and gas price signage on the hard corner.

Grading Statement

The Site will require some fill in order to adequately drain the site and get positive fall for proposed sanitary sewer system. Existing grades will be maintained at the parcel boundary and will not interfere with existing drainage patterns or fill within the floodplain area.

Drainage

The site is located adjacent to the Spring Gulch #2 stream and within the City of Longmont proposed floodplain area (Highway 119 culvert improvements). Based on the proximity to the stream, and the overall property having an impervious value of approximately 12%. The site has been deemed appropriate to release without the need for detention facilities.

This site utilizes surface sheetflow and slotted curb for the majority of the onsite stormwater conveyance to the water quality rain garden. Downspouts and private storm piping convey stormwater from the building canopies and in conjunction with inlets and storm piping that convey flow from the rain garden facility to the point of outfall. Inlets, storm pipe and the emergency overflow weir have all been designed to convey the 100-year event stormwater runoff.

The development has incorporated Low Impact Development (LID) elements within the design by incorporating the inclusion of a rain garden that allows for partial infiltration for the soils present onsite, grass-lined swales, slotted curb to reduce developed watershed erosion. Through planned development the project has had several conversations and iterations of how best to preserve and maintain the Greenway and Wetland areas to minimize or have virtually zero disturbance with the proposed development and construction.

Outlot A is assumed to be undevelopable, along with the portion of the property that is to be dedicated as stream Greenway.

Utilities

Water – City of Longmont

Water service is provided through City of Longmont. There is a Left Hand Water District water main on the north side of Hwy 119 and a City of Longmont water main on the south side of Hwy 119. The PUD Utility Plan shows boring under Hwy 119 in two (2) different

locations to connect to the City of Longmont line and extend it north in Zlaten Dr for approximately 545 LF. The second boring is required to provide a water loop extension within the site for approximately 610 LF. The building is required to incorporate a fire protection system, and includes a combined 4-inch fire and domestic water service line into the convenience store building from the proposed water loop. The preference given costs and to avoid boring/crossing utilities in Hwy 119 would be to connect to the Left-Hand line directly in front of the site.

One fire hydrant is proposed on the southeast corner of the building and will provide adequate coverage for the development of Lot 1.

Sanitary Sewer – City of Longmont

Sanitary sewer service is provided through City of Longmont and will service the building through connecting to a sanitary manhole on the southside of Hwy 119 and running an 8 inch line east on the north side of Hwy 119 and then north in the center of Zlaten Drive for approximately 1,695 LF. The service line into the building will be a 4-inch service that will connect off directly from the main provided in Zlaten drive. This main line extension will be sized to serve future development and be a catalyst to Primary Employment development on the NW corner of the intersection.

Phasing

There will be one phase of development only on this property. Lot 1 and all requirement improvements will be constructed at one time. Outlot A is undevelopable, so no additional items will be constructed in a second phase.

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Glendale, CO 80246
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November 5, 2021

Planning and Zoning Commission
City of Longmont
350 Kimbark Street
Longmont, Colorado 80501

Re: 7-Eleven Convenience Store / Laredo Taco Restaurant with Fueling
Northeast corner of Highway 119 and Zlatan Drive
Rezoning, PUD Overall Development Plan (ODP) and Preliminary Plat – 2nd submission
Review Criteria Analysis

EES is pleased to resubmit this Review Criteria Analysis, on behalf of United Properties, who is the applicant and developer of the proposed project. United Properties is currently under contract with the property owner to purchase a portion of the property.

Review Criteria for All Application Types

No major, minor, or administrative development application shall be approved unless it meets the following review criteria, except that individual types of applications described in this land development code specifically may include exceptions to these criteria or impose additional criteria:

1. The rezoning presents the city with a unique opportunity or appropriate site, at an appropriate location, for the particular type of land use or development proposed and will help the city achieve a balance of land use, tax base or housing types consistent with the city's overall planning and economic development goals.

   The purpose of the N-PE (Neighborhood Primary Employment) zoning district applied to this parcel is to establish areas of wide range of employment uses, including manufacturing, industrial processing and large employment facilities. It also accommodates limited supporting commercial uses as means to support daily needs of the employees within the district.

   However, N–PE (Neighborhood Primary Employment) zoning is prohibitive on this piece of property. This parcel faces unique challenges given the odd shape and limited developable area of the parcel, the existing stream, riparian buffer setback and floodplain requirements, Zlaten Drive ROW and greenway dedication and additional easement and setback requirements. Approximately 1.57 acres of the entire 11.555-acre parcel is developable area as identified in white area below and exhibit provided, making it too small for all industrial, office and larger employment facilities and therefore a prime candidate for retail only. The required infrastructure improvements to for this parcel are very expensive, requiring a development that can fit within the small space available and bring multiple services to the table to off-set these high costs to develop, driving the need for convenience, restaurant and fueling services.

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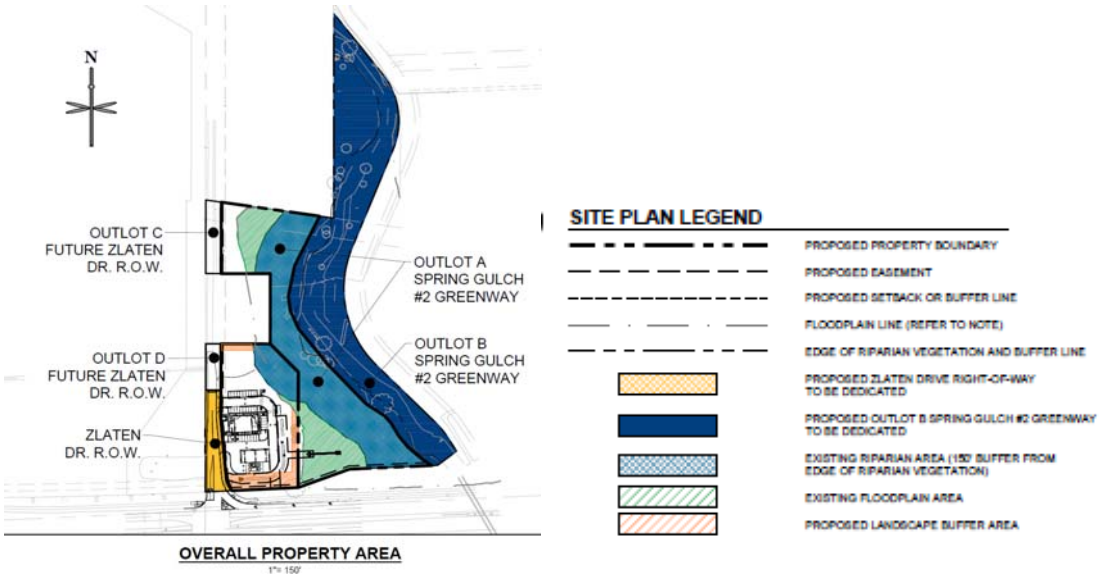

The market study, site specific demographics and limited development area indicate the highest and best use for this parcel is quick serve convenience. The Laredo Taco restaurant/7-Eleven convenience store are allowed uses within current zoning, but the combination of the fueling facility and other parcel specific code challenges trigger the request for the PUD zoning. The PUD would keep the intent of the original zoning and Comprehensive Plan, while providing a viable path forward for development of a prime corner in the City of Longmont to a new and vibrant business that will bring much needed services, generate significant sales and property tax revenue to the City and serve as a catalyst for future primary employment development in the area.

2. The application is consistent with the comprehensive plan and the purpose of the code and zoning district; conforms to any previously approved concept plan, preliminary plat, or PUD overall development plan; and complies with all applicable statutes, codes, ordinances and regulations.

The proposed development is also consistent with the guiding principles within the Comprehensive plan that intend to create livable centers, corridors and neighborhoods that have a balanced mix of employment, retail commercial services and residential with a focus on providing immediate access services and amenities within them. The development fits within the surrounding character, brings immediate commercial retail services to the hospital, workers and residential community without requiring them to drive miles away to access them. As residential development continues to expand at Highway 119 and County Line Road and primary employment east of the site, nearby food, grocery and fueling options will become important. The development also provides those services along a major commercial corridor that are not currently being provided for a 5 + mile stretch as well as encouraging and assisting

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in the city's vision in growing and supporting the primarily employment area north side of Highway 119.

In addition, the Comprehensive Plan encourages a focus on investing in the city greenways and trail systems and the Future Land Use and Transportation Systems Map identifies this area as greenway. This development allows for the dedication of the full greenway and riparian buffer at no cost to the City. United Properties is also willing to make a reasonable cash contribution to the City of Longmont for future improvements to the Greenway to be installed holistically with the Coordinated Planning Area (CPA) identified in the Envision Longmont comprehensive plan.

In addition, given the goals of the city is to preserve open areas, wildlife habitats, water quality and sensitive riparian areas and river/stream corridors, we believe the greenway should remain in its native state to not disrupt the natural established habitat and species within the creek and riparian buffer on the west side. Given the extreme topography and close neighboring properties on the west side of the creek as you move north along the entire 11.555 acres any disturbance of the area would need to be significant with large retaining walls to meet code requirements and further create environmental and neighboring challenges. The PUD allows for the immediate dedication of the greenway now with a carve out for any required greenway improvements until all these factors can be evaluated. It gives the city control and puts them one step closer to meeting goals in the Comprehensive plan, but gives them the time to complete a holistic coordinated plan that make since for the site specific conditions.

Given the above findings and the challenges of this unique parcel, a Planned Unit Development zoning is necessary path forward to activate this challenging piece of property for both the City and landowner once and for all. This zoning method provides the developer and city the creativity to work through some of these unique challenges together, while ensuring a quality and value-added development on this prime corner within the city. The Laredo Taco restaurant and 7-Eleven gasoline convenience development would provide necessary 24-hour food and convenience services to the area, generate revenue for the city and provide immediate implementation of key guiding principles and goals in the Comprehensive Plan.

3. The application complies with applicable city standards, including for street and utility design and layout, and adequate utilities are available or will be provided for appropriate urban-level services.

   The proposed development will provide street and utility design benefits to the City and surrounding property owners not currently be provided today. The immediate benefits will be as follows:
   - **Zlaten ROW dedication to City**
   - **A portion of the build out of North Zlaten road to the northernmost driveway for this development, future development on the west side and existing residents.**

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- **Realignment of the traffic signal to allow for safe and efficient thru traffic for the commercial consumers on the south side**
- **A dedicated right turn lane on Hwy 119 for northbound residential and commercial users**
- **A dedicated left turn lane and thru/right turn lane for southbound Zlaten**
- **Modification to the existing traffic signaling.**
- **Bringing City of Longmont water and gravity fed sanitary services from the southside of Highway 119 to the northside.**
- **Pedestrian connections along Hwy 119, Zlaten road and through the development**
- **EVR charging station and bike repair stand**

The proposed traffic improvements will significantly improve the functionality and safety of the intersection for all users, especially the existing residents. In addition, all of these proposed public improvements not only allow the activation of this development but set up surrounding primary employment parcels to the direct west for more immediate development.

4. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.

The site layout works within the challenging confines of the limited developable area of the parcel, while meeting and/or exceeding all setback, access, stormwater, and City of Longmont Land Development Code design standards.

<u>Compatibility of Land Use</u>
The development is compatible and complimentary to the surrounding properties in terms of land use. The commercial retail services and ball diamonds located on the south side of the intersection are similar uses and will benefit from the improvements, connectivity, and services the development will provide. The light industrial users and hospital to the east and west of the development are all 18–24-hour 7 day a week user that would benefit greatly from the 24 hour and guaranteed amenities and services this development would offer that are not currently being provided to them.

To promote and encourage compatibility to the Spring Gulch Creek to the east and residents to the north, the development is utilizing extensive buffering and landscaping techniques to those surrounding properties. Buffering this is otherwise allowed as well by the use being able to fit within a smaller footprint than most primary employment users. The current design provides for 30 – 200+ additional feet beyond the 150' code required riparian setback to the creek. In addition, we are proposing to limit the disturbance on the east side of the development and therefore any impacts to the creek and have worked to preserve three (3) large evergreen trees 20-40 inches in caliper and one (1) 42-inch Cottonwood on the eastern side of the site.

The current design provides for an additional 120 feet of buffering to the residential property than required by code and enhanced landscaping techniques on the northern property line are

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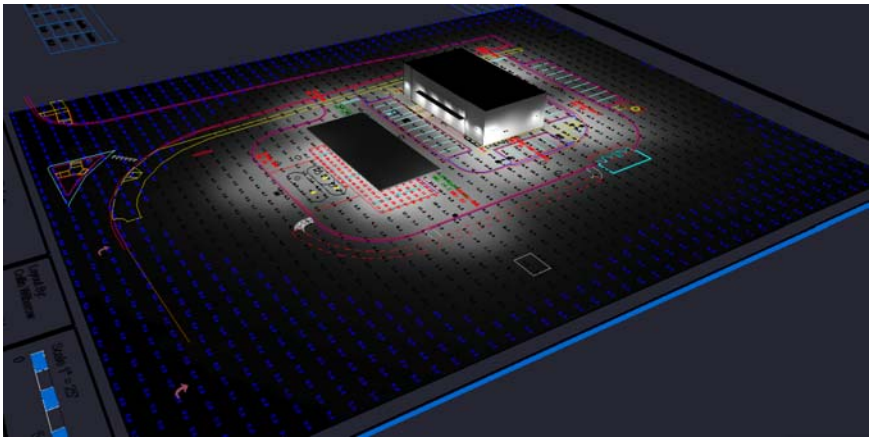
being provided to ensure adequate screening. United Properties is working directly with Mr. Bolen to determine the best placement for a 6' wooden privacy fence that will include sound proofing between the developments. With the fence and landscaping techniques that will be provided, the commercial development will not be visible at all and the sound impacts currently being experienced by Highway 119 traffic will actually be reduced.

Lighting

Close attention was paid to the lighting design to ensure zero impacts to the residential properties and to the riparian buffer and the creek. LED energy efficient full cut off lighting fixtures are being provided to ensure that the fixtures light only the areas intended with zero impacts off the property lines and to the surrounding area. In addition, foot candles were reduced significantly from standards to ensure adequate and safe lighting was met on site with no visual impacts to the surrounding properties as shown below.



Enhanced Architecture

The development is proposing an enhanced 360–degree architecture for the building. The main building materials will consist of variety of different materials, stone Fiber Cement Panels, gray siding, and EIFS, and the building will feature a faux wood exposed truss above the customer entrance. In addition, metal awnings will be placed over the customer entrance and the faux windows on the storefront elevation. These features will enhance the depth of this elevation as well as create a visual complimentary balance between the Industrial and commercial development design elements utilized in the surrounding area.

The proposed design is exceeding code requirements on glazing on all sides and required recesses and projections. The maximum height of the pitched feature of the building is 26'–1" and standard overall building height is 18'-0" to minimize visual impacts to residential to the north. This height also allows the parapet to completely screen the HVAC units on top of the building. The faux exposed truss at the customer entrance mimics that of the nearby commercial buildings, particularly the Walmart adjacent to the site, and ties the building into its surrounding architecture. Additionally, the architectural pitch in the parapet at the front

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elevation – provides for a more rural character, while enhancing the visual appearance from the roadway.

Landscaping

Approximately 63% of the Property will be pervious area with approximately 51% landscaping consisting of a combination of deciduous and evergreen trees, as well as shrubs, ornamental grasses, and perennials. The remaining pervious area of approximately 12% is undisturbed riparian floodplain area in the northeast corner of the site. The development is proposing enhanced landscaping materials far more than code requires on the northern, eastern, western, and southern sides of the site to ensure aesthetically pleasing entrance into the City and development. The intent of the design is to draw the visual eye away from the paving areas and lead it from the landscaping to the enhanced architecture provided by the building. In addition, the developer plans to provide a seating area amenity on the north side of the site with enhanced landscaping for those that would like to enjoy their lunch break or meal while looking at the mountain views.

The development also selected planting materials that will grow 4-8 feet in height and strategically placed them along the northern curb line to further shield any impacts from the parking on the north side of the building in addition to the extensive trees, shrubs, and fencing provided at the northern property line as previously described.

The goal of the east side of the development was to limit disturbance as much as possible for the riparian buffer and keep it as close to native state as possible. We were able to preserve 4 existing aged and beautiful trees on the east side ranging from 14" to 63" in caliper size. These trees will provide plenty of buffering and character, but we are also providing additional landscaping on the east side of the site as well.

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5. The application will not adversely affect surrounding properties, the natural environment, existing or planned city transportation, or utility services or facilities, or the adverse impacts of the use will be mitigated to the maximum extent feasible.

   The proposed development will enhance surrounding properties and the natural environment by improving the overall access to transportation, utility infrastructure and pedestrian and bicycle access to the area. The development also proposes integrated water quality and extensive riparian buffering from the greenway that will be dedicated at no cost to the City, including several water quality swales and full infiltration sand filter LID techniques.

   The development will also be improving the environmental and safety situation by abating asbestos and removing the aged vacant buildings located on site that have become a safety issue for surrounding residents and replace them with a new, vibrant development that includes enhanced architecture, amenities, landscaping and services to revive the look of this corner. The existing buildings are not structurally sound, are within the flood plain and have asbestos and other environmental concerns in addition to safety.


   The development has a huge focus on sustainability and will promote using sustainable products and design within their development, including but not limited to a fast charge electric charging station, bike parking and repair stand, energy management system, LED energy efficient full focus and cut off lighting, structural insulated paneling system, skylights, low flow toilets and low water required landscaping plan.

6. The application includes an appropriate transportation plan, including multi-modal transportation access, and is integrated and connected, where appropriate, with adjacent development through street connections, sidewalks, trails and similar features.

   The proposed development includes a multi-modal transportation access, and is integrated and connected, where appropriate, with adjacent development through street connections, sidewalks, trails and similar features. A 5-foot detached sidewalk will connect to Hwy 119 existing 8-foot detached sidewalk and safely bring bicycles and pedestrians into the development. A seating area amenity is being provided on the north side of the development in a heavily landscaped area that provides great views to the mountains while

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customers/workers/residents can do lunch. The developer will also provide a cash contribution of $140,431 to the future greenway improvement plan on the east side of the creek where the primary employment workers can access it.

Preliminary Subdivision Plats

In addition to complying with the core review procedures for major development applications in section 15.02.050.B, preliminary subdivision plats shall also comply with the following additional criteria:

1. The subdivision will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is annexed or developed.

   The proposed subdivision will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is annexed or developed in the future. The subdivision allows for the dedication of the both the greenway and Zlaten ROW to the City, while creating an additional outlot that will be retained and maintained by ownership, thus creating adequate spacing from the riparian buffer, residents and remaining undevelopable land for future potential dedication to City as open space as required in Section 15.05.040 (4).

2. The subdivision will not create lots that are undevelopable or burdened with costs that would preclude development from occurring on other property; and

   The proposed subdivision will not create lots that are undevelopable or burdened with costs that would preclude development from occurring on other property. The subdivision separates the developable from the undevelopable land within a very challenging and oddly shaped 11.555-acre parcel within the City. Outlots are being created for the undevelopable land and riparian buffer area and proposed dedication to the City or retained ownership.

3. The proposed phasing plan for development of the subdivision is rational in terms of available infrastructure capacity and adequate public facility standards.

   The proposed subdivision will occur in one (1) phase.

Rezoning (Amendments to the Official Zoning Map) and Concept Plan Amendments

1. Rezoning Initiation – Applications for rezoning may be initiated by:
   a. The city council; or
   b. One or more of the owners, holders of options to purchase, or lessees of the applicable property.

   Response: Noted.

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2. Concept Plan – A concept plan is required for a rezoning and amendments to existing rezoning concept plans. The concept plan shall be referenced in the rezoning or concept plan amendment ordinance. A concept plan shall comply with the approval criteria in section 15.02.055.
   Response: A Concept Plan has been provided.

   a. Contents of Concept Plan – Submittal requirements for a concept plan shall be included in the administrative manual.
      Response: The Concept Plan addresses submittal requirements listed in the administrative manual.

   b. Exceptions – A concept plan is not required for a rezoning initiated by the city or the following types of rezoning requests that are intended to correct technical mistakes in a specific zoning application:
      i. When a lot of record is classified as falling into two or more different zoning districts as of the effective date of this development code, an application to rezone a portion or portions of that parcel so that the zoning district classification is the same for the entire parcel.
      ii. Rezoning to correct the city's clerical error or mistake in classifying a parcel within a specific zoning district.
      iii. Rezoning to allow for minor zoning district boundary adjustments to make a zoning designation consistent with approved platted subdivisions.

      Response: Not applicable.

<u>Planned Unit Development Overall Development Plan</u>

1. General Establishment of PUD Zoning Districts – A PUD zoning district may be established through one of the following procedures:
   a. Initial zoning when petitioning for annexation; or
   b. A rezoning to a PUD zoning district.

   Response: The application proposes a rezoning to a PUD zoning district.

2. Applicability
   a. Approval of an overall development plan (ODP) is required prior to any development in a PUD zone district.
   b. An ODP shall be submitted concurrently with requests for PUD zoning when petitioning for annexation or for rezoning to a PUD zoning district.

   Response: Noted; an overall development plan (ODP) has been provided for review/approval.

3. Concurrent Review of Subdivision – The applicant shall consolidate an application for a PUD overall development plan with an application for preliminary subdivision plat approval, unless a preliminary plat is not required.
   Response: Noted; the application for a PUD overall development plan has been consolidated with the application for the preliminary subdivision plat.

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4. Review Criteria for PUD Zoning District – All requests for the establishment of a PUD zoning district shall also comply with the additional review criteria for rezoning in subsection F.5, above.
   Response: Refer to Rezoning review criteria responses noted above.

5. Additional Review Criteria for Overall Development Plan – Overall development plans associated with applications for rezoning to PUD shall also meet the following criteria:

   a. The PUD complies with the district purpose and development/design standards stated in section 15.03.060, "Planned unit development (PUD) district";
      i. Purpose – Planned unit developments (PUDs) are intended to encourage innovative site design and land use planning to provide a more creative design than would otherwise be achieved through strict application of a base zoning district. PUDs may allow greater freedom in mixes of uses within a development, and greater development densities when justified by exceptional design. In exchange for greater flexibility, PUDs are expected to include exceptional design to preserve critical environmental resources; provide above-average common areas and recreational amenities; incorporate creative design in the layout of buildings, common areas, and circulation; assure compatibility with surrounding land uses and neighborhood character; and provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.
      ii. Applicability
         1. Establishing a PUD District – A PUD district shall be established pursuant to the PUD overall development plan procedures in section 15.02.060.G.
         2. Applicability of Development Standards
            a. Unless specifically approved as part of the PUD plan during the overall development plan (ODP) procedure, the PUD shall comply with all standards in this development code.
            b. Where the approved PUD standards conflict with the standards in this development code, the regulations of the approved PUD plan shall control.
            c. Allowed uses shall be consistent with the comprehensive plan land use designations, unless specifically approved as part of the PUD plan.
            d. Mining activity shall only be an interim use as set forth in a PUD plan that includes future reclamation.

   Response: The intent of the proposed development to be rezoned to a Planned Unit Development (PUD) is provide exceptional design to preserve environmental resources and improve the access functionality and safety of the intersection, provide enhanced pedestrian common areas and amenities, and buffer the proposed use to the neighboring residential properties with enhanced landscape privacy buffering.

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b. The PUD will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is developed; and
Response: The proposed subdivision will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is annexed or developed in the future.

c. The proposed phasing plan for development of the PUD is rational in terms of available infrastructure capacity and adequate public facility standards.
Response: The proposed subdivision will occur in one (1) phase.

6. Lapse of ODP Approval – No development may occur on a lapsed ODP plan pursuant to section 15.02.040.H.3 until a new ODP plan application is submitted and approved.
Response: Noted.

Thank you for your consideration of this project and the proposed Review Criteria Analysis. Please feel free to reach out to us with any questions or concerns.

Sincerely,
Entitlements and Engineering Solutions, Inc.

Charlie Oropallo
Senior Civil Engineer
P: 856-906-2932
E: charlie.oropallo@ees.us.com

Cc: Alicia Rhymer
Developer - United Properties
Alicia.Rhymer@uproperties.com

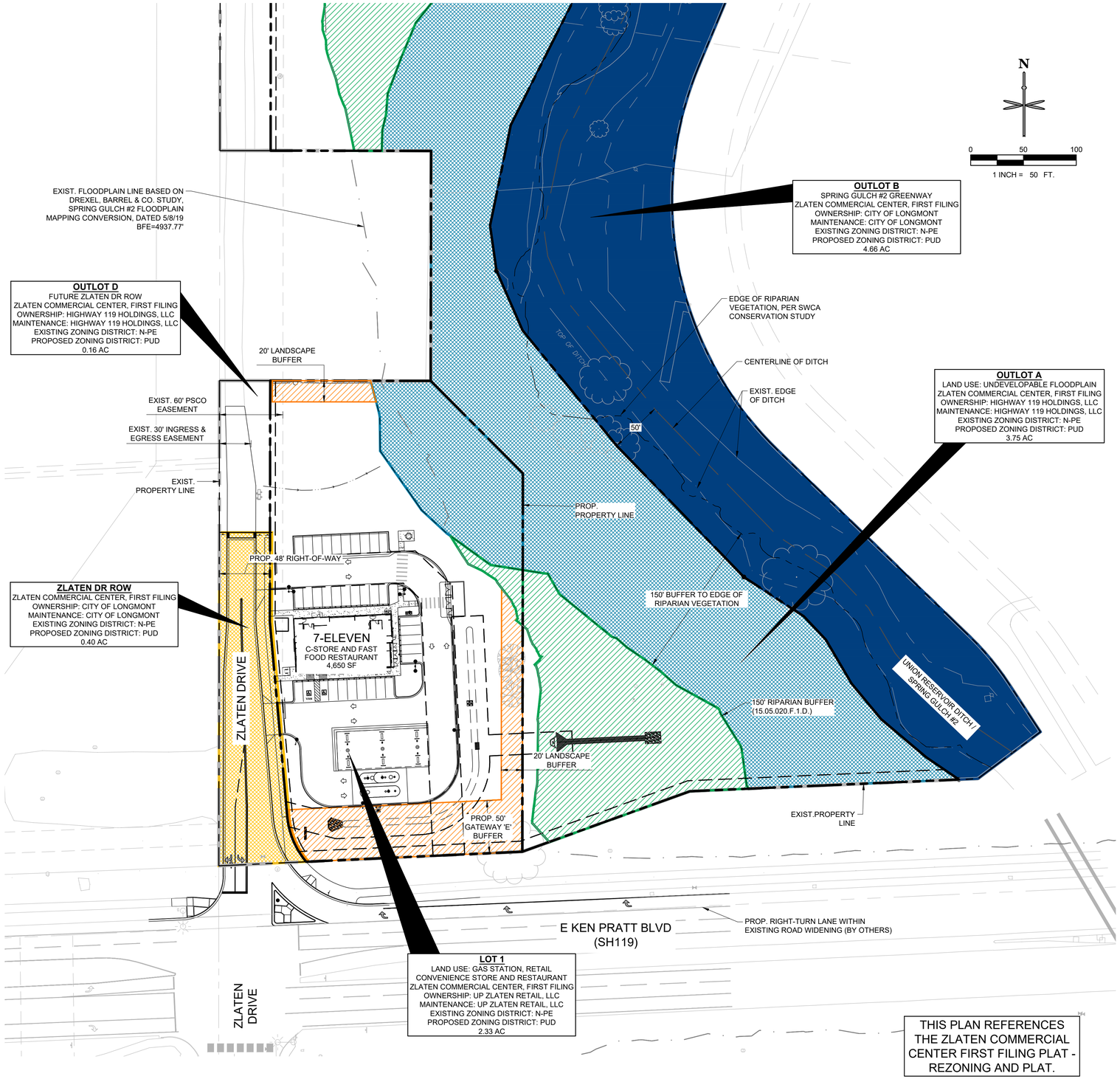
Jeff Killingsworth
Jeff.Killingsworth@ees.us.com

P:\United Properties\CO, Longmont - Hwy 119 and Zlaten\07 Design\PUD\Review Criteria.docx

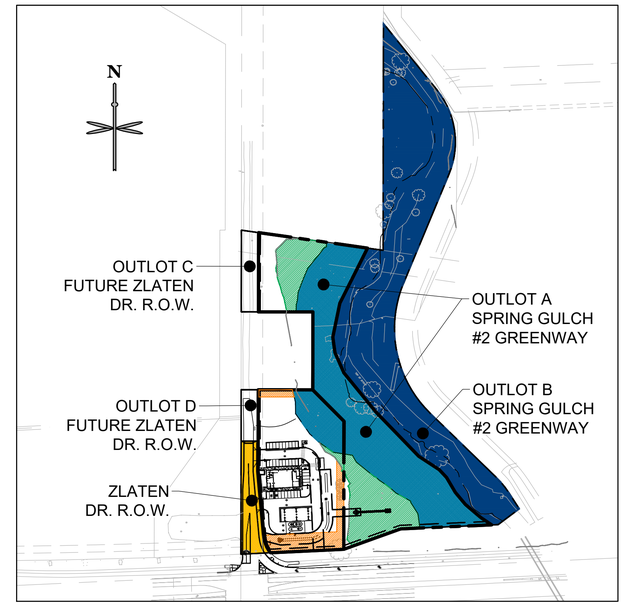
7-ELEVEN CONVENIENCE STORE / LAREDO TACO RESTAURANT WITH FUELING

2514 E KEN PRATT BLVD., LONGMONT, CO 80504

DEVELOPABLE AREA EXHIBIT



THIS PLAN REFERENCES THE ZLATEN COMMERCIAL CENTER FIRST FILING PLAT - REZONING AND PLAT.



OVERALL PROPERTY AREA

1"= 150'

SITE PLAN LEGEND

- PROPOSED PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED SETBACK OR BUFFER LINE
- FLOODPLAIN LINE (REFER TO NOTE)
- EDGE OF RIPARIAN VEGETATION AND BUFFER LINE
- PROPOSED ZLATEN DRIVE RIGHT-OF-WAY TO BE DEDICATED
- PROPOSED OUTLOT B SPRING GULCH #2 GREENWAY TO BE DEDICATED
- EXISTING RIPARIAN AREA (150' BUFFER FROM EDGE OF RIPARIAN VEGETATION)
- EXISTING FLOODPLAIN AREA
- PROPOSED LANDSCAPE BUFFER AREA

LAND USE SUMMARY TABLE

ZONING DATA	
EXISTING ZONING DISTRICT	N-PE (NEIGHBORHOOD - PRIMARY EMPLOYMENT)
PROPOSED ZONING DISTRICT	PUD (PLANNED UNIT DEVELOPMENT)
LOT AREA DATA	
EXISTING (OVERALL)	11.55 ACRES (503,326 SF)
ZLATEN DR. RIGHT-OF-WAY DEDICATION	0.40 AC (17,672 SF)
LOT 1 - DEVELOPMENT AREA	2.33 ACRES (101,692 SF)
OUTLOT A - RETAIN PRIVATE OWNERSHIP & MAINTENANCE	3.75 ACRES (163,125 SF)
OUTLOT B - SPRING GULCH #2 GREENWAY DEDICATION	4.66 AC (203,135 SF)
OUTLOT C - ZLATEN DR. RIGHT-OF-WAY FUTURE DEDICATION	0.25 ACRES (10,802 SF)
OUTLOT D - ZLATEN DR. RIGHT-OF-WAY FUTURE DEDICATION	0.16 ACRES (6,900 SF)

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/26/21
2	PER CITY COMMENTS	CO	10/28/21

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UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

DEVELOPABLE AREA EXHIBIT

PROJECT NO:	UPR011.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/12/2020

EX-1

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\EXHIBITS\EX-04-DEVELOPABLE AREA EXHIBIT.DWG

NE corner of Hwy 119 and Zlaten Drive

Longmont, CO

7-Eleven Convenience/Laredo Taco Restaurant

Market Study

7-Eleven has identified the City of Longmont has a high focus growth area. They plan to reposition some of their existing stores, while strategically placing a few new stores within the City to better serve the community. This includes the roll-out of a new taco restaurant concept within some of these stores

known as Laredo Taco. More information on the food offerings and the concept can be found at https://stripesstores.com/laredo-taco-company/about-laredo-taco-company.cms and additional images provided below. As part of their overall network plan, they have identified Hwy 119 (Ken Pratt Blvd) as a target area for their first Laredo Taco Gasoline Convenience Store given its strong traffic counts and existing densities as well as proposed growth within and around this corridor.

Primary Customer Base – Commuter Traffic

Hwy 119 (Ken Pratt) is a major east/west highway that connects from I-25, traveling through the City of Longmont and into Boulder. This major commuter corridor currently carries over 42,000 vehicles per day with projected traffic counts to reach well beyond 62,000 vehicles per day in the next 20 years. 7-Eleven and similar users look for 25,000 vpd to support a store, which this location far exceeds.

Currently, Highway 119 lacks food, restaurant, convenience, and gasoline services for the individuals traveling this corridor daily. The current westbound traveler has very limited services from I-25 to Hwy 287. Outside of the Conoco Phillips and Waffle House at the interstate, an individual must travel **7 miles** into the City and cross over Hwy 287 to find similar services. The southside of Hwy 119 has more offerings, but they are still limited and difficult for the westbound traveler to utilize without major inconvenience. 7-Eleven believes this location would fill a significant void for those utilizing the highway daily while creating a solid synergy with surrounding uses.

(Exhibit – Lack of services within the corridor)

Surrounding Customer Base/Existing Development

In addition to the commuter traffic, the corridor currently houses a strong residential, commercial, and medical customer base with the Iron Horse and Sandstone Apartments, UC Health Hospital, McLane,

Smuckers and the baseball complex. These residents/workers/customers have limited access to food, convenience and fueling services without a 20-minute round trip drive to access them.

In addition, UC Health and McLane are 24-hour operations in which employees, patients and customers could benefit from immediate access to 24-hour services/goods in the area. Walmart's operating hours are from 7 am – 8:30 pm, leaving a void for the early am commuter to work, third shift employees and those utilizing hospital services into evening and early mornings. The store would also provide a convenient in and out option for them currently not being provided. A high percentage of commuters will pick up breakfast and lunch on the way into work or during their one-hour lunch break. The 7-Eleven/Laredo Taco would allow for quick convenient access to food/services for these workers/residents in the immediate trade area.

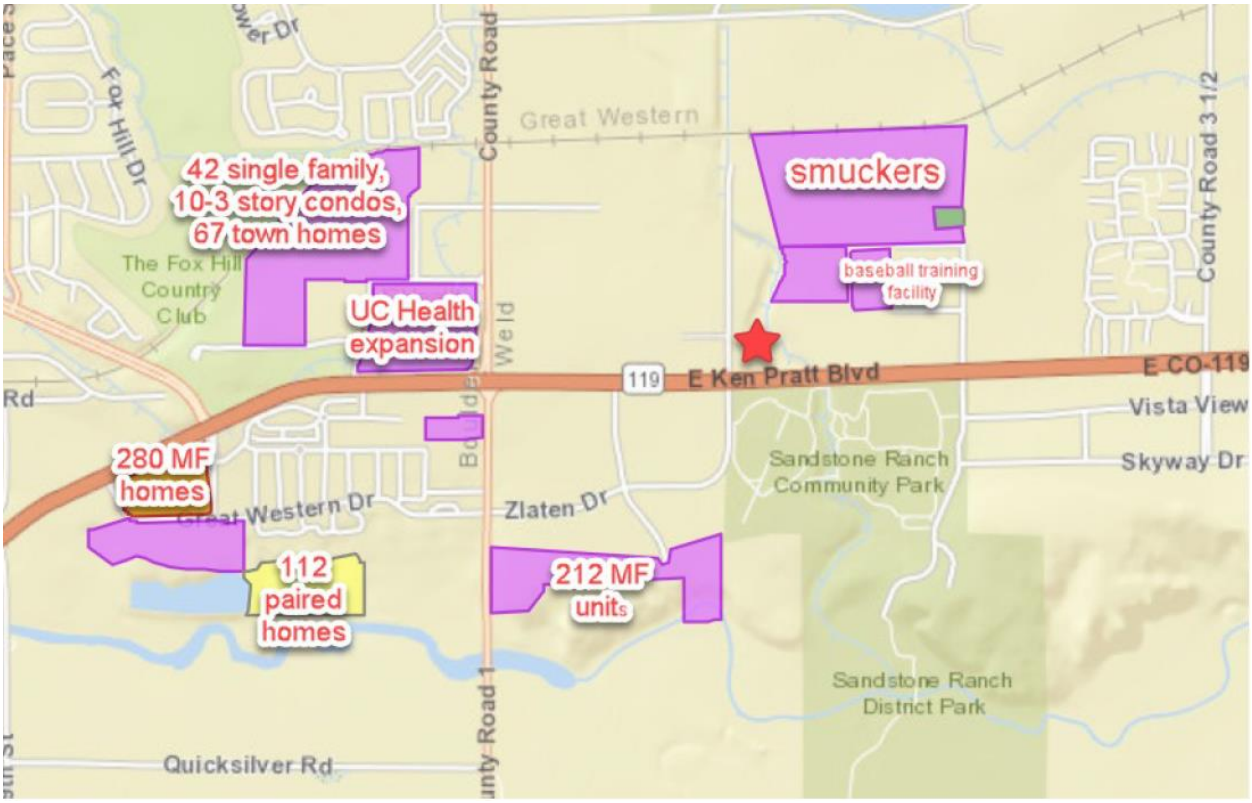
The proposed 7-Eleven/Laredo Taco gasoline convenience store use is complimentary to the existing surrounding commercial/industrial/recreational uses and fits into overall character of the immediate community.

- SW corner provides commercial/retail services (Walmart center)
- NW corner is zoned primary employment with a larger acre tract with limited encumbrances that makes this type of development possible.
- SE corner is Baseball Complex/Park

<u>Future Growth/Development – Customer Base</u>

Currently the City of Longmont has 800+ residential homes and other primary employment developments going through the approval process in the corridor that will only enhance the need for food, convenience and gasoline services in the corridor:

- The Highland Development proposed on the NW corner of Hwy 119 and County Line Road (north of UC Health) is a community of 42 single family homes, ten (10) 3-story condos and 67 town homes.
- Brick stone Apartments – 280 MF Homes
- Sugar Mill 112 paired homes
- Springs at Longmont – 212 MF units
- Smuckers Expansion project and Burrito Kitchen
- Baseball Training Facility



Population

Typically, 7-Eleven evaluates the 1 mile population as the immediate secondary customer base. The attached demographic and income profile reports indicate that current 1 mile population prior to proposed growth above is 2,437 with 951 households. The projected 1 mile population in 2025 is to reach 4,049 with 1,594 households.

Summary	Census 2010	2020	2025
Population	1,411	2,437	4,049
Households	548	951	1,594
Families	402	678	1,167
Average Household Size	2.57	2.56	2.54
Owner Occupied Housing Units	460	596	1,112
Renter Occupied Housing Units	88	355	482
Median Age	36.6	38.9	40.4

Given the current lack of restaurant, convenience and gasoline services in the area as well as zoning requirements that limit gasoline convenience stores in the city, this location has the opportunity to act as a destination and will serve a much larger population that may currently be driving to access these services.

The three (3) mile radius population is as follows:

Ring: 3 mile radius

Summary	Census 2010	2020	2025
Population	28,286	33,151	39,102
Households	10,125	11,779	13,988
Families	7,245	8,344	9,918
Average Household Size	2.78	2.80	2.79
Owner Occupied Housing Units	7,346	8,305	9,942
Renter Occupied Housing Units	2,779	3,474	4,046
Median Age	35.1	37.0	37.7

The five (5) mile radius population is as follows:

Ring: 5 mile radius

Summary	Census 2010	2020	2025
Population	76,149	89,847	101,720
Households	28,884	33,540	37,870
Families	19,562	22,640	25,690
Average Household Size	2.62	2.66	2.67
Owner Occupied Housing Units	19,301	22,493	25,849
Renter Occupied Housing Units	9,583	11,047	12,021
Median Age	36.4	38.0	38.4

Retail/Primary Employment Synergy Success

United Properties and 7-Eleven have worked together to develop several “next generation mixed use” developments across the Denver Metro, which include a light industrial, office and retail component to each of them.

The Industrial users are drawn to the convenient access to major thoroughfares as well as the immediate access to on-site amenities for their tenants. The retailers thrive on the commuter traffic and the dependable surrounding employment base for retail tenants making it a “win/win” for all involved.

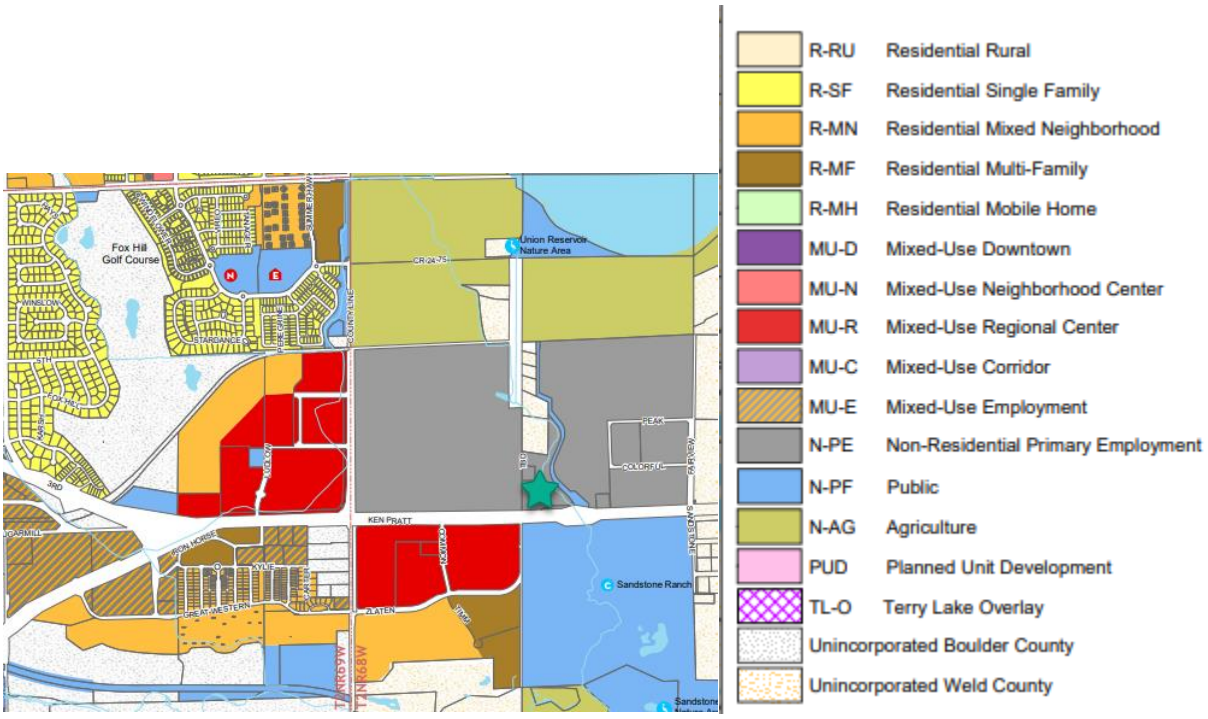
Tower Business Center – Aurora, Colorado (2019)

Two Industrial Buildings totaling 432,000 SF occupied by Sealy and “soon to be” Sprouts and Three (3) Retail Buildings totaling 10,000 SF including 7-Eleven, Slims Chicken and Ronny’s Car Wash.

United Properties has developed and leased over 2 million square feet of Industrial development around the Denver Metro area in the past five (5) years. In marketing these developments. all Industrial tenants factored in the proximity to food/retail services for their tenants when selecting a location.

7-Eleven has strategically placed over three (3) sites within United Properties Industrial development projects in the last two (2) years with outstanding performance and we are currently breaking ground on another similar development in Louisville, CO. They have also been a driver for landing strong Industrial tenants such as Temper Sealy, Swiss Log, Sprouts and MKS within these development with the immediate food service options they provide to the workers.

<u>Zoning Map – City of Longmont</u>



With Primary Employment Zoning proposed in this area (shown in grey) per the approved zoning map, providing space for additional retail/food amenities would only drive Primary Employment to the area, not take away from it.

The 11.55-acre site on the NE corner of Hwy 119 and Zlaten has significant development challenges. Though a very large parcel currently, only 1.9 acres is developable after ROW dedications, Riparian buffer setbacks, flood plain and other encumbrances. Rezoning this parcel to allow for development to move forward on this parcel with a user that will be a catalyst for Primary Employment development in the remaining acres will be a success story for the City, 7-Eleven, United Properties, existing densities and commuter traffic in the area and future development. Given the actual developable land available, primary employment uses would be unable to develop on this parcel. For this reason, this site is a logical location for retail user and the highest and best use for this corner.

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501 S Cherry St
Suite 300
Glendale, CO 80246
www.ees.us.com
303-572-7997

Attention: Ava Pecherzweski

Re: **PUD Modification Requests**
NE Corner of Hwy 119 and Zlaten Road

The purpose of this letter is to outline the PUD modification requests for the proposed Laredo Taco/7-Eleven Gasoline Convenience store development on the NE corner of Hwy 119 and Zlaten, Longmont, CO. This parcel has some significant site-specific constraints and challenges that require PUD zoning approval to overcome and make it eligible for development.

The modifications are as follows:

- The development will dedicate the greenway (Outlot B) to the City of Longmont as shown on the plat. It is a larger area than requires but given the odd-shaped of the parcel and the greenway that is created by the natural flow of the Spring Gulch creek, a small amount of inaccessible land would have been left on the north end of the site. City Staff, the landowner and developer agreed to separate this small area of land should be included in Outlot B as greenway.

- The development will forego any greenway improvements on the west side of the Spring Gulch Creek for the following reasons:
    - Section 15.05.040.C.1.B of the city code intends to minimize disturbance to the naturalized channel, habitat areas, floodplain, wetlands, and riparian areas. Since this area falls within a naturalized area, the flood plain and riparian areas as well as has established habitat and wetland areas, we are proposing to leave it in its native state and not disturb
    - The size of the greenway and existing topographic constraints would make this prohibitive to the development if required as well as negatively impact the adjacent residential property owners.
    - This area is not accessible to the public and should not be encouraged.
    - The developer will complete weed mitigation efforts prior to turning over to the City, identify the property line between public and private land with the utilization of bollards as shown on the site plan and provide blanket easement across Outlot A to the city to access the greenway.
- The development will forego any greenway improvements on the east side of the Spring Gulch creek for the following reasons:
    - Section 15.05.040.C.1.B is also applicable to the east side of the Spring Gulch, in which development intends to minimize disturbance and preserve riparian, naturalized channels and established wetlands and habitat areas. Therefore, the plan is to leave in its native state.
    - The trail and greenway improvements are meant to naturally happen on the east side of the Spring Gulch as a result of existing grades, primary employment utilization and connection to the existing improvements to the north and south previously constructed.

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The developer will provide $75,000 cash in lieu contribution to the city for the future greenway improvements to be installed holistically with the coordinated planning area (CPA) identified in the envision Longmont Comprehensive Plan. In addition, per the attached Greenway Improvement Exhibit the concrete path is currently located off the property (future Outlot B) and make better sense to be performed by the City. The cash contribution includes money to fund a placard along the trail that memorializes the historical importance of the area and developer will work with the City Staff and historical board to finalize something prior to dedication.

- Most of the grades are meeting necessary slopes on the side of the creek, with the exception of grades that were recently created with the construction of other properties drainage improvements. Any modifications to grades around these structures would not be allowed without modifying the structures themselves. Please see the attached grading exhibit.

PLANNING AND DEVELOPMENT SERVICES APPROVAL

APPROVED THIS _____ DAY OF _____, _____

_____
DIRECTOR OF PLANNING

Thank you for your consideration of this project and the review of the alternative parking plan. Please feel free to reach out to us with any questions or concerns.

Sincerely,
Entitlements and Engineering Solutions, Inc.

Charlie Oropallo

Charlie Oropallo
Senior Civil Engineer
P: 856-906-2932
E: charlie.oropallo@ees.us.com

Cc: Jeff Killingsworth, PE
Senior Project Manager
P: 303-519-3689
E: jeff.killingsworth@ees.us.com

Alicia Rhymer
Developer - United Properties
Alicia.Rhymer@uproperties.com

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501 S Cherry St
Suite 300
Glendale, CO 80246
www.ees.us.com
303-572-7997

August 12, 2020

Brien Schumacher
City of Longmont Planning and Development Services
385 Kimbark Street
Longmont, CO 80501

Re: 7-Eleven Convenience Store / Laredo Taco Restaurant with Fueling
Northeast corner of Highway 119 and Zlatan Drive
Rezoning, PUD Overall Development and Preliminary Plat 1st submission
PUD / Rezone – Summary of Neighborhood Meeting

Dear Mr. Schumacher,

EES is pleased to provide a summary of discussions during the neighborhood meeting held for the PUD and Rezone associated with this project. The neighborhood meeting was virtual and held on July 30, 2020 at 6pm.

The attendees included:

City staff
Erin Fosdick, Principal Planner
Susan Wolak, Web Coordinator
Jane Madrid, Administrative Supervisor

Project team
Alicia Rhymer, United Properties Alicia.Rhymer@uproperties.com
Alex Thie, 7-Eleven Alexander.Thie@7-11.com
Adam Maxwell, SM Rocha adam@smrocha.com
Charlie Oropallo, EES Charlie.Oropallo@ees.us.com

Following City and Project team introductions and presentation, Erin with the City provided the intent of the application (Rezone to PUD), City review and hearing process, and future opportunities for public feedback. The neighborhood meeting was then opened up to public questions and comments. There were two (2) callers whom participated in the dialogue:

Caller #1 – Jeff Hagen & Margie Cerame
509 State Highway 119
Longmont, CO 80504-9579

Question #1 – How will Lot 2 Right-Of-Way be used?

Response (Erin): Zlaten Drive improvements north of the development area are not necessarily required with this development. The extent of the Zlaten Drive Right-Of-Way improvements are subject to review/approval by Public Works.

Question #2 – How will Lot 2 be used, with existing riparian buffer and floodplain?

Response (Alicia): Lot 2 will remain undeveloped.

Question #3 – How will the property be maintained?

Response (Alicia): Lot 1 will be maintained by 7-Eleven (the developer). Lot 2 will remain undeveloped and will either be maintained by current property owner (bank) or it can be dedicated to the City as open space.

Question #4 – There was a previous development application for the property, may have been a Murphy's Gas. The application was proposing two (2) variances: one for a stream buffer, and one for site lighting. Does the current application have these variances?

Response (Erin): The previous application may have been based on the old code. The City can review the old plans and have further discussions.

Response (Alicia): The 7-Eleven application provides adequate buffer to the stream beyond code requirements. The proposed site lighting will also be code compliant with no spillage on neighboring properties.

Comments and Concerns:

- Concern that the public may wander down Zlaten Drive toward the neighboring residences to the north. When Walmart was developed, Zlaten Drive had some additional traffic.
- General concern that the development will generate noise and traffic.
- Concern homeless population will congregate around the 7-Eleven.

<u>Caller #2 – Richard Bolen</u>
2500 E Ken Pratt Blvd.
Longmont, CO 80504-5218

Question #1 – Why is PUD necessary?

Response (Erin): The existing zone (N-PE) does not allow fueling stations. Rezoning to PUD will allow the fuel use.

Question #1A – Are there any other zones or ways to allow fuel?

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501 S Cherry St
Suite 300
Glendale, CO 80246
www.ees.us.com
303-572-7997

Response (Erin): Yes, there is(are) other options to allow this use. Another option discussed was a development code amendment. The PUD was the option discussed and chosen by the Applicant.

Question #2 – Why is it called Zlaten Commercial Center?

Response (Alicia): The name can be changed, there is no intent of future development on the remaining Lot.

Question #3 – What is the plan east of my house (residence north of the development area)?

Response (Alicia): The bank owns the property now. They would continue to own the portion not developed or dedicated to the City, or the remaining Lot could also be dedicated to the City as open space.

Question #4 – Is the Developer purchasing the total 11.55 acres?

Response (Alicia): No, only the portion needed for development (approx. 2.37 acres).

Response (Erin): The balance of the land, and that shown to be dedicated, will be reviewed by the City.

Question #5 – Has Lot 1 already been purchased?

Response (Alicia): The developer is currently under contract for Lot 1.

Comments and Concerns:

- How will the mailboxes be updated with the improvements?
    - City provided comment that the mailboxes will be reviewed by the DRC and USPS.

In response to the caller's concerns, a 6' privacy fence has been added adjacent to the north property line and residential neighbor, outside of the floodplain area. An enhanced landscape buffer was also incorporated along this border (30' type C instead of 20' type B). The mailboxes are shown on the plan to be relocated for ease of access by the neighbors subject to USPS approval, and 'No Outlet – Local Traffic Only' signs are shown at the end of the Zlaten Drive improvement, where the proposed curb cut provides access to the existing gravel road to remain.

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Suite 300
Glendale, CO 80246
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303-572-7997

Thank you for your consideration of this project in the review of the neighborhood meeting summary. Please feel free to reach out to us with any questions or concerns.

Sincerely,
Entitlements and Engineering Solutions, Inc.

Charlie Oropallo
Senior Civil Engineer
P: 856-906-2932
E: charlie.oropallo@ees.us.com

Cc: Krysta M. Houtchens, PE
Senior Civil Engineer
P: 970-380-7054
E: krysta.houtchens@ees.us.com

Ava Pecherzewski

From: Jeff Hagen <hagenj@centurylink.net>
Sent: Friday, October 2, 2020 3:40 PM
To: Ava Pecherzewski
Subject: [External] Comments on 7-11 proposed for Zlaten Commercial Center

Hi Ava,

My wife, Margaret Cerame, and I are citizens living in the unincorporated strip of Weld County located just north of State Highway 119 and Zlaten Drive, and not in the Longmont city limits. Our address is 509 State Highway 119, Longmont, 80504.

We've been included in the City's (Longmont) notification process for the proposed 7-11 store on the northeast corner of the above intersection.

Please consider our following comments with the city staff, and include them in your staff report to the applicant.

Concerns/comments:

1. Stream/water quality and safety: There was a previous application for a similar usage of this location some years ago. It may have been for a Murphy's gas station. At that time it was stated that a deviation or exception would be required with regard to locating a gas station this close to a flowing stream. Does the need for this deviation or exception still exist?
    1. If so, why is usage requiring such a deviation being considered, as the rule was obviously intended to protect water quality?
    2. If not, how and why have the requirements been changed?
2. Traffic safety: This intersection (Zlaten and Hwy 119) is already quite hazardous, given the volume and nature of the traffic and the high posted speed limits. Two people were just recently killed in a terrible accident at this location.
    1. When approaching this intersection from the west with the intent to turn north at Zlaten (which would be required to access the 7-11 from the west), oncoming traffic is difficult to see and judge when there are vehicles in the westbound turn lane trying to access the Walmart/Sandstone Park areas. The increased traffic attempting to access the 7-11 from either the west or the east will greatly increase the occurrences of these difficult visibility and turn conditions.
    2. The high posted speed limits through this intersection encourage drivers to "run" yellow (and red) lights. Speed limits should be reduced.
    3. The traffic light pattern would likely need to be changed as well to allow only turns from one lane at a time.
    4. An egress and acceleration lane for traffic leaving the 7-11 and turning west may be needed, as the current volume of traffic turning left (west) on 119 from Zlaten on the south is high.
3. Increasing congregation of homeless individuals: In the past this general area has attracted homeless individuals, possibly due to the availability of water, abandoned buildings, and the Sandstone Park facilities. The 7-11 will bring increased consumer traffic (desirable for panhandlers), food, alcohol, and restroom facilities, all of which will likely attract more of the homeless population. The presence of the large abandoned barn will make this even more

likely. The concern is that this will increase the likelihood of homeless individuals trespassing on private residences and property to the north of the 7-11.
    1. What steps can be taken to minimize the likelihood of this issue?
4. Increased likelihood of trespass by the general public (intentional and unintentional): Beyond the planned access for the 7-11, the road north is a private road and a dead end. When the Walmart first opened, many people thought that they could go north down the private dirt road to get back to the city (or elsewhere). This resulted in many turn-arounds on private property in addition to people just driving around to find their way out.
    1. The traffic pattern in and out of the 7-11 and the signage need to be carefully considered to discourage intentional and unintentional trespass on the private road to the north.

Thank you for the opportunity to comment on the proposal!

If possible, could you send a link or pdf of the planning map/diagram that was on page 2 of the "Notice of Application" letter sent September 21, 2020? The legibility of the diagram in letter is not good. It appears to be identified as part of Project File Number 3357-10, 11, 11a.

If you, your staff, or the developers have any specific questions or discussions you would like to have, please don't hesitate to contact us. We are not anti-business nor anti-development. We would just appreciate consideration of our concerns.

Best regards,

Jeffrey Hagen and Margaret Cerame

509 State Highway 119
Longmont, CO 80504

303-709-5344
hagenj@centurylink.net

REAL ESTATE LAW
ESTATE PLANNING
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LITIGATION

MORGANLAW PLLC
STEPHEN C. MORGAN, ESQ.
721 5TH Ave, Longmont, CO 80501
smorgan@morganlawpllc.com
720-899-2065 Call or Text

October 2, 2020

Ava Pecherzewski
Longmont Planning Department
ava.pecherzewski@longmontcolorado.gov

Re: Project 3357-10, 11, 11a
Zlaten Commercial Center/7-11 Fueling Station Rezoning, Preliminary Subdivision Plat and overall PUD Plan

Dear Ms. Pecherzewski,

In the referenced proposed plat, one might wonder who the unfortunate soul is that is sandwiched into the proposed development. While the Preliminary Plat does not reflect this, Mr. Bolen's property is that parcel wholly surrounded on three sides by the proposed development, thereby making him the single individual most affected by this project. This letter is written on his behalf to express his strenuous objection to this rezoning & development proposal as part of the public comment requirement for your consideration.

Mr. Bolen has lived in his home for 28 years, having purchased it in December 1992. He has loved (& continues to appreciate) the wonderful rural lot on which it is situated. The neighborhood on Zlaten Road is comprised of similar lots – single-family homes on large lots that have remained peaceful respites from the ever-developing world that encompasses them – Smuckers on the East; McLane on the West and Walmart to the South. While all have intruded into their peace, the difference now is that ,while all these other developments are situated well-off from Highway 119, the proposed 7-11 Store will be **adjacent** to Mr. Bolen - *right there* - right off the Hwy 119, highly visible to attract customers, & the only access will be via Zlaten Drive. The drawings do not locate Mr. Bolen's residence nor do they indicate any sort of buffer, landscaping or wall to create separation of the commercial and residential lots.

Not only does this commercial development disrupt the rural nature of the neighborhood, it negatively affects the property value of his residence. A 2016 study concluded that residential property values adjacent to gas stations are approximately 16% lower than comparable properties further away. *See* Zhao, Qinna, et al. "The Impacts of Gasoline Stations on Residential Property Values: A Case Study in Xuancheng, China." *The Journal of Sustainable Real Estate*, vol. 9, 2017, pp. 66–85. JSTOR, www.jstor.org/stable/26377431. Accessed 2 Oct. 2020.

When the City of Longmont extended its borders to annex other property held by Highway 119 Holdings LLC, as part of its overall goal to woo Smuckers and extend its tax income, Mr. Bolen's parcel was not included in the annexation – it remains in unincorporated Weld County. This alignment was not by chance and it places Mr. Bolen in an unfair position.

Of the nearly 11 acres in the project's parcel, only the corner section is actually developable due to the flood plain, as noted in the plat. The remaining 8 acres of "Open Space" cannot be developed or used in any manner. – it is not a charitable donation by the developer. In 2013, the flood waters from the Union Reservoir Ditch running through the lots nearly flooded the entire parcel of the development.

Has there been a groundwater drainage study completed as part of this project? By clearing out the lot for the store, this will likely increase the drainage across Mr. Bolen's property. This being a gas station, it is conceivable that eventually a leak in the underground storage tank could cause soil contamination on Mr. Bolen's property. While improvements have been made to eliminate leaks, nothing lasts forever and the risk of contamination will be ever-present. However, gas spills at the pumps and chemicals used to melt snow on the lot will spill over into Mr. Bolen's property.

Construction noise notwithstanding, if approved, this project will bring a constant stream of cars, trucks & motorcycles into what is this quiet rural neighborhood. The noise and air pollution caused by the exhausts into this concentrated area will cause the greatest disruption to Mr. Bolen as his home is the only one adjacent to the proposed development. Instead of the peaceful isolation preserved for nearly 30 years, Mr. Bolen will only hear exhaust, horns, tires squealing and gas pumps. This noise pollution creates stress and anxiety in individuals like my client, especially after being accustomed to peace and quiet in their own backyard. As such, we are requesting for a study to determine the impact and extend of noise pollution caused by this proposed development.

In addition, Mr. Bolen is very concerned with the increased traffic that will flood the corner store and into Zlaten Drive. Currently all lots on Zlaten are low density rural lots. while a 24 hour convenience/gas station is designed to attract large numbers of vehicles. Has there been a traffic study to determine the increase of vehicles on Zlaten?

Gasoline and diesel fuels contain a range of components (benzene, ethanol, naphthalene, n-hexane, toluene, ethylbenzene) have all been identified as toxic, causing cancer, brain damage, leukemia, liver and kidney failure and other illness with sufficient exposure. See Exxon-Mobil Safety Data Sheet, Gasoline, Unleaded Automotive, Revised September 3, 2020. While gas vapors dissipate over distance and time, the odor & exposure is existent and will increase the risk to Mr. Bolen. Most development standards do not allow gas stations to be within 300 feet of residences and schools for this reason. It appears that Mr. Bolen's residence is within that set-back.

As proposed, the convenience store will be 24 hour/7 day a week operation. To project a clean, safe image, there will needs be bright lighting on the premises to attract customers. This calls into question the amount of light pollution that will affect Mr. Bolen and prevent him from enjoying his evenings outdoors. In addition to the lights on the premises, the constant flow of headlights will certainly be cause for concern as well.

As a 24/7 business, there is a potential increase of crime in neighborhood – The greater the number of people, the greater the likelihood that some will have bad intentions. Crime is a matter of convenience too – nefarious minds are not just buying a Slurpee - "Grab and Go" could include any personal property of Mr. Bolen. In addition, the location along a ditch with woods, across from Walmart, along a main road will attract homeless, vagrants & loiterers to the location. Sadly, under

desperate circumstances, even the best individual will commit crimes. This places Mr. Bolen at great risk of being a victim of crime.

Another concern of the residents on Zlaten is the slippery slope that comes with permitting a commercial business on Zlaten Drive. Allowing commercial activity will increase the likelihood that the other lots will be rezoned for commercial use, thereby losing the residential nature of the neighborhood. It is possible that Zlaten is extended to connect to County Highway 26 to make Union Reservoir access more convenient, thereby increasing dramatically the traffic in their residential neighborhood.

There is no need for a Convenience Store or Gas Station in this location. The Walmart across the street provides for groceries as well as an in-store McDonalds. The outlots are already zoned for commercial use. Other convenience stores are located closer to the traffic corridors of I-25 and Hwy 287.

Please take the above information into consideration. In sum, it appears that by allowing this project to move forward, Longmont is giving this long-term resident in particular a cold shoulder. The proposed actions to rezone and develop the parcel should NOT be allowed to proceed. Rezoning to allow commercial development will forever alter the characteristic of this special area – to its detriment and that of the adjacent residents.

Sincerely,

Stephen C. Morgan, Esq.

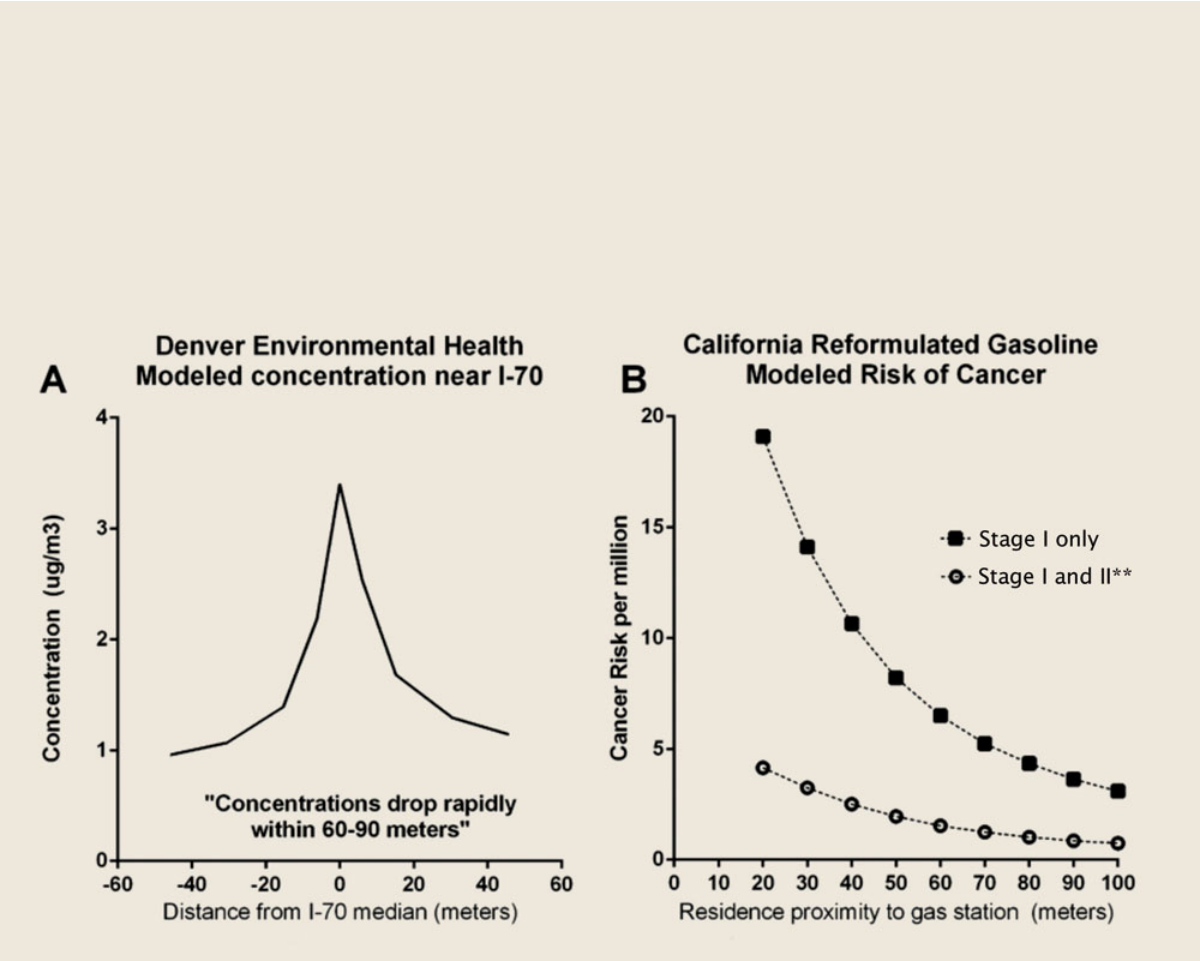
For Richard H Bolen

Attachments: MSDS for Unleaded Gasoline

Front Porch
Central Park, Park Hill, Lowry, Montclair, Mayfair, East Colfax and NW Aurora
NORTHEAST DENVER
(https://frontporchne.com)

Risks of Benzene Emissions from Gas Stations

January 1, 2015 / Amanda Allshouse / SUN (https://frontporchne.com/category/sun/) /



Based on resident feedback and studies on the effects of benzene from gas stations near residences, SUN, as stated in the November SUN Spot, has taken an official position opposing the 14-pump gas station in Eastbridge.

The proposed gas station in Eastbridge would be 25 meters from income-qualified housing. The locations of three out of the four gas stations built as part of the Stapleton redevelopment are within 100 meters of housing*. Yet 89 percent of all respondents in a recent SUN survey said a gas station should be at least 300 feet (91.4 meters) away from any homes or daycares.

The proven causal relationship between benzene and cancer is well documented and accepted by the scientific community—and gas stations are classified by the Environmental Protection Agency as a point source for benzene. However, the distance from a gas station at which benzene levels become similar to urban background levels depends on several factors including vapor recovery methods used, the volume of gas pumped from a station, spills during fueling, and the meteorological conditions.

A link between childhood leukemia and residence within 100 meters of a gas station was shown in a 2004 study on a French cohort and published in the Occupational and Environmental Medicine journal; and researchers in Spain have measured refueling-related benzene 75 meters from a 6-pump gas station.

At the November 13th Denver Environmental Health (DEH) board meeting, Gregg Thomas, an environmental scientist at DEH, presented the data shown in Panel A (above). The DEH modeling indicated that within 60-90 meters of I-70 the concentration of benzene drops rapidly. He then stated that specific site plans for gas stations could reduce the off-site effects of any pollutants, and suggested that, where possible, the stations be located in a way that minimizes the potential for off-site effects. When this suggestion was presented, it was noted that the city has no authority over the site plan of a gas station in a "right by use" situation (privately owned land where zoning allows gas stations).

Thomas added that he does not believe the health risks from benzene emissions on nearby residents are sufficient to justify a citywide setback requirement.

At the same meeting, this author, on behalf of SUN, presented the data from Panel B (above right), which similarly shows a marked drop-off around 90-100 meters, with two caveats: 1) risks would be higher in Colorado because our gasoline is not reformulated (and therefore has more benzene), shifting both curves up, and 2) the risk would be between the two curves due to differences in vapor recovery methods between California and Colorado.

In addition, John L. Adgate, PhD, MSPH, Chair of the Department of Environmental and Occupational Health, Colorado School of Public Health, submitted a letter to the DEH board saying, in part, "While there is a limited scientific basis with which to determine an appropriate minimal setback, the potential for human exposure to hazardous air pollutants is real and I concur with the position that some sort of minimum setback is needed to address the health and safety concerns of Denver residents living near these facilities."

The DEH board's decision, as written in a November 21 letter to Councilman Chris Herndon, was "at this time, the Board of Environmental Health is not making any recommendations regarding setback requirements for gas stations." Although the DEH board is not making a recommendation at this time, SUN continues to advocate for protection by the city for the small minority of residents who would bear the additional health risk deemed insufficient to merit action by the city of Denver.

Two other recently-built neighborhoods in Denver (Lowry and Green Valley Ranch) have been built while avoiding having housing and gas stations at such close proximity.

Examples in other cities where zoning-mandated spacing exists to protect homeowners from the negative health effects of gas stations are Milford, CT where a gas station cannot be within 90 meters (300 ft) of housing; Raleigh, NC where city-level approval must be obtained if a gas station will be within 122 meters (400 ft) of housing; and Chicago, IL where neighbors within 46 meters (150 ft) must give approval before a gas station can be built within that distance. Denver currently has nothing in its zoning code to require spacing between a gas station and housing. A text amendment to modify zoning code would need to be passed by City Council.

Amanda Allshouse is a Senior Research Instructor, Department of Biostatistics and Informatics, Colorado School of Public Health, University of Colorado Denver and on the Board of Directors of Stapleton United Neighbors.

1. Just says:
   August 20, 2018 at 7:51 pm (https://frontporchne.com/article/risks-benzene-emissions-gas-stations/#comment-51820)
   As a customer of gas stations, how can one protect against the fumes when fueling the vehicle. Is there a mask one could get if so which one?

   Reply (https://frontporchne.com/article/risks-benzene-emissions-gas-stations/?replytocom=51820#respond)
2. Eric Johnson (https://www.facebook.com/ejindenver) says:
   January 7, 2015 at 5:48 pm (https://frontporchne.com/article/risks-benzene-emissions-gas-stations/#comment-45744)
   Amanda, thanks for your efforts to protect residents from the health risks posed by the King Soopers gas station. In light of the evidence, I can't understand Denver Environmental Health (DEH) opposition to _any_ set-back or buffer requirement. Do you have any recommendations for concerned citizens that would like to express their views on this issue?

   Here are a few things I've found…

   The EPA publishes School Siting Guidelines that recommend careful evaluation for any potential school location within 1,000 feet of a large gas station. The closest Eastbridge residences will be less than 100 feet from the King Soopers gas station. Knowledge Beginnings, F-15 pool, the housing complex (especially the playground), and most of Bluff Lake are within 1,000 feet.

The following quote from a peer-reviewed article in the American Journal of Public Health is unequivocal on the health risks for children: “Increased risk of childhood leukemia was found with residential addresses near gas stations (44, 60, 63), repair garages and nuclear power plants.”

Brender et al.
American Journal of Public Health
Supplement 1, 2011, Vol 101, No. S1
S40 | Environmental Justice | Peer Reviewed

Citations:
44. Harrison RM, Leung PL, Somervaille L, Smith R, Gilman E. Analysis of incidence of childhood cancer in the West Midlands of the United Kingdom in relation to proximity to main roads and petrol stations. Occup Environ Med. 1999;56(11):774—780.
60. Steffen C, Auclerc MF, Auvrignon A, et al. Acute childhood leukaemia and environmental exposure to potential sources of benzene and other hydrocarbons: a case-control study. Occup Environ Med. 2004;61(9):773—778.
63. Weng HH, Tsai SS, Chiu HF, Wu TN, Yang CY. Childhood leukemia and traffic air pollution in Taiwan: petro station density as an indicator. J Toxicology Environ Health A. 2009;72(2):83—87.

It’s worth noting the American Petroleum Institute has deliberately attempted to muddy the waters through questionable sponsored research. For more info see –

http://www.publicintegrity.org/2014/12/08/16356/new-battlefront-petrochemical-industry-benzene-and-childhood-leukemia
(http://www.publicintegrity.org/2014/12/08/16356/new-battlefront-petrochemical-industry-benzene-and-childhood-leukemia)

Reply (https://frontporchne.com/article/risks-benzene-emissions-gas-stations/?replytocom=45744#respond)

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303-526-1969

(mailto:Carol@FrontPorchNE.com) (https://www.facebook.com/StapletonFrontPo

SAFETY DATA SHEET

SECTION 1 PRODUCT AND COMPANY IDENTIFICATION

PRODUCT

Product Name: **GASOLINE, UNLEADED AUTOMOTIVE**
Product Description: Hydrocarbons and Additives
Product Code: 123455-20
Intended Use: Fuel, Gasoline

Trade Names	Trade Names
ESSO EXTRA MIDGRADE UNLEADED	ESSO MIDGRADE UNLEADED
ESSO PREMIUM UNLEADED	ESSO REGULAR UNLEADED
ESSO SUPER PREMIUM UNLEADED	EXXON MIDGRADE UNLEADED
EXXON PREMIUM UNLEADED	EXXON REGULAR UNLEADED
EXXON SYNERGY EXTRA GASOLINE	EXXON SYNERGY REGULAR GASOLINE
EXXON SYNERGY SUPREME+™ PREMIUM GASOLINE	GASOLINE
INDOLENE GASOLINE	MIDGRADE UNLEADED
MOBIL EXTRA UNLEADED	MOBIL REGULAR UNLEADED
MOBIL SPECIAL UNLEADED	MOBIL SUPER UNLEADED
MOBIL SYNERGY EXTRA GASOLINE	MOBIL SYNERGY REGULAR GASOLINE
MOBIL SYNERGY SUPREME+™ PREMIUM GASOLINE	PREMIUM UNLEADED
REGULAR UNLEADED	SYNERGY EXTRA GASOLINE
SYNERGY REGULAR GASOLINE	SYNERGY SUPREME+™ PREMIUM GASOLINE
UNLEADED GASOLINE	

COMPANY IDENTIFICATION

Supplier: **EXXON MOBIL CORPORATION**
22777 Springwoods Village Parkway
Spring, TX 77389 USA

24 Hour Health Emergency 609-737-4411
Transportation Emergency Phone 800-424-9300 or 703-527-3887 CHEMTREC
Product Technical Information 800-662-4525
MSDS Internet Address www.exxon.com, www.mobil.com

SECTION 2 HAZARDS IDENTIFICATION

This material is hazardous according to regulatory guidelines (see (M)SDS Section 15).

CLASSIFICATION:

Flammable liquid: Category 1.
Skin irritation: Category 2. Germ Cell Mutagen: Category 1B. Carcinogen: Category 1B. Specific target organ toxicant (central nervous system): Category 3. Aspiration toxicant: Category 1.

LABEL:
Pictogram:

Signal Word: Danger

Hazard Statements:
H224: Extremely flammable liquid and vapor. H304: May be fatal if swallowed and enters airways. H315: Causes skin irritation. H336: May cause drowsiness or dizziness. H340: May cause genetic defects. H350: May cause cancer.

Precautionary Statements:
P101: If medical advice is needed, have product container or label at hand. P102: Keep out of reach of children. P103: Read label before use.P201: Obtain special instructions before use. P202: Do not handle until all safety precautions have been read and understood. P210: Keep away from heat/sparks/open flames/hot surfaces. -- No smoking. P233: Keep container tightly closed. P240: Ground / bond container and receiving equipment. P241: Use explosion-proof electrical, ventilating, and lighting equipment. P242: Use only non-sparking tools. P243: Take precautionary measures against static discharge. P261: Avoid breathing mist / vapours. P264: Wash skin thoroughly after handling. P271: Use only outdoors or in a well-ventilated area. P273: Avoid release to the environment. P280: Wear protective gloves/protective clothing/eye protection/face protection.P301 + P310: IF SWALLOWED: Immediately call a POISON CENTER or doctor/physician. P302 + P352: IF ON SKIN: Wash with plenty of soap and water. P303 + P361 + P353: IF ON SKIN (or hair): Take off immediately all contaminated clothing. Rinse skin with water/shower. P304 + P340: IF INHALED: Remove person to fresh air and keep comfortable for breathing. P308 + P313: IF exposed or concerned: Get medical advice/ attention. P312: Call a POISON CENTER or doctor/physician if you feel unwell. P331: Do NOT induce vomiting. P332 + P313: If skin irritation occurs: Get medical advice/ attention. P362 + P364: Take off contaminated clothing and wash it before reuse. P370 + P378: In case of fire: Use water fog, foam, dry chemical or carbon dioxide (CO_2) to extinguish. P391: Collect spillage.P403 + P235: Store in a well-ventilated place. Keep cool. P405: Store locked up.P501: Dispose of contents and container in accordance with local regulations.

Contains: GASOLINE

Other hazard information:

HAZARD NOT OTHERWISE CLASSIFIED (HNOC): None as defined under 29 CFR 1910.1200.

PHYSICAL / CHEMICAL HAZARDS

Material can accumulate static charges which may cause an ignition. Material can release vapors that readily form flammable mixtures. Vapor accumulation could flash and/or explode if ignited.

HEALTH HAZARDS

High-pressure injection under skin may cause serious damage. May be irritating to the eyes, nose, throat, and lungs. Exposure to benzene is associated with cancer (acute myeloid leukemia and myelodysplastic syndrome), damage to the blood-producing system, and serious blood disorders (see Section 11).

ENVIRONMENTAL HAZARDS

Expected to be toxic to aquatic organisms. May cause long-term adverse effects in the aquatic environment.

NFPA Hazard ID:	Health:	1	Flammability:	4	Reactivity:	0
HMIS Hazard ID:	Health:	1*	Flammability:	4	Reactivity:	0

NOTE: This material should not be used for any other purpose than the intended use in Section 1 without expert advice. Health studies have shown that chemical exposure may cause potential human health risks which may vary from person to person.

SECTION 3 COMPOSITION / INFORMATION ON INGREDIENTS

This material is defined as a mixture.

Hazardous Substance(s) or Complex Substance(s) required for disclosure

Name	CAS#	Concentration*	GHS Hazard Codes
ETHYL ALCOHOL	64-17-5	< 11%	H225, H319(2A)
GASOLINE	86290-81-5	89 - 100%	H224, H304, H336, H340(1B), H350(1B), H315, H401, H411

Hazardous Constituent(s) Contained in Complex Substance(s) required for disclosure

Name	CAS#	Concentration*	GHS Hazard Codes
BENZENE	71-43-2	<= 1.65%	H225, H303, H304, H340(1B), H350(1A), H315, H319(2A), H372, H401, H412
ETHYL BENZENE	100-41-4	1 - 5%	H225, H304, H332, H373, H401, H412
N-HEXANE	110-54-3	1 - 5%	H225, H304, H336, H361(F), H315, H373, H401, H411
NAPHTHALENE	91-20-3	<1%	H228(2), H302, H351, H400(M factor 1), H410(M factor 1)
PSEUDOCUMENE (1,2,4-TRIMETHYLBENZENE)	95-63-6	1 - 5%	H226, H304, H332, H335, H315, H319(2A), H401, H411
TOLUENE	108-88-3	5 - 10%	H225, H304, H336, H315, H373, H401, H412
TRIMETHYL BENZENE	25551-13-7	1 - 5%	H226, H302, H312, H315, H319(2A)
XYLENES	1330-20-7	5 - 10%	H226, H303, H304, H312, H332, H335, H315, H320(2B), H373, H401, H412

* All concentrations are percent by weight unless material is a gas. Gas concentrations are in percent by volume.

NOTE: The concentration of the components shown above may vary substantially. In certain countries, benzene content may be limited to lower levels. Oxygenates such as tertiary-amyl-methyl ether, ethanol, di-isopropyl ether, and ethyl-tertiary-butyl ether may be present. Because of volatility considerations, gasoline vapor may have concentrations of components very different from those of liquid gasoline. The major components of gasoline vapor are: butane, isobutane, pentane, and isopentane. The reportable component percentages, shown in the composition/information on ingredients section, are based on API's evaluation of a typical gasoline mixture. Oxygenates may be present up to the maximum permitted by European Standard EN228. Motor gasoline is considered a mixture by EPA under the Toxic Substances Control Act (TSCA). The refinery streams used to blend motor gasoline are all on the TSCA Chemical Substances Inventory.

As per paragraph (i) of 29 CFR 1910.1200, formulation is considered a trade secret and specific chemical identity and exact percentage (concentration) of composition may have been withheld. Specific chemical identity and exact percentage composition will be provided to health professionals, employees, or designated representatives in accordance with applicable provisions of paragraph (i).

SECTION 4 FIRST AID MEASURES

INHALATION

Immediately remove from further exposure. Get immediate medical assistance. For those providing assistance, avoid exposure to yourself or others. Use adequate respiratory protection. Give supplemental oxygen, if available. If breathing has stopped, assist ventilation with a mechanical device.

SKIN CONTACT

Wash contact areas with soap and water. Remove contaminated clothing. Launder contaminated clothing before reuse. If product is injected into or under the skin, or into any part of the body, regardless of the appearance of the wound or its size, the individual should be evaluated immediately by a physician as a surgical emergency. Even though initial symptoms from high pressure injection may be minimal or absent, early surgical treatment within the first few hours may significantly reduce the ultimate extent of injury.

EYE CONTACT

Flush thoroughly with water. If irritation occurs, get medical assistance.

INGESTION

Seek immediate medical attention. Do not induce vomiting.

NOTE TO PHYSICIAN

If ingested, material may be aspirated into the lungs and cause chemical pneumonitis. Treat appropriately. This material, or a component, may be associated with cardiac sensitization following very high exposures (well above occupational exposure limits) or with concurrent exposure to high stress levels or heart-stimulating substances like epinephrine. Administration of such substances should be avoided.

SECTION 5 FIRE FIGHTING MEASURES

EXTINGUISHING MEDIA

Appropriate Extinguishing Media: Use water fog, foam, dry chemical or carbon dioxide (CO_2) to extinguish flames.

Inappropriate Extinguishing Media: Straight Streams of Water

FIRE FIGHTING

Fire Fighting Instructions: Evacuate area. If a leak or spill has not ignited, use water spray to disperse the vapors and to protect personnel attempting to stop a leak. Prevent runoff from fire control or dilution from entering streams, sewers, or drinking water supply. Firefighters should use standard protective equipment and in enclosed spaces, self-contained breathing apparatus (SCBA). Use water spray to cool fire exposed surfaces and to protect personnel.

Unusual Fire Hazards: Extremely Flammable. Vapors are flammable and heavier than air. Vapors may travel across the ground and reach remote ignition sources causing a flashback fire danger. Hazardous material. Firefighters should consider protective equipment indicated in Section 8.

Hazardous Combustion Products: Aldehydes, Incomplete combustion products, Oxides of carbon, Smoke, Fume, Sulfur oxides

FLAMMABILITY PROPERTIES

Flash Point [Method]: <-40°C (-40°F) [ASTM D-56]
Flammable Limits (Approximate volume % in air): LEL: 1.4 UEL: 7.6
Autoignition Temperature: >250°C (482°F)

SECTION 6 ACCIDENTAL RELEASE MEASURES

NOTIFICATION PROCEDURES

In the event of a spill or accidental release, notify relevant authorities in accordance with all applicable regulations. US regulations require reporting releases of this material to the environment which exceed the applicable reportable quantity or oil spills which could reach any waterway including intermittent dry creeks. The National Response Center can be reached at (800)424-8802.

PROTECTIVE MEASURES

Avoid contact with spilled material. Warn or evacuate occupants in surrounding and downwind areas if required due to toxicity or flammability of the material. See Section 5 for fire fighting information. See the Hazard Identification Section for Significant Hazards. See Section 4 for First Aid Advice. See Section 8 for advice on the minimum requirements for personal protective equipment. Additional protective measures may be necessary, depending on the specific circumstances and/or the expert judgment of the emergency responders.

For emergency responders: Respiratory protection: half-face or full-face respirator with filter(s) for organic vapor and, when applicable, H2S, or Self Contained Breathing Apparatus (SCBA) can be used depending on the size of spill and potential level of exposure. If the exposure cannot be completely characterized or an oxygen deficient atmosphere is possible or anticipated, SCBA is recommended. Work gloves that are resistant to aromatic hydrocarbons are recommended. Note: gloves made of polyvinyl acetate (PVA) are not water-resistant and are not suitable for emergency use. Chemical goggles are recommended if splashes or contact with eyes is possible. Small spills: normal antistatic work clothes are usually adequate. Large spills: full body suit of chemical resistant, antistatic material is recommended.

SPILL MANAGEMENT

Land Spill: Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area). Stop leak if you can do it without risk. All equipment used when handling the product must be grounded. Do not touch or walk through spilled material. Prevent entry into waterways, sewer, basements or confined areas. A vapor suppressing foam may be used to reduce vapors. Absorb or cover with dry earth, sand or other non-combustible material and transfer to containers. Use clean non-sparking tools to collect absorbed material. Large Spills: Water spray may reduce vapor; but may not prevent ignition in closed spaces.

Water Spill: Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area). Stop

leak if you can do it without risk. Do not confine in area of spill. Advise occupants and shipping in downwind areas of fire and explosion hazard and warn them to stay clear. Allow liquid to evaporate from the surface. Seek the advice of a specialist before using dispersants.

Water spill and land spill recommendations are based on the most likely spill scenario for this material; however, geographic conditions, wind, temperature, (and in the case of a water spill) wave and current direction and speed may greatly influence the appropriate action to be taken. For this reason, local experts should be consulted. Note: Local regulations may prescribe or limit action to be taken.

ENVIRONMENTAL PRECAUTIONS

Large Spills: Dike far ahead of liquid spill for later recovery and disposal. Prevent entry into waterways, sewers, basements or confined areas.

SECTION 7 HANDLING AND STORAGE

HANDLING

Avoid all personal contact. Prevent exposure to ignition sources, for example use non-sparking tools and explosion-proof equipment. Potentially toxic/irritating fumes/vapors may be evolved from heated or agitated material. Do not siphon by mouth. Use only with adequate ventilation. Do not use as a cleaning solvent or other non-motor fuel uses. For use as a motor fuel only. It is dangerous and/or unlawful to put fuel into unapproved containers. Do not fill container while it is in or on a vehicle. Static electricity may ignite vapors and cause fire. Place container on ground when filling and keep nozzle in contact with container. Do not use electronic devices (including but not limited to cellular phones, computers, calculators, pagers or other electronic devices, etc.) during safety critical tasks, such as bulk fuel loading or unloading operations, or in storage areas where vapors may be present, unless the devices are certified intrinsically safe by an approved national testing agency and to the safety standards required by national and/or local laws and regulations. Prevent small spills and leakage to avoid slip hazard. Material can accumulate static charges which may cause an electrical spark (ignition source). Use proper bonding and/or ground procedures. However, bonding and grounds may not eliminate the hazard from static accumulation. Consult local applicable standards for guidance. Additional references include American Petroleum Institute 2003 (Protection Against Ignitions Arising out of Static, Lightning and Stray Currents) or National Fire Protection Agency 77 (Recommended Practice on Static Electricity) or CENELEC CLC/TR 50404 (Electrostatics - Code of practice for the avoidance of hazards due to static electricity).

Static Accumulator: This material is a static accumulator. A liquid is typically considered a nonconductive, static accumulator if its conductivity is below 100 pS/m (100x10E-12 Siemens per meter) and is considered a semiconductive, static accumulator if its conductivity is below 10,000 pS/m. Whether a liquid is nonconductive or semiconductive, the precautions are the same. A number of factors, for example liquid temperature, presence of contaminants, anti-static additives and filtration can greatly influence the conductivity of a liquid.

STORAGE

Ample fire water supply should be available. A fixed sprinkler/deluge system is recommended. The type of container used to store the material may affect static accumulation and dissipation. Keep container closed. Handle containers with care. Open slowly in order to control possible pressure release. Store in a cool, well-ventilated area. Outside or detached storage preferred. Keep away from incompatible materials. Storage containers should be grounded and bonded. Fixed storage containers, transfer containers and associated equipment should be grounded and bonded to prevent accumulation of static charge.

SECTION 8 EXPOSURE CONTROLS / PERSONAL PROTECTION

EXPOSURE LIMIT VALUES

Exposure limits/standards (Note: Exposure limits are not additive)

Substance Name	Form	Limit / Standard			NOTE	Source
BENZENE		OSHA Action level	0.5 ppm		N/A	OSHA Sp.Reg.
BENZENE		STEL	5 ppm		N/A	OSHA Sp.Reg.
BENZENE		TWA	1 ppm		N/A	OSHA Sp.Reg.
BENZENE		STEL	1 ppm		Skin	ExxonMobil
BENZENE		TWA	0.5 ppm		Skin	ExxonMobil
BENZENE		STEL	2.5 ppm		Skin	ACGIH
BENZENE		TWA	0.5 ppm		Skin	ACGIH
ETHYL ALCOHOL		TWA	1900 mg/m3	1000 ppm	N/A	OSHA Z1
ETHYL ALCOHOL		STEL	1000 ppm		N/A	ACGIH
ETHYL BENZENE		TWA	435 mg/m3	100 ppm	N/A	OSHA Z1
ETHYL BENZENE		TWA	20 ppm		N/A	ACGIH
GASOLINE		STEL	200 ppm		N/A	ExxonMobil
GASOLINE		TWA	100 ppm		N/A	ExxonMobil
GASOLINE		STEL	500 ppm		N/A	ACGIH
GASOLINE		TWA	300 ppm		N/A	ACGIH
N-HEXANE		TWA	1800 mg/m3	500 ppm	N/A	OSHA Z1
N-HEXANE		TWA	50 ppm		Skin	ACGIH
NAPHTHALENE		TWA	50 mg/m3	10 ppm	N/A	OSHA Z1
NAPHTHALENE		TWA	10 ppm		Skin	ACGIH
PSEUDOCUMENE (1,2,4-TRIMETHYLBENZENE)		TWA	25 ppm		N/A	ACGIH
TOLUENE		Ceiling	300 ppm		N/A	OSHA Z2
TOLUENE		Maximum concentration	500 ppm		N/A	OSHA Z2
TOLUENE		TWA	200 ppm		N/A	OSHA Z2
TOLUENE		TWA	20 ppm		N/A	ACGIH
TRIMETHYL BENZENE		TWA	25 ppm		N/A	ACGIH
XYLENES		TWA	435 mg/m3	100 ppm	N/A	OSHA Z1
XYLENES		STEL	150 ppm		N/A	ACGIH
XYLENES		TWA	100 ppm		N/A	ACGIH

NOTE: Limits/standards shown for guidance only. Follow applicable regulations.

Biological limits

Substance	Specimen	Sampling Time	Limit	Determinant	Source
BENZENE	Creatinine in urine	End of shift	25 ug/g	S-Phenylmercapturic acid	ACGIH BELs (BEIs)
BENZENE	Creatinine in urine	End of shift	500 ug/g	t,t-Muconic acid	ACGIH BELs (BEIs)
ETHYL BENZENE	Creatinine in urine	End of shift	0.15 g/g	Sum of mandelic acid and phenylglyoxylic acid	ACGIH BELs (BEIs)
N-HEXANE	Urine	End of shift	0.5 mg/l	2,5-Hexanedione, without hydrolysis	ACGIH BELs (BEIs)
NAPHTHALENE	No Biological Specimen provided	End of shift	Not Assigned	1-Naphthol, with hydrolysis + 2-Naphthol, with hydrolysis	ACGIH BELs (BEIs)
TOLUENE	Blood	Prior to last shift of work wk	0.02 mg/l	Toluene	ACGIH BELs (BEIs)
TOLUENE	Creatinine in urine	End of shift	0.3 mg/g	o-Cresol, with hydrolysis	ACGIH BELs (BEIs)
TOLUENE	Urine	End of shift	0.03 mg/l	Toluene	ACGIH BELs (BEIs)
XYLENES	Creatinine in urine	End of shift	1.5 g/g	Methylhippuric acids	ACGIH BELs (BEIs)

ENGINEERING CONTROLS

The level of protection and types of controls necessary will vary depending upon potential exposure conditions. Control measures to consider:

Use explosion-proof ventilation equipment to stay below exposure limits.

PERSONAL PROTECTION

Personal protective equipment selections vary based on potential exposure conditions such as applications, handling practices, concentration and ventilation. Information on the selection of protective equipment for use with this material, as provided below, is based upon intended, normal usage.

Respiratory Protection: If engineering controls do not maintain airborne contaminant concentrations at a level which is adequate to protect worker health, an approved respirator may be appropriate. Respirator selection, use, and maintenance must be in accordance with regulatory requirements, if applicable. Types of respirators to be considered for this material include:

Half-face filter respirator

For high airborne concentrations, use an approved supplied-air respirator, operated in positive pressure mode. Supplied air respirators with an escape bottle may be appropriate when oxygen levels are inadequate, gas/vapor warning properties are poor, or if air purifying filter capacity/rating may be exceeded.

Hand Protection: Any specific glove information provided is based on published literature and glove manufacturer data. Glove suitability and breakthrough time will differ depending on the specific use conditions. Contact the glove manufacturer for specific advice on glove selection and breakthrough times for your use conditions. Inspect and replace worn or damaged gloves. The types of gloves to be considered for this material include:

Chemical resistant gloves are recommended.

Eye Protection: If contact is likely, safety glasses with side shields are recommended.

Skin and Body Protection: Any specific clothing information provided is based on published literature or manufacturer data. The types of clothing to be considered for this material include:
Chemical/oil resistant clothing is recommended.

Specific Hygiene Measures: Always observe good personal hygiene measures, such as washing after handling the material and before eating, drinking, and/or smoking. Routinely wash work clothing and protective equipment to remove contaminants. Discard contaminated clothing and footwear that cannot be cleaned. Practice good housekeeping.

ENVIRONMENTAL CONTROLS

Comply with applicable environmental regulations limiting discharge to air, water and soil. Protect the environment by applying appropriate control measures to prevent or limit emissions.

SECTION 9 PHYSICAL AND CHEMICAL PROPERTIES

Note: Physical and chemical properties are provided for safety, health and environmental considerations only and may not fully represent product specifications. Contact the Supplier for additional information.

GENERAL INFORMATION

Physical State: Liquid
Color: Clear (May Be Dyed)
Odor: Petroleum/Solvent
Odor Threshold: N/D

IMPORTANT HEALTH, SAFETY, AND ENVIRONMENTAL INFORMATION

Relative Density (at 15 °C): 0.74
Density (at 15 ºC): 720 kg/m³ (6.01 lbs/gal, 0.72 kg/dm³) - 758 kg/m³ (6.33 lbs/gal, 0.76 kg/dm³)
Flammability (Solid, Gas): N/A
Flash Point [Method]: <-40°C (-40°F) [ASTM D-56]
Flammable Limits (Approximate volume % in air): LEL: 1.4 UEL: 7.6
Autoignition Temperature: >250°C (482°F)
Boiling Point / Range: > 20°C (68°F)
Decomposition Temperature: N/D
Vapor Density (Air = 1): 3 at 101 kPa
Vapor Pressure: > 26.6 kPa (200 mm Hg) at 20 °C
Evaporation Rate (n-butyl acetate = 1): > 10
pH: N/A
Log Pow (n-Octanol/Water Partition Coefficient): > 3
Solubility in Water: Negligible
Viscosity: <1 cSt (1 mm2/sec) at 40 °C
Oxidizing Properties: See Hazards Identification Section.

OTHER INFORMATION

Freezing Point: N/D
Melting Point: N/A

SECTION 10 STABILITY AND REACTIVITY

REACTIVITY: See sub-sections below.

STABILITY: Material is stable under normal conditions.

CONDITIONS TO AVOID: Heat, sparks, flame, and build up of static electricity.

MATERIALS TO AVOID: Alkalies, Halogens, Strong Acids, Strong oxidizers

HAZARDOUS DECOMPOSITION PRODUCTS: Material does not decompose at ambient temperatures.

POSSIBILITY OF HAZARDOUS REACTIONS: Hazardous polymerization will not occur.

SECTION 11 TOXICOLOGICAL INFORMATION

INFORMATION ON TOXICOLOGICAL EFFECTS

Hazard Class	Conclusion / Remarks
Inhalation	
Acute Toxicity: (Rat) 4 hour(s) LC50 > 5000 mg/m3 (Vapor)	Minimally Toxic. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 403
Irritation: No end point data for material.	Elevated temperatures or mechanical action may form vapors, mist, or fumes which may be irritating to the eyes, nose, throat, or lungs.
Ingestion	
Acute Toxicity (Rat): LD50 > 5000 mg/kg	Minimally Toxic. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 401
Skin	
Acute Toxicity (Rabbit): LD50 > 2000 mg/kg	Minimally Toxic. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 402
Skin Corrosion/Irritation (Rabbit): Data available.	Irritating to the skin. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 404
Eye	
Serious Eye Damage/Irritation (Rabbit): Data available.	May cause mild, short-lasting discomfort to eyes. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 405
Sensitization	
Respiratory Sensitization: No end point data for material.	Not expected to be a respiratory sensitizer.
Skin Sensitization: Data available.	Not expected to be a skin sensitizer. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 406
Aspiration: Data available.	May be fatal if swallowed and enters airways. Based on physico-chemical properties of the material.
Germ Cell Mutagenicity: Data available.	Caused genetic effects in laboratory animals, but the relevance to humans is uncertain. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 471 475 476
Carcinogenicity: Data available.	Caused cancer in laboratory animals. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 451
Reproductive Toxicity: Data available.	Not expected to be a reproductive toxicant. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 416 421
Lactation: No end point data for material.	Not expected to cause harm to breast-fed children.
Specific Target Organ Toxicity (STOT)	

Single Exposure: No end point data for material.	May cause drowsiness or dizziness.
Repeated Exposure: Data available.	Not expected to cause organ damage from prolonged or repeated exposure. Based on test data for structurally similar materials. Test(s) equivalent or similar to OECD Guideline 410 412 453

TOXICITY FOR SUBSTANCES

NAME	ACUTE TOXICITY
ETHYL BENZENE	Inhalation Lethality: 4 hour(s) LC50 17.8 mg/l (Vapor) (Rat); Oral Lethality: LD50 3.5 g/kg (Rat)
NAPHTHALENE	Inhalation Lethality: 4 hour(s) LC50 > 0.4 mg/l (Max attainable vapor conc.) (Rat); Oral Lethality: LD50 533 mg/kg (Mouse)

OTHER INFORMATION

For the product itself:

Laboratory animal studies have shown that prolonged and repeated inhalation exposure to light hydrocarbon vapors in the same boiling range as this product can produce adverse kidney effects in male rats. However, these effects were not observed in similar studies with female rats, male and female mice, or in limited studies with other animal species. Additionally, in a number of human studies, there was no clinical evidence of such effects at normal occupational levels. In 1991, The U.S. EPA determined that the male rat kidney is not useful for assessing human risk.

Vapor concentrations above recommended exposure levels are irritating to the eyes and the respiratory tract, may cause headaches and dizziness, are anesthetic and may have other central nervous system effects.

Small amounts of liquid aspirated into the lungs during ingestion or from vomiting may cause chemical pneumonitis or pulmonary edema. Exposure to this material, or one of its components, in situations where there is the potential for high levels, such as in confined spaces or with abuse, may result in abnormal heart rhythm (arrhythmia). High-level exposure to hydrocarbons (above occupational exposure limits) may initiate arrhythmia in a worker that is undergoing stress or is taking a heart-stimulating substance such as epinephrine, a nasal decongestant, or an asthma or cardiovascular drug.

Gasoline unleaded: Caused cancer in animal tests. Chronic inhalation studies resulted in liver tumors in female mice and kidney tumors in male rats. Neither result considered significant for human health risk assessment by the United States EPA and others. Did not cause mutations In Vitro or In Vivo. Negative in inhalation developmental studies and reproductive tox studies.Inhalation of high concentrations in animals resulted in reversible central nervous system depression, but no persistent toxic effect on the nervous system. Non-sensitizing in test animals. Caused nerve damage in humans from abusive use (sniffing).

Contains:

BENZENE: Caused cancer (acute myeloid leukemia and myelodysplastic syndrome), damage to the blood-producing system, and serious blood disorders in human studies. Caused genetic effects and effects on the immune system in laboratory animal and some human studies. Caused toxicity to the fetus and cancer in laboratory animal studies.

ETHANOL: Prolonged or repeated exposure to high concentrations of ethanol vapor or overexposure by ingestion may produce adverse effects to brain, kidney, liver, and reproductive organs, birth defects in offspring, and developmental toxicity in offspring.

NAPHTHALENE: Exposure to high concentrations of naphthalene may cause destruction of red blood cells, anemia, and cataracts. Naphthalene caused cancer in laboratory animal studies, but the relevance of these findings to humans is uncertain.

N-HEXANE: Prolonged and/or repeated exposures to n-Hexane can cause progressive and potentially irreversible damage to the peripheral nervous system (e.g. fingers, feet, arms, legs, etc.). Simultaneous exposure to Methyl Ethyl Ketone (MEK) or Methyl Isobutyl Ketone (MIBK) and n-Hexane can potentiate the risk of adverse effects from n-Hexane on the peripheral nervous system. n-Hexane has been shown to cause testicular damage at high doses in male rats. The relevance of this effect for humans is unknown.

TOLUENE : Concentrated, prolonged or deliberate inhalation may cause brain and nervous system damage. Prolonged and repeated exposure of pregnant animals (> 1500 ppm) have been reported to cause adverse fetal developmental effects.

TRIMETHYLBENZENE: Long-term inhalation exposure of trimethylbenzene caused effects to the blood in laboratory animals.

ETHYLBENZENE: Caused cancer in laboratory animal studies. The relevance of these findings to humans is uncertain.

The following ingredients are cited on the lists below:

Chemical Name	CAS Number	List Citations
BENZENE	71-43-2	1, 3, 6
ETHYL BENZENE	100-41-4	5
GASOLINE	86290-81-5	5
NAPHTHALENE	91-20-3	2, 5

--REGULATORY LISTS SEARCHED--

1 = NTP CARC
2 = NTP SUS
3 = IARC 1
4 = IARC 2A
5 = IARC 2B
6 = OSHA CARC

SECTION 12 ECOLOGICAL INFORMATION

The information given is based on data for the material, components of the material, or for similar materials, through the application of bridging principals.

ECOTOXICITY

Material -- Expected to be toxic to aquatic organisms. May cause long-term adverse effects in the aquatic environment.

MOBILITY

More volatile component -- Highly volatile, will partition rapidly to air. Not expected to partition to sediment and wastewater solids.

Less volatile component -- Low solubility and floats and is expected to migrate from water to the land. Expected to partition to sediment and wastewater solids.

PERSISTENCE AND DEGRADABILITY

Biodegradation:

Majority of components -- Expected to be inherently biodegradable

Atmospheric Oxidation:

More volatile component -- Expected to degrade rapidly in air

BIOACCUMULATION POTENTIAL

Majority of components -- Has the potential to bioaccumulate, however metabolism or physical properties may reduce the bioconcentration or limit bioavailability.

SECTION 13 DISPOSAL CONSIDERATIONS

Disposal recommendations based on material as supplied. Disposal must be in accordance with current applicable

laws and regulations, and material characteristics at time of disposal.

DISPOSAL RECOMMENDATIONS

Product is suitable for burning in an enclosed controlled burner for fuel value or disposal by supervised incineration at very high temperatures to prevent formation of undesirable combustion products.

REGULATORY DISPOSAL INFORMATION

RCRA Information: Disposal of unused product may be subject to RCRA regulations (40 CFR 261). Disposal of the used product may also be regulated due to ignitability, corrosivity, reactivity or toxicity as determined by the Toxicity Characteristic Leaching Procedure (TCLP). Potential RCRA characteristics: IGNITABILITY. TCLP (BENZENE)

Empty Container Warning Empty Container Warning (where applicable): Empty containers may contain residue and can be dangerous. Do not attempt to refill or clean containers without proper instructions. Empty drums should be completely drained and safely stored until appropriately reconditioned or disposed. Empty containers should be taken for recycling, recovery, or disposal through suitably qualified or licensed contractor and in accordance with governmental regulations. DO NOT PRESSURISE, CUT, WELD, BRAZE, SOLDER, DRILL, GRIND, OR EXPOSE SUCH CONTAINERS TO HEAT, FLAME, SPARKS, STATIC ELECTRICITY, OR OTHER SOURCES OF IGNITION. THEY MAY EXPLODE AND CAUSE INJURY OR DEATH.

SECTION 14 TRANSPORT INFORMATION

LAND (DOT)

Proper Shipping Name: GASOLINE
Hazard Class & Division: 3
ID Number: 1203
Packing Group: II
Marine Pollutant: Yes
ERG Number: 128
Label(s): 3
Transport Document Name: UN1203, GASOLINE, 3, PG II, MARINE POLLUTANT

LAND (TDG)

Proper Shipping Name: GASOLINE
Hazard Class & Division: 3
UN Number: 1203
Packing Group: II
Special Provisions: 17, 88, 98, 150

SEA (IMDG)

Proper Shipping Name: MOTOR SPIRIT or GASOLINE or PETROL
Hazard Class & Division: 3
EMS Number: F-E, S-E
UN Number: 1203
Packing Group: II
Marine Pollutant: Yes
Label(s): 3
Transport Document Name: UN1203, MOTOR SPIRIT or GASOLINE or PETROL, 3, PG II, (-40°C c.c.), MARINE POLLUTANT

AIR (IATA)

Proper Shipping Name: MOTOR SPIRIT or GASOLINE or PETROL
Hazard Class & Division: 3
UN Number: 1203
Packing Group: II
Label(s) / Mark(s): 3
Transport Document Name: UN1203, GASOLINE, 3, PG II

SECTION 15 REGULATORY INFORMATION

OSHA HAZARD COMMUNICATION STANDARD: This material is considered hazardous in accordance with OSHA HazCom 2012, 29 CFR 1910.1200.

Listed or exempt from listing/notification on the following chemical inventories: AIIC, DSL, ENCS, KECI, PICCS, TSCA

SARA 302: No chemicals in this material are subject to the reporting requirements of SARA Title III, Section 302

CERCLA: This material is not subject to any special reporting under the requirements of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Contact local authorities to determine if other reporting requirements apply.

SARA (311/312) REPORTABLE GHS HAZARD CLASSES: Aspiration Hazard, Carcinogenicity, Flammable (gases, aerosols, liquids, or solids), Germ cell mutagenicity, Skin Corrosion or Irritation, Specific Target Organ toxicity (single or repeated exposure)

SARA (313) TOXIC RELEASE INVENTORY:

Chemical Name	CAS Number	Typical Value
BENZENE	71-43-2	<= 1.65%
ETHYL BENZENE	100-41-4	1 - 5%
N-HEXANE	110-54-3	1 - 5%
NAPHTHALENE	91-20-3	<1%
PSEUDOCUMENE (1,2,4-TRIMETHYLBENZENE)	95-63-6	1 - 5%
TOLUENE	108-88-3	5 - 10%
XYLENES	1330-20-7	5 - 10%

The following ingredients are cited on the lists below:

Chemical Name	CAS Number	List Citations
BENZENE	71-43-2	1, 2, 4, 10, 11, 13, 15, 16, 17, 18, 19
ETHYL ALCOHOL	64-17-5	1, 4, 13, 16, 17, 18
ETHYL BENZENE	100-41-4	1, 4, 10, 13, 16, 17, 18, 19
GASOLINE	86290-81-5	1, 18
N-HEXANE	110-54-3	1, 4, 13, 16, 17, 18, 19
NAPHTHALENE	91-20-3	1, 4, 10, 17, 19
PSEUDOCUMENE (1,2,4-	95-63-6	1, 13, 16, 17, 18, 19

TRIMETHYLBENZENE)		
TOLUENE	108-88-3	1, 4, 11, 13, 15, 16, 17, 18, 19
TRIMETHYL BENZENE	25551-13-7	1, 13, 16, 17, 18
XYLENES	1330-20-7	1, 4, 13, 15, 16, 17, 18, 19

--REGULATORY LISTS SEARCHED--

1 = ACGIH ALL	6 = TSCA 5a2	11 = CA P65 REPRO	16 = MN RTK
2 = ACGIH A1	7 = TSCA 5e	12 = CA RTK	17 = NJ RTK
3 = ACGIH A2	8 = TSCA 6	13 = IL RTK	18 = PA RTK
4 = OSHA Z	9 = TSCA 12b	14 = LA RTK	19 = RI RTK
5 = TSCA 4	10 = CA P65 CARC	15 = MI 293	

Code key: CARC=Carcinogen; REPRO=Reproductive

SECTION 16 OTHER INFORMATION

WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov. Chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm are created by the combustion of this product.

This warning is given to comply with California Health and Safety Code 25249.6 and does not constitute an admission or a waiver of rights.

N/D = Not determined, N/A = Not applicable

KEY TO THE H-CODES CONTAINED IN SECTION 3 OF THIS DOCUMENT (for information only):
H224: Extremely flammable liquid and vapor; Flammable Liquid, Cat 1
H225: Highly flammable liquid and vapor; Flammable Liquid, Cat 2
H226: Flammable liquid and vapor; Flammable Liquid, Cat 3
H228(2): Flammable solid; Flammable Solid, Cat 2
H302: Harmful if swallowed; Acute Tox Oral, Cat 4
H303: May be harmful if swallowed; Acute Tox Oral, Cat 5
H304: May be fatal if swallowed and enters airways; Aspiration, Cat 1
H312: Harmful in contact with skin; Acute Tox Dermal, Cat 4
H315: Causes skin irritation; Skin Corr/Irritation, Cat 2
H319(2A): Causes serious eye irritation; Serious Eye Damage/Irr, Cat 2A
H320(2B): Causes eye irritation; Serious Eye Damage/Irr, Cat 2B
H332: Harmful if inhaled; Acute Tox Inh, Cat 4
H335: May cause respiratory irritation; Target Organ Single, Resp Irr
H336: May cause drowsiness or dizziness; Target Organ Single, Narcotic
H340(1B): May cause genetic defects; Germ Cell Mutagenicity, Cat 1B
H350(1A): May cause cancer; Carcinogenicity, Cat 1A
H350(1B): May cause cancer; Carcinogenicity, Cat 1B
H351: Suspected of causing cancer; GHS Carcinogenicity, Cat 2
H361(F): Suspected of damaging fertility; Repro Tox, Cat 2 (Fertility)
H372: Causes damage to organs through prolonged or repeated exposure; Target Organ, Repeated, Cat 1
H373: May cause damage to organs through prolonged or repeated exposure; Target Organ, Repeated, Cat 2
H400: Very toxic to aquatic life; Acute Env Tox, Cat 1
H401: Toxic to aquatic life; Acute Env Tox, Cat 2
H410: Very toxic to aquatic life with long lasting effects; Chronic Env Tox, Cat 1
H411: Toxic to aquatic life with long lasting effects; Chronic Env Tox, Cat 2

H412: Harmful to aquatic life with long lasting effects; Chronic Env Tox, Cat 3

THIS SAFETY DATA SHEET CONTAINS THE FOLLOWING REVISIONS:
Hazard Identification: HMIS Flammability information was modified.
Hazard Identification: NFPA Flammability information was modified.
Section 01: Alternate Product Names Table information was added.
Section 04: First Aid Inhalation information was modified.
Section 06: Accidental Release - Spill Management - Land information was modified.
Section 16: HCode Key information was modified.
Section 16: Materials Covered information was deleted.

The information and recommendations contained herein are, to the best of ExxonMobil's knowledge and belief, accurate and reliable as of the date issued. You can contact ExxonMobil to insure that this document is the most current available from ExxonMobil. The information and recommendations are offered for the user's consideration and examination. It is the user's responsibility to satisfy itself that the product is suitable for the intended use. If buyer repackages this product, it is the user's responsibility to insure proper health, safety and other necessary information is included with and/or on the container. Appropriate warnings and safe-handling procedures should be provided to handlers and users. Alteration of this document is strictly prohibited. Except to the extent required by law, re-publication or retransmission of this document, in whole or in part, is not permitted. The term, "ExxonMobil" is used for convenience, and may include any one or more of ExxonMobil Chemical Company, Exxon Mobil Corporation, or any affiliates in which they directly or indirectly hold any interest.

Internal Use Only
MHC: 1A, 0B, 0, 0, 4, 1 PPEC: CF

DGN: 2000316XUS (1011203)

Ava Pecherzewski

From: Salamack, Kristin A <kristin_salamack@fws.gov>
Sent: Tuesday, September 29, 2020 10:03 AM
To: Ava Pecherzewski
Cc: ColoradoES, FW6
Subject: [External] City of Longmont Development Referral (2020-TA-1965)

Hello Ava Pecherzewski,

The U.S. Fish and Wildlife Service (Service) has reviewed the documents associated with the construction of a gas station and convenience store/restaurant at the northeast corner of State Highway 119 and Zlaten Drive in Longmont, Colorado. The Service has no concerns with this project resulting in impacts to species listed as candidate, proposed, threatened, or endangered.

We appreciate your efforts to ensure the conservation of threatened and endangered species. Thank you for contacting us and please let me know if you have any further questions.

Kristin Salamack **(she/her/hers)**
CDOT/USFWS Liaison
Colorado Ecological Services Field Office
134 Union Blvd, Lakewood, CO 80228
Office: 303/236-4748 II Mobile: 518/441-2827

COLORADO
Department of Transportation
Division of Transportation Development

Ava Pecherzewski

From: Kevin Boden
Sent: Tuesday, September 22, 2020 2:36 PM
To: Ava Pecherzewski
Subject: FW: City of Longmont Development Referral

Ava,
Water Resources does not have any concerns with this proposal. Thanks.

Kevin

From: Ken Huson <Ken.Huson@longmontcolorado.gov>
Sent: Monday, September 21, 2020 9:01 PM
To: Kevin Boden <Kevin.Boden@longmontcolorado.gov>; Nelson Tipton <Nelson.Tipton@longmontcolorado.gov>
Subject: FW: City of Longmont Development Referral

Kevin,
I have no concerns with this proposal. Can you let Nelson and I know if there is any concerns I am missing.
Thanks, Ken

Ken Huson | *Water Resources Manager*

City of Longmont | Public Works & Natural Resources
1100 South Sherman Street, Longmont, CO 80501

(303) 651-8340 | ken.huson@longmontcolorado.gov

From: Ava Pecherzewski <Ava.Pecherzewski@longmontcolorado.gov>
Sent: Monday, September 21, 2020 12:18 PM
To: marina.gridinskaya1@centurylink.com; jason.duetsch@state.co.us; john_hamburg@cable.comcast.com; gloria.hice-idler@state.co.us; timothy.bilobran@state.co.us; kiel.g.downing@usace.army.mil; Donna.L.George@xcelenergy.com; coloradoes@fws.gov; tparko@weldgov.com; Kevin Boden <Kevin.Boden@longmontcolorado.gov>; Ken Huson <Ken.Huson@longmontcolorado.gov>; Jade Krueger <jade.krueger@longmontcolorado.gov>; Brien Schumacher <Brien.Schumacher@longmontcolorado.gov>
Subject: City of Longmont Development Referral

Good Afternoon,

The City of Longmont has received a development application for a proposed gas station and convenience store/restaurant at the northeast corner of State Hwy 119 & Zlaten Drive (east of County Line Road). The property abuts parcels within unincorporated Weld County and which may have your agency's jurisdiction potentially on the site (gas, cable phone utilities; state highways; Union Reservoir Ditch; environmental/ecological impacts requiring 404 Permits; and historical buildings). Please download the application materials from the DropBox link below and *please send me your agency's written comments no later than Monday, October 5th*. If you have any questions regarding this development application, feel free to reach out to me.

https://www.dropbox.com/sh/7oo62f6u1m5dbsy/AABcg0U-ERN0mIYzysmXj_zHa?dl=0

Regards,

Ava Pecherzewski, AICP
Principal Planner | she, her, hers
Planning & Development Services Department | City of Longmont
–
OFFICE 303-651-8735 **MAIN** 303-651-8330
385 Kimbark Street | Longmont, Colorado 80501

longmontcolorado.gov

Right of Way & Permits
1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303.571.3284
donna.l.george@xcelenergy.com

October 5, 2020

City of Longmont Planning and Development Services
385 Kimbark Street - PO Box 1348
Longmont, CO 80501

Attn: Ava Pecherzewski

Re: Zlaten Commercial Center / 7-11 Fueling Station – Case #s 3357-10, 11, 11a

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documentation for **Zlaten Commercial Center / 7-11 Fueling Station** and has **no apparent conflict**.

The property owner/developer/contractor must complete the application process for any new natural gas service via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

Ava Pecherzewski

From: Petty, Marcus <Marcus_Petty@comcast.com>
Sent: Thursday, October 1, 2020 10:36 AM
To: Ava Pecherzewski
Subject: [External] RE: City of Longmont Development Referral

Good morning Ava, Comcast is all clear on the North East side of the intersection. Our Fiber is on the south side of Hwy 119. Please let me know if you have any questions.

Thanks

Marcus Petty
Construction Specialist II
Comcast
Marcus_petty@cable.comcast.com
434 Kimbark Street
Longmont CO 80501
Cell 720 275-0572

From: Hamburg, John G <John_Hamburg@cable.comcast.com>
Sent: September 21, 2020 12:23 PM
To: Petty, Marcus <Marcus_Petty@cable.comcast.com>
Cc: Stepisnik, Dave <Dave_Stepisnik@cable.comcast.com>
Subject: FW: City of Longmont Development Referral

FYI

John Hamburg
Comcast Cable Corporation
Construction Specialist II SMB
970-567-4797

From: Ava Pecherzewski <Ava.Pecherzewski@longmontcolorado.gov>
Sent: Monday, September 21, 2020 12:18 PM
To: marina.gridinskaya1@centurylink.com; jason.duetsch@state.co.us; Hamburg, John G <John_Hamburg@cable.comcast.com>; gloria.hice-idler@state.co.us; timothy.bilobran@state.co.us; kiel.g.downing@usace.army.mil; Donna.L.George@xcelenergy.com; coloradoes@fws.gov; tparko@weldgov.com; Kevin Boden <Kevin.Boden@longmontcolorado.gov>; Ken Huson <Ken.Huson@longmontcolorado.gov>; Jade Krueger <jade.krueger@longmontcolorado.gov>; Brien Schumacher <Brien.Schumacher@longmontcolorado.gov>
Subject: [EXTERNAL] City of Longmont Development Referral

Good Afternoon,

The City of Longmont has received a development application for a proposed gas station and convenience store/restaurant at the northeast corner of State Hwy 119 & Zlaten Drive (east of County Line Road). The property abuts parcels within unincorporated Weld County and which may have your agency's jurisdiction potentially on the site (gas, cable phone utilities; state highways; Union Reservoir Ditch; environmental/ecological impacts requiring 404 Permits;

and historical buildings). Please download the application materials from the DropBox link below and *please send me your agency's written comments no later than Monday, October 5th*. If you have any questions regarding this development application, feel free to reach out to me.

https://www.dropbox.com/sh/7oo62f6u1m5dbsy/AABcg0U-ERN0mIYzysmXj_zHa?dl=0

Regards,

Ava Pecherzewski, AICP
Principal Planner | she, her, hers
Planning & Development Services Department | City of Longmont
–
OFFICE 303-651-8735 **MAIN** 303-651-8330
385 Kimbark Street | Longmont, Colorado 80501

longmontcolorado.gov

CITY OF LONGMONT | Planning Division

Certificate of Mailing

I, Ava Pecherzewski, certify that letters of notification were mailed in accordance with Section 15.02 of the City of Longmont Land Development Code for a

_____Neighborhood Meeting

_____Notice of Application

X Planning and Zoning Commission Public Hearing to be held on Nov 27, 2021

_____City Council Public Hearing to be held on _____

for the application identified as

Zlaten Commercial/7-11 Fueling Station Rezoning, Preliminary Plat & Overall PUD

Project Name

On the subject property located at

Northeast corner of Hwy 119 & Zlaten Drive

Site Address or Location Description

The letter(s) was/were sent on 11-01-2021

A copy of the letter and list of recipients is attached.

I certify that the foregoing information is true and correct.

Ava Pecherzewski

Signature

11-1-2021

Date

November 1, 2021

Notice of Public Hearing

Longmont Planning & Zoning Commission Public Hearing

Zlaten Commercial / 7-11 Fueling Station Rezone, Preliminary Plat & Overall PUD Plan

(Project File #3357-10, 11, 11a)

If you need interpretation, accommodations, or other special assistance in order to participate in a meeting, please contact the Planning Division at 303-651-8330 or longmont.planning@longmontcolorado.gov, at least 48 hours prior to the meeting to make arrangements.

Si necesita interpretación , servicios especiales u otra asistencia adicional para participar en alguna reunión, comuníquese con 48 horas de anticipación al Departamento de Planificación Urbana al 303-651-8330 o escríbanos a longmont.planning@longmontcolorado.gov, para así hacer los pertinentes arreglos.

Date/Time: November 17, 2021 at 7:00 p.m. –Remote Meeting (See Below)

Proposal/Background: An application has been submitted to rezone the 11.5-acre property at the northeast corner of Hwy 119 and Zlaten Drive from Nonresidential – Primary Employment to PUD (Planned Unit Development). An accompanying preliminary subdivision plat and Overall PUD Plan would create a 2.3–acre lot for the development of a 7-11 gas station and convenience store with a 2,000 square-foot sit-down restaurant. The subdivision plat also proposes to dedicate 4.7-acres to the City of Longmont for greenway dedication, 0.40-acres to the City of Longmont for right-of-way on Zlaten Drive, and 0.41-arces to the City of Longmont for future right-of-way dedication along Zlaten Drive. The subdivision proposes the remaining 3.75-acres to be utilized as an open space outlot (see drawings on back side).

Location: Northeast corner of Hwy 119 & Zlaten Drive (east of McLane Western; north of Walmart Supercenter/Sandstone Ranch Park)

How to Participate: Any person having an interest in the above proceeding is invited to submit written comments to the staff person listed below either via email or US Mail. Any comments received prior to 5:00 PM on November 17th will be forwarded to the Planning & Zoning Commission. You can also call in during the meeting to speak on behalf of this application. Instructions for calling in will be posted on the screen during the livestream of the meeting.

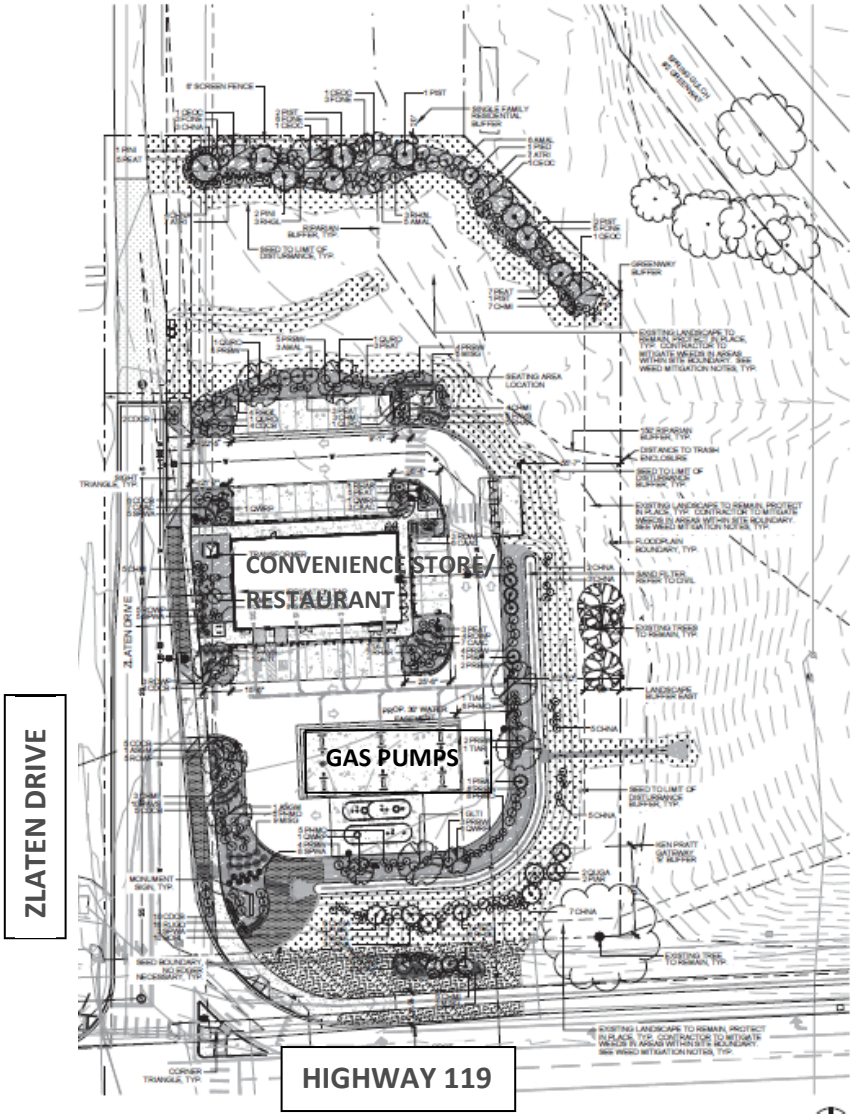
Due to the Covid-19 situation, the meeting will be livestreamed. In order to protect residents, staff, and elected officials due to the novel COVID-19 virus, Longmont residents are urged to view the public hearing and provide public comment from the comfort and safety of their homes by watching the meeting via livestream on the City of Longmont's YouTube page and calling in to provide public comment. Information will be displayed and announced during the live meeting directing the public on how and when to call in to the meeting.

Information on this hearing item, including the staff report, plans and drawings, or how to livestream the public hearing and how to provide public comment either via email or phone call-in can be found on the City's webpage at: https://www.longmontcolorado.gov/departments/agendas-and-minutes/agenda-management-portal. A copy of the staff report and the project plans can be obtained from this website after November 11th.

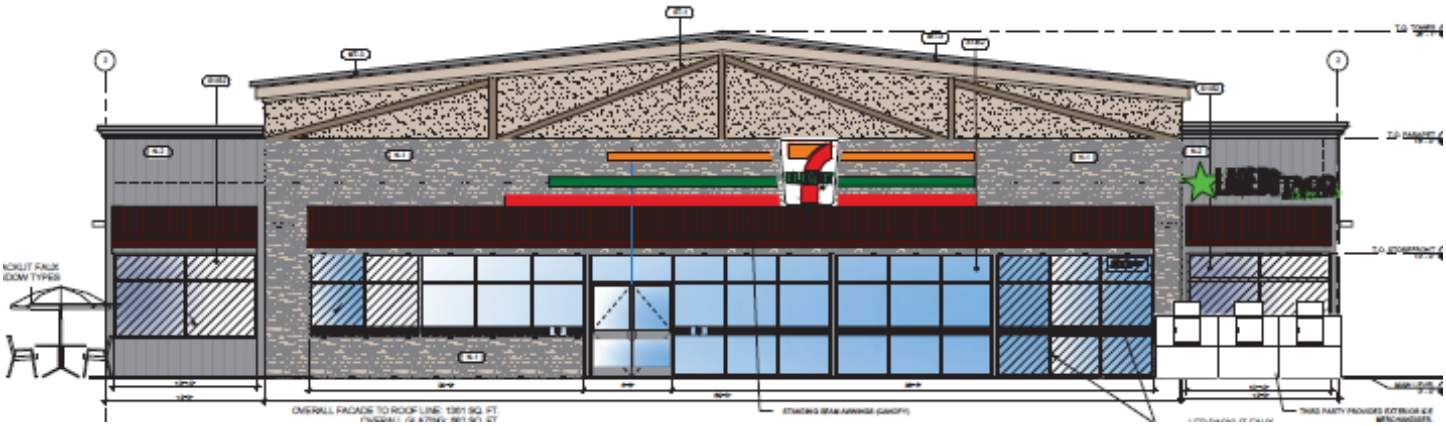
City Planning Staff Contact: Ava Pecherzewski, Principal Planner

ava.pecherzewski@longmontcolorado.gov or (303) 651-8735

PROPOSED SITE PLAN



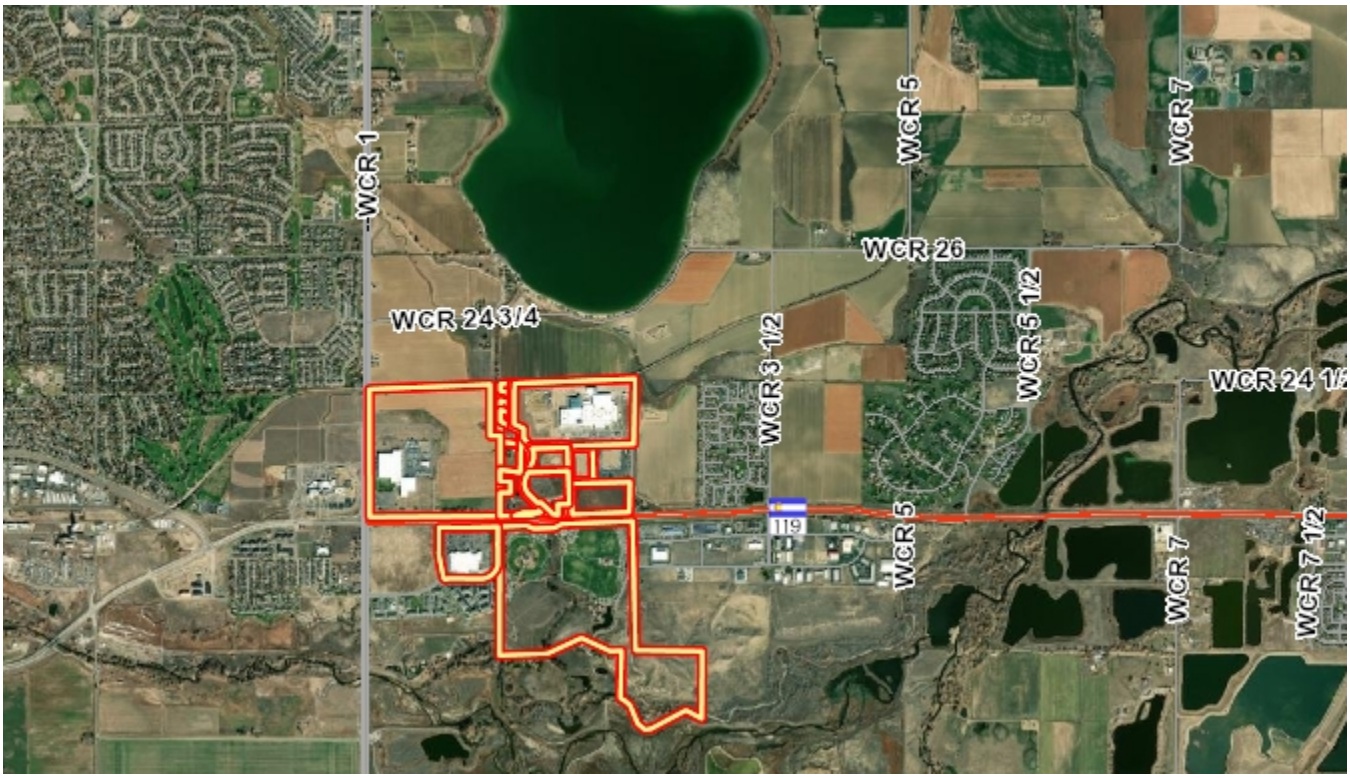
PROPOSED ARCHITECTURAL ELEVATIONS



Selected Parcels Report

Addresses for public hearing mailer envelopes

Report generated: 10/8/2021 3:05:24 PM



Account	Owner	Physical Address
R0053991	MC LANE WESTERN INC	2100 HIGHWAY 119 LONGMONT
R1278997	LIFEBRIDGE CHRISTIAN CHURCH	
R5580986	ROBLES GREGORIO	511 HIGHWAY 119 WELD
R5580986	ROBLES HIDALIA	511 HIGHWAY 119 WELD
R5581086	FLOYD ANTHONY J	509 HIGHWAY 119 WELD
R5581086	FLOYD RICHARD P	509 HIGHWAY 119 WELD
R5581186	BOLEN RICHARD H LIVING TRUST	2500 E KEN PRATT BLVD LONGMONT
R5581286	745 HIGHWAY 119 LLC	2700 E KEN PRATT BLVD LONGMONT
R5582086	DEZELL MARY K	517 HIGHWAY 119 WELD
R5582186	DEZELL MARY	515 HIGHWAY 119 WELD
R5582286	DEZELL MARY K	513 HIGHWAY 119 WELD
R6778649	WAL-MART STORES INC	2285 E KEN PRATT BLVD LONGMONT
R6784577	LONGMONT CITY OF	
R6784578	HIGHWAY 119 HOLDINGS LLC	2514 E KEN PRATT BLVD LONGMONT
R6784579	LONGMONT CITY OF	
R6917098	SANDSTONE ZLATEN LLC	
R7336898	LONGMONT CITY OF	

Account	Owner	Physical Address
R8949315	LONGMONT CITY OF	
R8949316	TRIUMPH INVESTMENTS LLC (91% INT)	
R8949316	MACY DONALD (9% INT)	
R8950657	JM SMUCKER LLC	2900 PEAK AVE LONGMONT
R8950659	LONGMONT CITY OF	545 HIGHWAY 119 LONGMONT
R8961786	12 GUAGE PROPERTIES LLC	295 PINNACLE ST WELD
R8961787	LONGMONT CLIMBING COLLECTIVE LLC	

21 Unique Accounts 24 Owners

CITY OF LONGMONT | Planning Division

MINERAL RIGHTS OWNERS MAILING

CERTIFICATE OF MAILING

I, Charlie Ovopallo, certify that Letters of notification were
Please Print Name

mailed in accordance with Section 15.02 of the City of Longmont Land Development Code for a:
TO UNDERLYING MINERAL RIGHTS OWNERS

_____Neighborhood Meeting

_____Notice of Application

_X_____Planning and Zoning Commission Public Hearing to be held on November 17th, 2021

_____City Council Public Hearing to be held on _____

for the application identified as

Zlaten Commercial Center / 7-11 fueling station Rezoning, Preliminary Plat and Overall PUD
Project Name

On the subject property located at

Northeast Corner of Highway 119 and Zlaten Dr.
Site Address or Location Description

The letter was sent on: 10/18/21
Date of Mailing

A copy of the letter and list of recipients is attached.

I certify that the foregoing information is true and correct.

Signature | Charlie Ovopallo *Printed Name* | 10/18/21 *Date*

7020 0090 0000 3277 7471

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Denver CO 80202

OFFICIAL USE

Certified Mail Fee $3.75
Extra Services & Fees (check box, add fee as appropriate) $3.05
- ☐ Return Receipt (hardcopy) $0.00
- ☐ Return Receipt (electronic) $0.00
- ☐ Certified Mail Restricted Delivery $0.00
- ☐ Adult Signature Required $0.00
- ☐ Adult Signature Restricted Delivery $

Postage $0.58
Total Postage and Fees $7.38

0030 16
GLENDALE BRANCH DENVER POST OFFICE
Postmark Here
OCT 18 2021
GLENDALE CO 80246
10/18/2021

Sent To
Street and Apt. No., or PO Box No.
City, State, ZIP+4®

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 0090 0000 3277 7464

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For delivery information, visit our website at www.usps.com®.

Englewood CO 80111

OFFICIAL USE

Certified Mail Fee $3.75
Extra Services & Fees (check box, add fee as appropriate) $3.05
- ☐ Return Receipt (hardcopy) $0.00
- ☐ Return Receipt (electronic) $0.00
- ☐ Certified Mail Restricted Delivery $0.00
- ☐ Adult Signature Required $0.00
- ☐ Adult Signature Restricted Delivery $

Postage $0.58
Total Postage and Fees $7.38

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Postmark Here
OCT 18 2021
GLENDALE CO 80246
10/18/2021

Sent To
Street and Apt. No., or PO Box No.
City, State, ZIP+4®

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 0090 0000 3277 7457

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Denver CO 80202

OFFICIAL USE

Certified Mail Fee $3.75
Extra Services & Fees (check box, add fee as appropriate) $3.05
- ☑ Return Receipt (hardcopy) $0.00
- ☐ Return Receipt (electronic) $0.00
- ☐ Certified Mail Restricted Delivery $0.00
- ☐ Adult Signature Required $0.00
- ☐ Adult Signature Restricted Delivery $

Postage $0.58
Total Postage and Fees $7.38

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Postmark Here
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PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

UNITED STATES POSTAL SERVICE.

GLENDALE
945 S BIRCH ST
DENVER, CO 80246-9998
(800)275-8777

10/18/2021 11:59 AM

Product	Qty	Unit Price	Price
US Flag Bklt/20	1	$11.60	$11.60
Priority Mail® 2-Day Flat Rate Env	1		$8.70
Longmont, CO 80501			
Flat Rate			
Expected Delivery Date Thu 10/21/2021			
Tracking #: 9505 5126 9022 1291 8274 99			
Insurance			$0.00
Up to $50.00 included			
Total			$8.70
First-Class Mail® Letter	1		$0.58
Denver, CO 80202			
Weight: 0 lb 0.60 oz			
Estimated Delivery Date Wed 10/20/2021			
Certified Mail®			$3.75
Tracking #: 70200090000032777457			
Return Receipt			$3.05
Tracking #: 9590 9402 6230 0265 7000 89			
Total			$7.38
First-Class Mail® Letter	1		$0.58
Englewood, CO 80111			
Weight: 0 lb 0.60 oz			
Estimated Delivery Date Wed 10/20/2021			
Certified Mail®			$3.75
Tracking #: 70200090000032777464			
Return Receipt			$3.05
Tracking #: 9590 9402 6230 0265 7001 33			
Total			$7.38
First-Class Mail® Letter	1		$0.58
Denver, CO 80202			
Weight: 0 lb 0.60 oz			
Estimated Delivery Date Wed 10/20/2021			
Certified Mail®			$3.75
Tracking #: 70200090000032777471			
Return Receipt			$3.05
Tracking #: 9590 9402 6230 0265 7001 26			
Total			$7.38

Grand Total: $42.44

Credit Card Remitted $42.44
Card Name: VISA

Addresses for mineral rights notifications

October 18, 2021

Notice of Public Hearing

Longmont Planning & Zoning Commission Public Hearing

Zlaten Commercial / 7-11 Fueling Station Rezone, Preliminary Plat & Overall PUD Plan

This Notice is Being Provided to the following Mineral Estate Owners Associated with this Property in Accordance with Colorado Revised Statutes C.R.S. 24-65.5-103:

Extraction Oil & Gas, LLC
370 17th Street, Suite #5300
Denver, CO 80202

Swan Exploration, LLC
8100 E. Maplewood Ave., Suite #240
Greenwood Village, CO 801111

Noble Energy, Inc.
Attn: Wattenberg Land Development
1625 Broadway, Suite #2000
Denver, CO 80202

Date/Time: November 17, 2021 at 7:00 p.m. –Remote Meeting (See Below)

Proposal/Background: An application has been submitted to rezone the 11.5-acre property at the northeast corner of Hwy 119 and Zlaten Drive from Nonresidential – Primary Employment to PUD (Planned Unit Development). An accompanying preliminary subdivision plat and Overall PUD Plan would create a 2.3–acre lot for the development of a 7-11 gas station and convenience store with a 2,000 square-foot sit-down restaurant. The subdivision plat also proposes to dedicate 4.7-acres to the City of Longmont for greenway dedication, 0.40-acres to the City of Longmont for right-of-way on Zlaten Drive, and 0.41-arces to the City of Longmont for future right-of-way dedication along Zlaten Drive. The subdivision proposes the remaining 3.75-acres to be utilized as an open space outlot.

Location: Northeast corner of Hwy 119 & Zlaten Drive (east of McLane Western; north of Walmart Supercenter/Sandstone Ranch Park)- **Legal Description: Parcel 3, Hwy 119 Holdings Conveyance Plat, Located in the Southeast ¼ of Section 6, Township 2 North, Range 68 West of the 6th P.M., City of Longmont, County of Weld, State of Colorado.**

Applicant: UP Zlaten Retail, LLC

How to Participate: Any person having an interest in the above proceeding is invited to submit written comments to the staff person listed below either via email or US Mail. Any comments received prior to 5:00 PM on November 17th will be forwarded to the Planning & Zoning Commission.

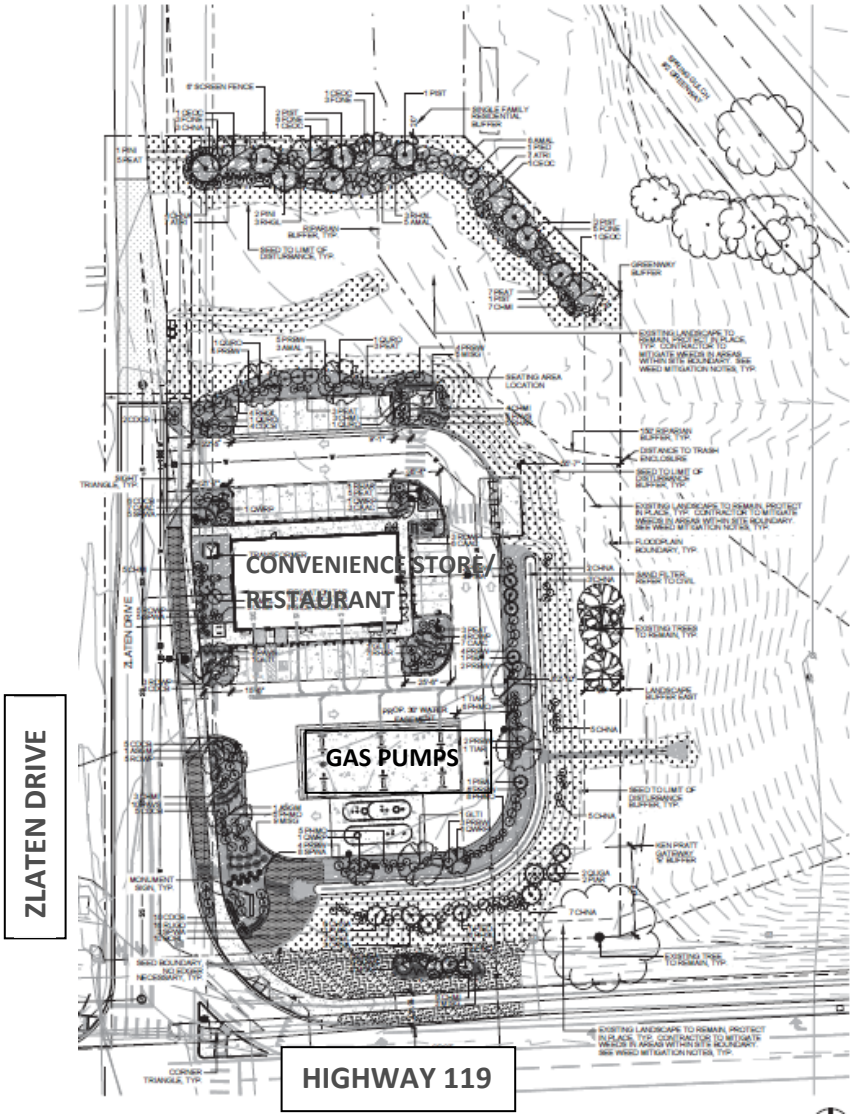
Due to the Covid-19 situation, the meeting will be livestreamed. In order to protect residents, staff, and elected officials due to the novel COVID-19 virus, Longmont residents are urged to view the public hearing and provide public comment from the comfort and safety of their homes by watching the meeting via livestream on the City of Longmont's YouTube page and calling in to provide public comment. Information will be displayed and announced during the live meeting directing the public on how and when to call in to the meeting.

Information on this hearing item, including the staff report, plans and drawings, or how to livestream the public hearing and how to provide public comment either via email or phone call-in can be found on the City's webpage at: https://www.longmontcolorado.gov/departments/agendas-and-minutes/agenda-management-portal. A copy of the staff report and the project plans can be obtained from this website after November 11th.

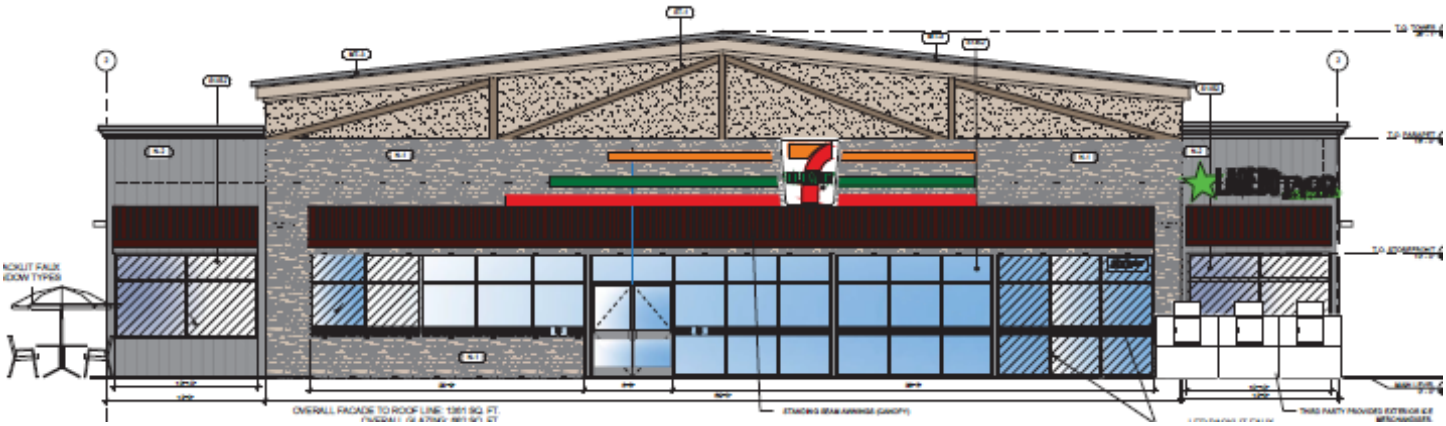
City Planning Staff Contact: Ava Pecherzewski, Principal Planner

ava.pecherzewski@longmontcolorado.gov or (303) 651-8735

PROPOSED SITE PLAN



PROPOSED ARCHITECTURAL ELEVATIONS



CITY OF LONGMONT | Planning Division

Certificate of Property Posting

I, Ava Pecherzewski, certify that 2 sign(s) was/were posted pursuant to the provisions of the City of Longmont Land Development Code, for the application identified as

Zlaten Commercial/7-11 Fueling Station Rezoning, Preliminary Plat & Overall PUD

Project Name

for a

_____Neighborhood Meeting

_____Notice of Application

X Planning and Zoning Commission Public Hearing to be held on Nov 27, 2021

_____City Council Public Hearing to be held on _____

On the subject property located at

Northeast corner of State Hwy 119 and Zlaten Drive

Site Address or Location Description

Attach photo(s) of posting on second page below (use additional pages if necessary):

HIGHWAY 119 FRONTAGE

HIGHWAY 119 FRONTAGE - CLOSE UP

ZLATEN DRIVE FRONTAGE

ZLATEN DRIVE FRONTAGE - CLOSE UP

I certify that the foregoing information is true and correct.

Ava Pecherzewski

Signature

11-1-2021

Date

CERTIFICATE OF MAILING

I, _____Ava Pecherzewski_____, certify that
Please Print Name

Letters of notification were mailed in accordance with Section 15.02 of the City of Longmont

Land Development Code for a

_____Neighborhood Meeting

___X___Notice of Application

_____Planning and Zoning Commission Public Hearing to be held on _____

_____City Council Public Hearing to be held on _____

for the application identified as
Zlaten Commercial Center – 7-11 Fueling Station Rezone, Preliminary Plat & Preliminary PUD Plan
Project Name

On the subject property located at
Northeast corner of Hwy 119 & Zlaten Drive
Site Address or Location Description

The letter was sent on: September 21, 2020

A copy of the letter and list of recipients is attached.

I certify that the foregoing information is true and correct.

_____Ava Pecherzewski_____ September 21, 2020
Signature *Date*

City of Longmont Planning and Development Services, 385 Kimbark Street, Longmont, CO 80501, telephone 303-651-8330, fax 303-651-8696, email: Longmont.planning@longmontcolorado.gov website: http://www.longmontcolorado.gov

Planning and Development Services
Development Services Center
Longmont, CO 80501
(303) 651-8330 | Fax# (303) 651-8896
Email: *longmont.planning@longmontcolorado.gov*
Website: http://longmontcolorado.gov/

Notice of Application

Date: September 21, 2020

Dear Property Owner:

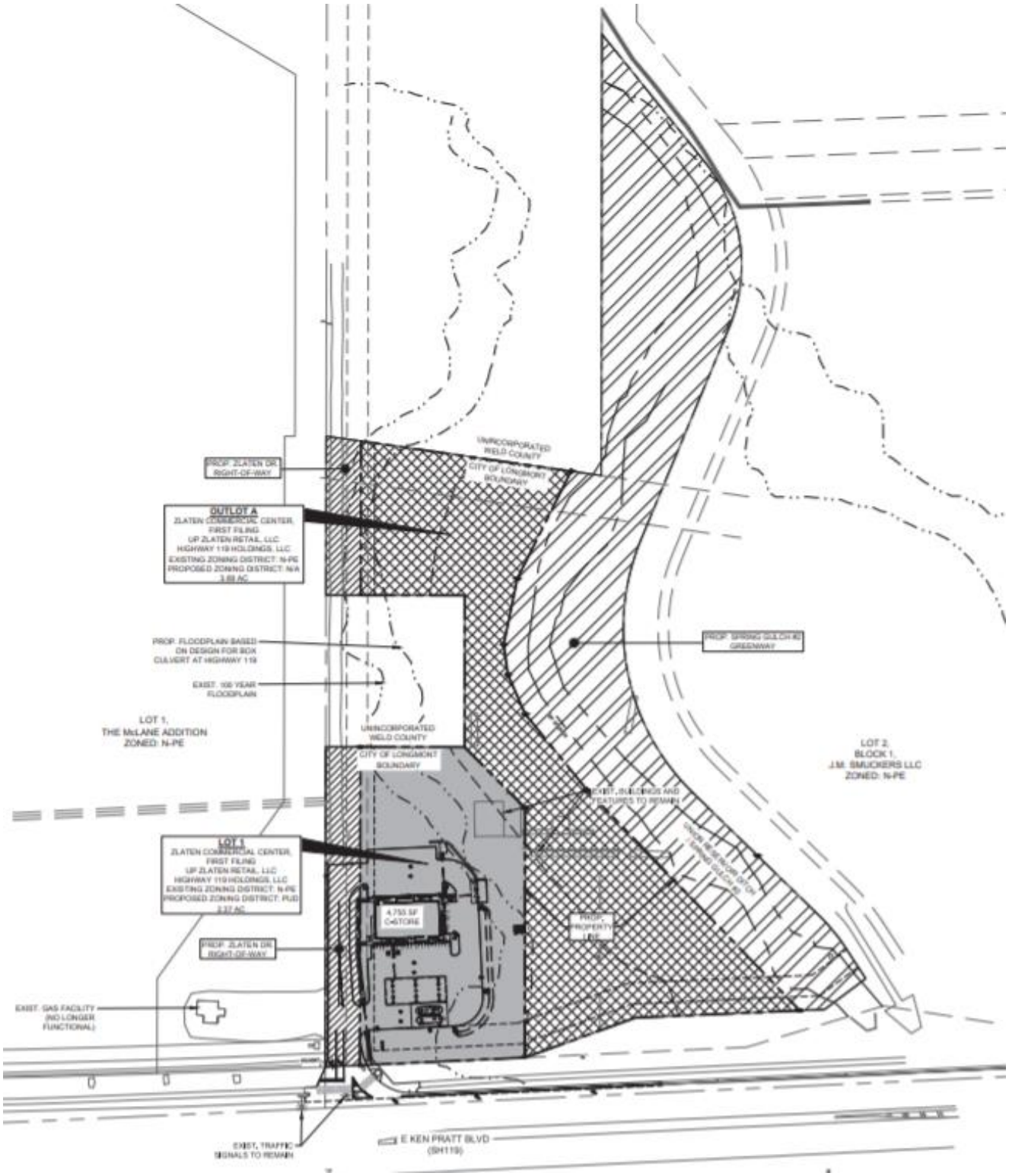
The Planning Division has received and initiated review of the following application. You are receiving this notification because you are a property owner within a 1,000-foot radius of the subject property. Public hearings before the Planning and Zoning Commission and City Council will be held at dates to be determined.

Project:	Zlaten Commercial Center / 7-11 Fueling Station Rezoning, Preliminary Subdivision Plat and Overall PUD (Planned Unit Development) Plan
Proposal:	An application has been filed requesting a rezoning of the property from N-PE to PUD to allow for a gas station use on the property. In conjunction with the rezone application, a preliminary subdivision plat has been submitted to subdivide the 11-acre parcel into three lots, of which one 2.37-acre lot will be developable and the remaining 8.63-acres will platted as open space outlots. A Preliminary PUD Plan has been submitted for development of a gas station and 4,755 square-foot 7-Eleven convenience store and restaurant. See back side for overall site plan.
Location:	The property is located at the northeast corner of Highway 119 and Zlaten Drive.
Area:	11 acres
Existing Use:	Undeveloped Property
Zoning:	N-PE (Non-Residential Primary Employment)
Property Owner:	Highway 119 Holdings, LLC
Applicant:	United Properties
Applicant Contact:	Charlie Oropallo
Address:	501 S Cherry St Suite 300 Glendale, CO 80246
Phone:	(856) 906-2932
Email:	charlie.oropallo@ees.us.com
City Staff Planner:	Ava Pecherzewski
Phone:	(303) 651-8735
Email:	ava.pecherzewski@longmontcolorado.gov

Any person having an interest in the above application may call or email the Planning Division for more information.

Comments received by October 2, 2020 will be included in the staff report to the applicant. Comments received after the above date will be forwarded to the applicant.

Project File Number: 3357-10, 11, 11a



WELD COUNTY COLORADO LAND RECORDS
AFFIDAVIT OF INTERESTED LAND OWNERS
SURFACE ESTATE

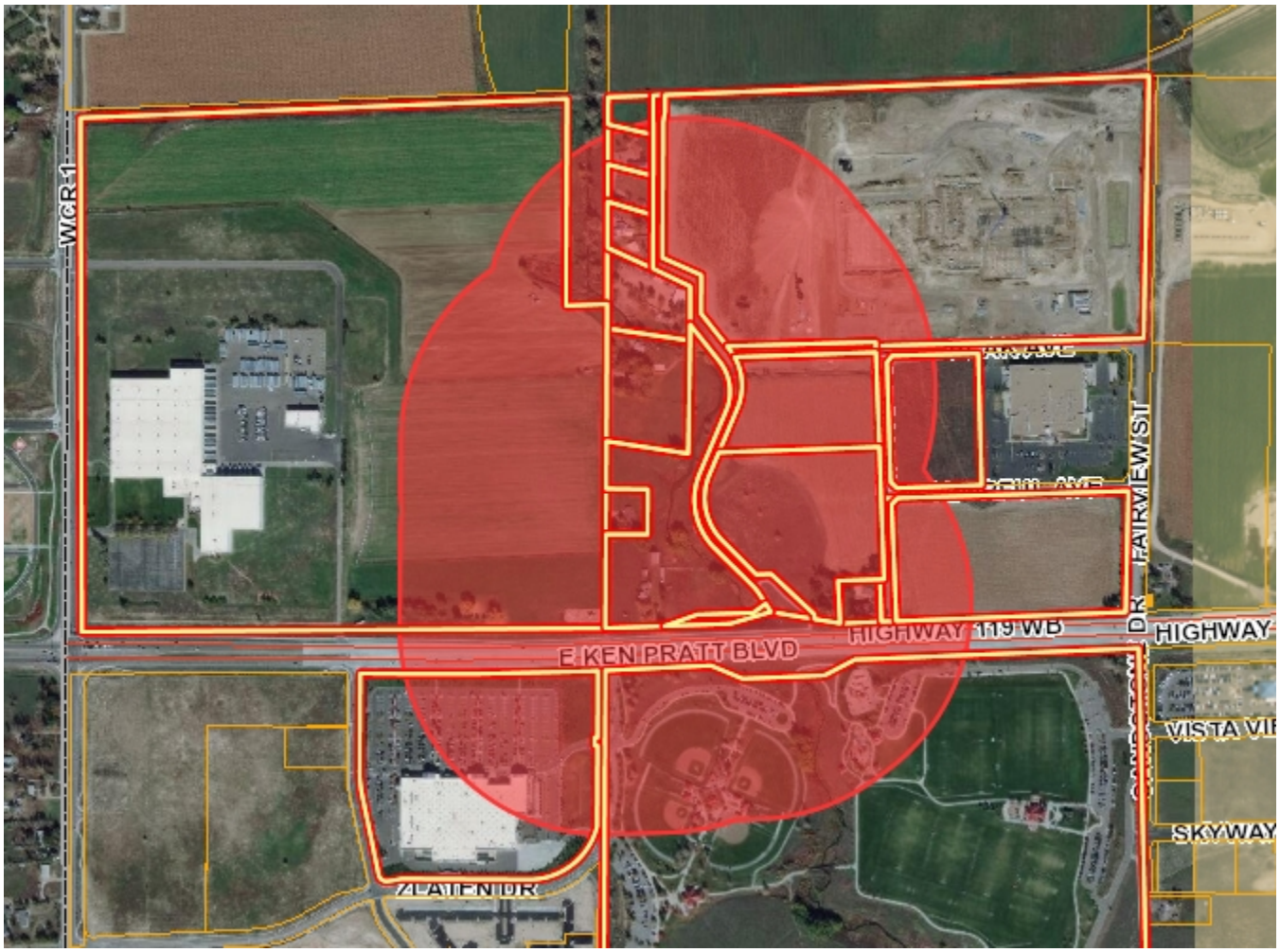
9/17/2020
10:14:12 AM

THE UNDERSIGNED, States that to the best of his or her knowledge the attached list is a true and accurate list of the names, addresses, and the corresponding Parcel Identification Number assigned by the Weld County Assessor of the owners of the property (the surface estate) within 500 feet of the property being considered. This list was compiled utilizing the records of the Weld County Assessor available on the Weld County Internet Mapping site, http://www.co.weld.co.us, and has not been modified from the original. The list compiled for the records of the Weld County Assessor was assembled within thirty days of the applications submission date.

_____
Signature

_____
Date

Property Owners Within 1000 Feet of Parcel # 131306402003



WELD COUNTY COLORADO LAND RECORDS
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_____
Signature

_____
Date

Property Owners Within 1000 Feet of Parcel # 131306402003

Account	Parcel	Owner	Mailing Address
R5580986	131306000013	ROBLES HIDALIA	
R5580986	131306000013	ROBLES GREGORIO	1908 MEADOW VALE RD LONGMONT, CO 805046225
R5581086	131306000014	CERAME MARGARET M	, ,
R5581086	131306000014	HAGEN JEFFREY A	509 STATE HIGHWAY 119 LONGMONT, CO 805049579
R5581186	131306000015	BOLEN RICHARD H LIVING TRUST	2500 E KEN PRATT BLVD LONGMONT, CO 805045218
R5581286	131306000016	745 HIGHWAY 119 LLC	17701 COWAN STE 400 IRVINE, CA 926146057
R5582086	131306000036	DEZELL MARY K	517 STATE HIGHWAY 119 LONGMONT, CO 805049579
R5582186	131306000037	DEZELL MARY	517 STATE HIGHWAY 119 LONGMONT, CO 805049579
R5582286	131306000038	DEZELL MARY K	517 STATE HIGHWAY 119 LONGMONT, CO 805049579

Parcels: 21 Owner Records: 23

WELD COUNTY COLORADO LAND RECORDS
AFFIDAVIT OF INTERESTED LAND OWNERS
SURFACE ESTATE

9/17/2020
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Signature

Date

Property Owners Within 1000 Feet of Parcel # 131306402003

Account	Parcel	Owner	Mailing Address
R0053991	131306000050	MC LANE WESTERN INC	PO BOX 6115 TEMPLE, TX 765036115
R1278997	131306000057	LIFEBRIDGE CHRISTIAN CHURCH	10345 UTE HWY LONGMONT, CO 805049737
R6917098	131306401002	SANDSTONE ZLATEN LLC	8755 PORTICO LN LONGMONT, CO 805039396
R8949315	131306401007	LONGMONT CITY OF	350 KIMBARK ST LONGMONT, CO 805015500
R8949316	131306401008	HIGHWAY 119 HOLDINGS LLC	17701 COWAN STE 400 IRVINE, CA 926146057
R6784577	131306402002	LONGMONT CITY OF	350 KIMBARK ST LONGMONT, CO 805015500
R6784578	131306402003	HIGHWAY 119 HOLDINGS LLC	17701 COWAN STE 400 IRVINE, CA 926146057
R6784579	131306402004	LONGMONT CITY OF	350 KIMBARK ST LONGMONT, CO 805015500
R8950657	131306403001	JM SMUCKER LLC	1 STRAWBERRY LN ORRVILLE, OH 446671241

Parcels: 21 Owner Records: 23

WELD COUNTY COLORADO LAND RECORDS
AFFIDAVIT OF INTERESTED LAND OWNERS
SURFACE ESTATE

9/17/2020
10:14:12 AM

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Signature

Date

Property Owners Within 1000 Feet of Parcel # 131306402003

Account	Parcel	Owner	Mailing Address
R8950659	131306403003	LONGMONT CITY OF	1100 S SHERMAN STREET LONGMONT, CO 80501
R8961786	131306404001	12 GUAGE PROPERTIES LLC	502 WEAVER PARK RD UNIT A LONGMONT, CO 805016017
R8961787	131306404002	LONGMONT CLIMBING COLLECTIVE LLC	33 S PRATT PKWY STE 300 LONGMONT, CO 805015866
R7336898	131307100058	LONGMONT CITY OF	350 KIMBARK ST LONGMONT, CO 805015500
R6778649	131307203001	WAL-MART STORES INC	PO BOX 8050 BENTONVILLE, AR 727128055

CERTIFICATE OF PROPERTY POSTING

I, _____Ava Pecherzewski_____, certify that
Please Print Name

_____1_____sign was posted pursuant to the provisions of the City of

Longmont Land Development Code, for the application identified as

Zlaten Commercial Center/7-11 Fueling Station Rezone, Preliminary Plat & PUD Plan
Project Name

for a

___X___Notice of Application

On the subject property located at

___Northeast corner of Hwy 119 & Zlaten Drive_____
Site Address or Location Description

Attach photos of posting:

I certify that the foregoing information is true and correct.

___Ava Pecherzewski_____ September 23, 2020
Signature *Date*

CITY OF LONGMONT | Planning Division

CERTIFICATE OF MAILING

I, CHARLIE ORORATO, certify that Letters of notification were
Please Print Name

mailed in accordance with Section 15.02 of the City of Longmont Land Development Code for a:

__X__ Neighborhood Meeting

_____ Notice of Application

_____ Planning and Zoning Commission Public Hearing to be held on _____

_____ City Council Public Hearing to be held on _____

for the application identified as

7-11 Fueling Station & Convenience Store: Rezoning, Overall PUD Development Plan, Final Plat, Final PUD Site Plan, and Public Improvement Plans
Project Name

On the subject property located at

Northeast Corner of Highway 119 and Zlaten Dr.
Site Address or Location Description

The letter was sent on: 7/14/20
Date of Mailing

A copy of the letter and list of recipients is attached.

I certify that the foregoing information is true and correct.

Signature	CHARLIE ORORATO *Printed Name*	7/14/20 *Date*

WESTMINSTER
3051 W 105TH AVE
WESTMINSTER, CO 80031-9998
079576-0350
(800)275-8777
07/14/2020 03:53 PM

Product	Qty	Unit Price	Price
Garden Corsage	30	$0.70	$21.00

Total: $21.00

Credit Card Remitd $21.00
Card Name:MasterCard
Account #:XXXXXXXXXXXX8181
Approval #:87227P
Transaction #:076
AID:A0000000041010
AL:Mastercard Chip
PIN:Not Required Mastercard

In a hurry? Self-service kiosks offer quick and easy check-out. Any Retail Associate can show you how.

Preview your Mail
Track your Packages
Sign up for FREE @
www.informeddelivery.com

All sales final on stamps and postage.
Refunds for guaranteed services only

CITY OF LONGMONT | Planning Division

July 15, 2020

Notice of Neighborhood Meeting

If you need interpretation, accommodations, or other special assistance in order to participate in a meeting, please contact the Planning Division at 303-651-8330 or longmont.planning@longmontcolorado.gov, at least 48 hours prior to the meeting to make arrangements.

Si necesita interpretación , servicios especiales u otra asistencia adicional para participar en alguna reunión, comuníquese con 48 horas de anticipación al Departamento de Planificación Urbana al 303-651-8330 o escríbanos a longmont.planning@longmontcolorado.gov, para así hacer los pertinentes arreglos.

7-11 Fueling Station and Convenience Store

Proposal: A rezoning, overall PUD development plan, final subdivision plat, final PUD site plan and public improvement plans for a 7-Eleven/Laredo Taco restaurant and convenience store concept with fueling.

Project Location: Northeast corner of Highway 119 and Zlaten Dr.

When: July 30, 2020 at 6 pm

Where: This neighborhood meeting is being held remotely. Watch the meeting livestream at:

https://bit.ly/LongmontYoutubeLive

Questions and comments will be taken during the meeting. Anyone wishing to speak during the meeting will need to watch the livestream of the meeting for instructions about how to call in to participate at the appropriate times. Instructions will be given during the meeting and displayed on the screen when it is time to call in to provide comments or ask questions. Speakers will be asked to state their name and address for the record prior to proceeding with their comments. (Please remember to mute the livestream when you are called upon to speak.)

If you want to provide comments or questions prior to the meeting, please send those to the Planning Division: longmont.planning@longmontcolorado.gov.

Property Owner: Highway 119 Holdings LLC

Applicant: Alicia Rhymer, United Properties

Background: This property was part of the Concepts Direct annexation in 1996; when it was annexed, it was zoned Business Light Industrial (BLI). When the City updated the Land Development Code in 2018 and created new zoning districts, this property was zoned Nonresidential Primary Employment (N-PE). Currently vehicle-fueling stations are not allowed in the N-PE district. In order to accommodate this proposed use, a rezoning is required.

Future Meetings:

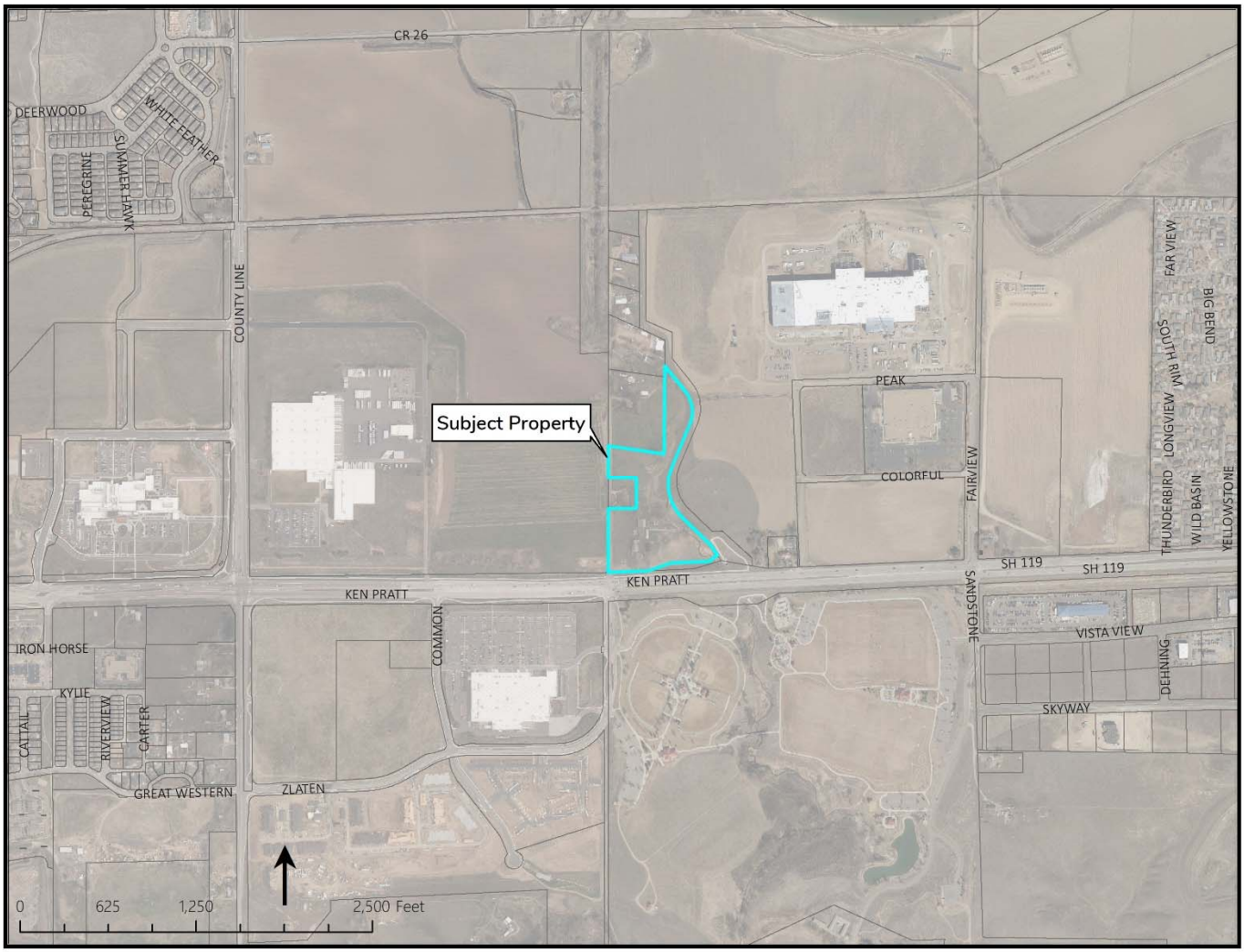
The City Council is the decision making body on rezoning applications. The Planning & Zoning Commission is the decision making body on PUD Overall Development Plan applications. If this project submits an application and goes through the full development review process, public hearings with the Planning and Zoning Commission and City Council will take place.

Additional notification of all public hearings before the Planning & Zoning Commission and City Council will be provided, as required by City regulations. If you have questions regarding the neighborhood meeting, the development review process, code requirements, or other specific items, please reach out to the contacts identified below.

Applicant Contact:
Alicia Rhymer
United Properties
720-898-5947
Alicia.Rhymer@uproperties.com

City Staff Contact:
Erin Fosdick, Principal Planner
City of Longmont, Planning Division
303-651-8336
erin.fosdick@longmontcolorado.gov

Project Map



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BY THE CITY

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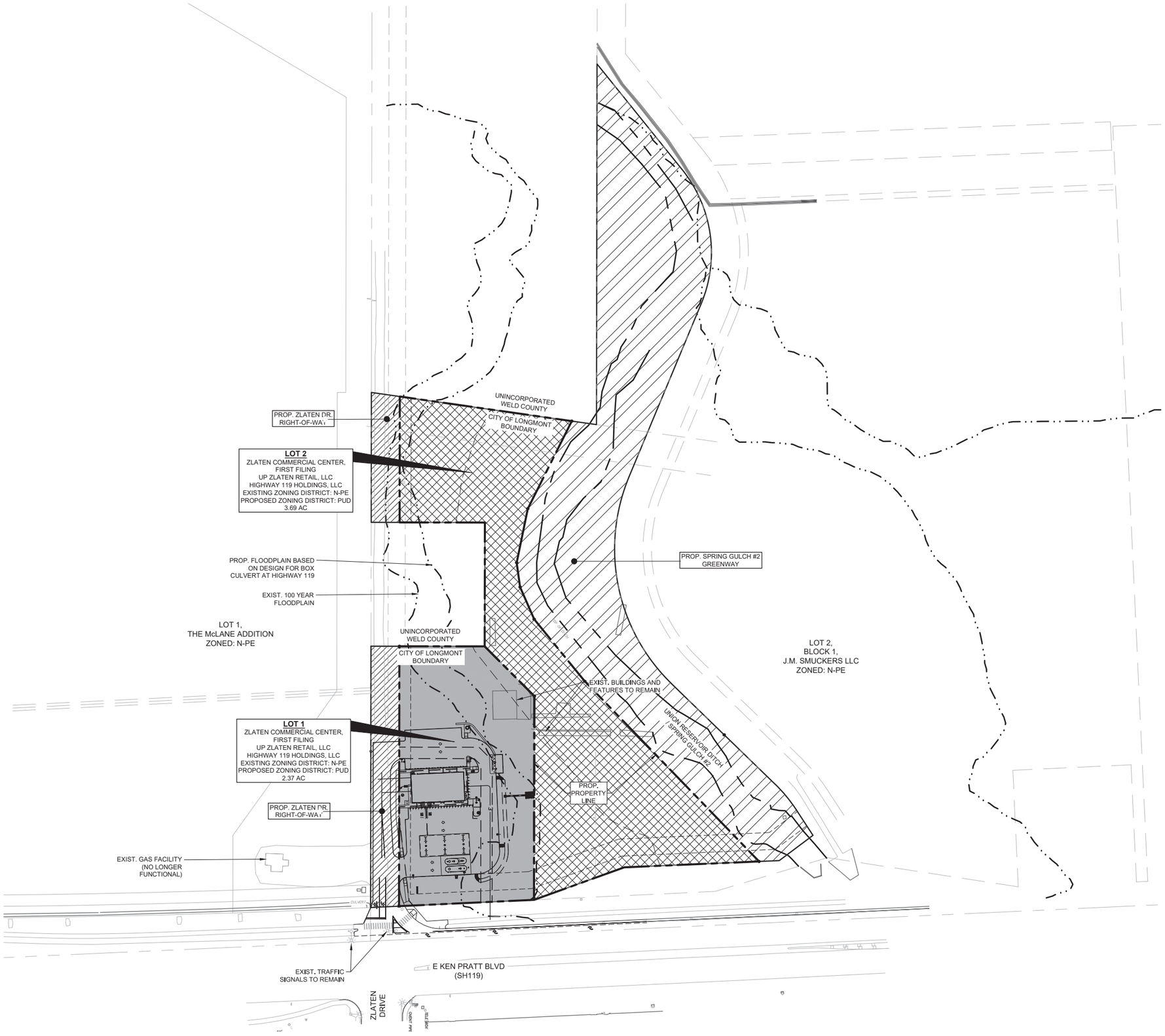
1 INCH = 80 FT.



OVERALL PLAN NOTES

1. EMERGENCY AND SERVICE TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
2. CARS/TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
3. HANDICAP PARKING AREAS PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED UNIFORM BUILDING CODE.
4. REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS SERVICE AREA DIMENSIONS AND ELEVATIONS.
5. MECHANICAL UNITS, DUMPSTERS AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE CITY OF LONGMONT ZONING ORDINANCE.
6. ALL SIGNAGE CONTINGENT UPON APPROVAL BY THE CITY OF LONGMONT.
7. ALL DIMENSIONS ARE MEASURED FROM FLOWLINE OF CURB UNLESS OTHERWISE NOTED.
8. ALL ACCESSIBLE RAMPS SHALL HAVE A MAXIMUM SLOPE OF 12:1.
9. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS AND PROPERTY BOUNDARY.

LEGEND

- PROPERTY LINE
- OFF-SITE PROPERTY LINE
- PROPOSED BUILDING
- PARKING COUNT
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF ASPHALT
- PROPOSED 6" CURB AND GUTTER
- PROPOSED SITE LIGHTING
- EXISTING/PROPOSED FIRE HYDRANT
- EXISTING STM & SAN. MANHOLES
- PROPOSED STORM OUTLET STRUCTURE
- PROPOSED DEVELOPMENT AREA
- PROPOSED ZLATEN RIGHT-OR-WAY TO BE DEDICATED (LOTS 1 AND 2)
- PROPOSED SPRING GULCH #2 GREENWAY TO BE DEDICATED (LOT 2)
- EXISTING UNDISTURBED PROPERTY AREA TO REMAIN

REFER TO SHEET PUD-3 FOR LOT 1 DEVELOPMENT AREA

No.	REVISION	BY	DATE

PRELIMINARY NOT FOR CONSTRUCTION

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

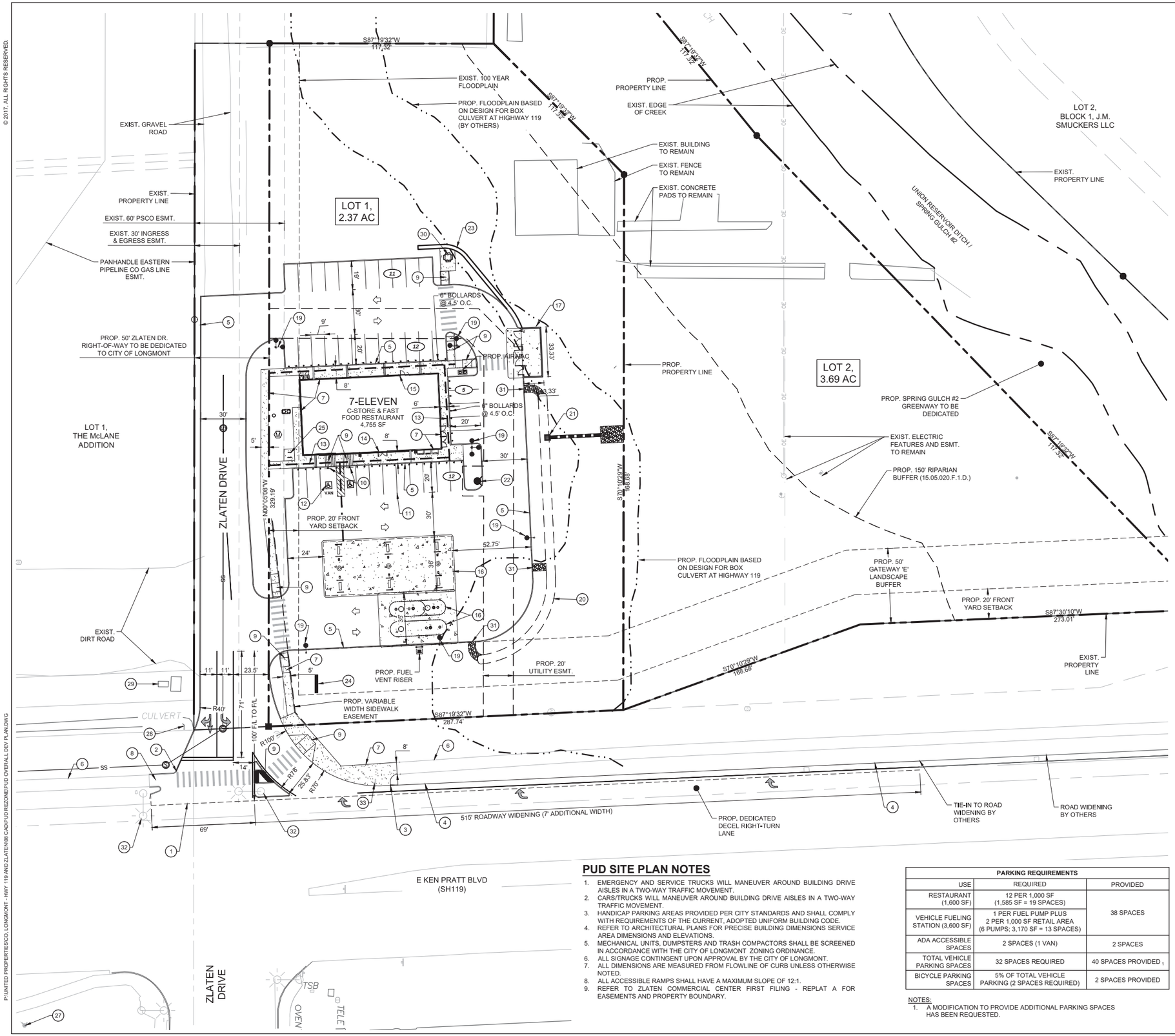
PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

OVERALL DEVELOPMENT PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/06/2020

PUD-2

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\B CAD\PUD REZONE\PUD OVERALL DEV PLAN.DWG



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NOT REVIEWED BY THE CITY

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0 30 60
1 INCH = 30 FT.

SITE PLAN SCHEDULE

1. EXISTING CONCRETE ACCESS. MATCH PROPOSED ROADWAY AT EDGE OF SAW CUT.
2. MATCH EXISTING CURB. PROVIDE AN EXPANSION JOINT AT THE INTERFACE WITH THE EXISTING.
3. PROPOSED CURB TAPER TO PROPOSED EDGE OF CONCRETE.
4. PROPOSED EDGE OF CONCRETE AND ROAD WIDENING.
5. PROPOSED STANDARD 6" VERTICAL CURB PER CITY OF LONGMONT DETAIL NO. 200-07
6. EXISTING CONCRETE WALK TO REMAIN.
7. PROPOSED CONCRETE WALK.
8. EXISTING ADA RAMP TO REMAIN.
9. PROPOSED ADA RAMP.
10. PROPOSED ADA PARKING SIGN.
11. PROPOSED PAINT 4" SOLID WHITE PARKING PARKING STRIPE (TYP).
12. PROPOSED PAINT HC PARKING SYMBOL.
13. PEDESTRIAN ADA ROUTE.
14. FACILITY MAIN PUBLIC ENTRY.
15. SECONDARY BUILDING ENTRY.
16. PROPOSED 6 MPD STANDARD FUEL CANOPY
17. PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL PLAN FOR DETAILS AND SCREENING.
18. PROPOSED FUEL TANKS.
19. PROPOSED SITE LIGHTING. REFER TO PHOTOMETRIC PLANS FOR DETAILS.
20. PROPOSED WATER QUALITY SAND FILTER.
21. PROPOSED WATER QUALITY OUTLET STRUCTURE.
22. PROPOSED FIRE HYDRANT.
23. PROPOSED RETAINING WALL.
24. PROPOSED MONUMENT SIGN.
25. PROPOSED BIKE RACK. REFER TO DETAILS ON SHEET SP1.23.
26. PROPOSED MOUNTABLE CURB.
27. EXISTING FIRE HYDRANT TO REMAIN.
28. EXISTING PUBLIC DRAINAGE CULVERT TO REMAIN.
29. EXISTING UTILITY CABINETS TO REMAIN.
30. PROPOSED SEATING AREA. REFER TO LANDSCAPE PLAN FOR DETAILS.
31. PROPOSED 10' CURB CUTS TO WQ SAND FILTER.
32. EXISTING TRAFFIC SIGNAL TO REMAIN.
33. EXISTING TRAFFIC SIGN TO REMAIN.

LEGEND

- PROPERTY LINE
- OFF-SITE PROPERTY LINE
- FLOODPLAIN LINE
- PROPOSED BUILDING
- 9 — PARKING COUNT
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF ASPHALT
- PROPOSED 6" CURB AND GUTTER
- PROPOSED SITE LIGHTING
- EXISTING/PROPOSED FIRE HYDRANT
- PROPOSED CONCRETE WALK
- DENOTES TRAFFIC FLOW PATTERNS
- DENOTES ADA ROUTE
- D S — EXISTING STM & SAN. MANHOLES
- PROPOSED STORM OUTLET STRUCTURE

REFER TO SHEET PUD-2 FOR LOT 2 UNDISTURBED AREA

PUD SITE PLAN NOTES

1. EMERGENCY AND SERVICE TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
2. CARS/TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
3. HANDICAP PARKING AREAS PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED UNIFORM BUILDING CODE.
4. REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS SERVICE AREA DIMENSIONS AND ELEVATIONS.
5. MECHANICAL UNITS, DUMPSTERS AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE CITY OF LONGMONT ZONING ORDINANCE.
6. ALL SIGNAGE CONTINGENT UPON APPROVAL BY THE CITY OF LONGMONT.
7. ALL DIMENSIONS ARE MEASURED FROM FLOWLINE OF CURB UNLESS OTHERWISE NOTED.
8. ALL ACCESSIBLE RAMPS SHALL HAVE A MAXIMUM SLOPE OF 12:1.
9. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS AND PROPERTY BOUNDARY.

PARKING REQUIREMENTS

USE	REQUIRED	PROVIDED
RESTAURANT (1,600 SF)	12 PER 1,000 SF (1,585 SF = 19 SPACES)	38 SPACES
VEHICLE FUELING STATION (3,600 SF)	1 PER FUEL PUMP PLUS 2 PER 1,000 SF RETAIL AREA (6 PUMPS; 3,170 SF = 13 SPACES)	
ADA ACCESSIBLE SPACES	2 SPACES (1 VAN)	2 SPACES
TOTAL VEHICLE PARKING SPACES	32 SPACES REQUIRED	40 SPACES PROVIDED [1]
BICYCLE PARKING SPACES	5% OF TOTAL VEHICLE PARKING (2 SPACES REQUIRED)	2 SPACES PROVIDED

NOTES:
1. A MODIFICATION TO PROVIDE ADDITIONAL PARKING SPACES HAS BEEN REQUESTED.

No.	REVISION	BY	DATE

PRELIMINARY NOT FOR CONSTRUCTION

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees-us.com

UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

SITE DEVELOPMENT PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/06/2020

PUD-3

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\PUD REZONE\PUD OVERALL DEV PLAN.DWG

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NOT REVIEWED
BY THE CITY

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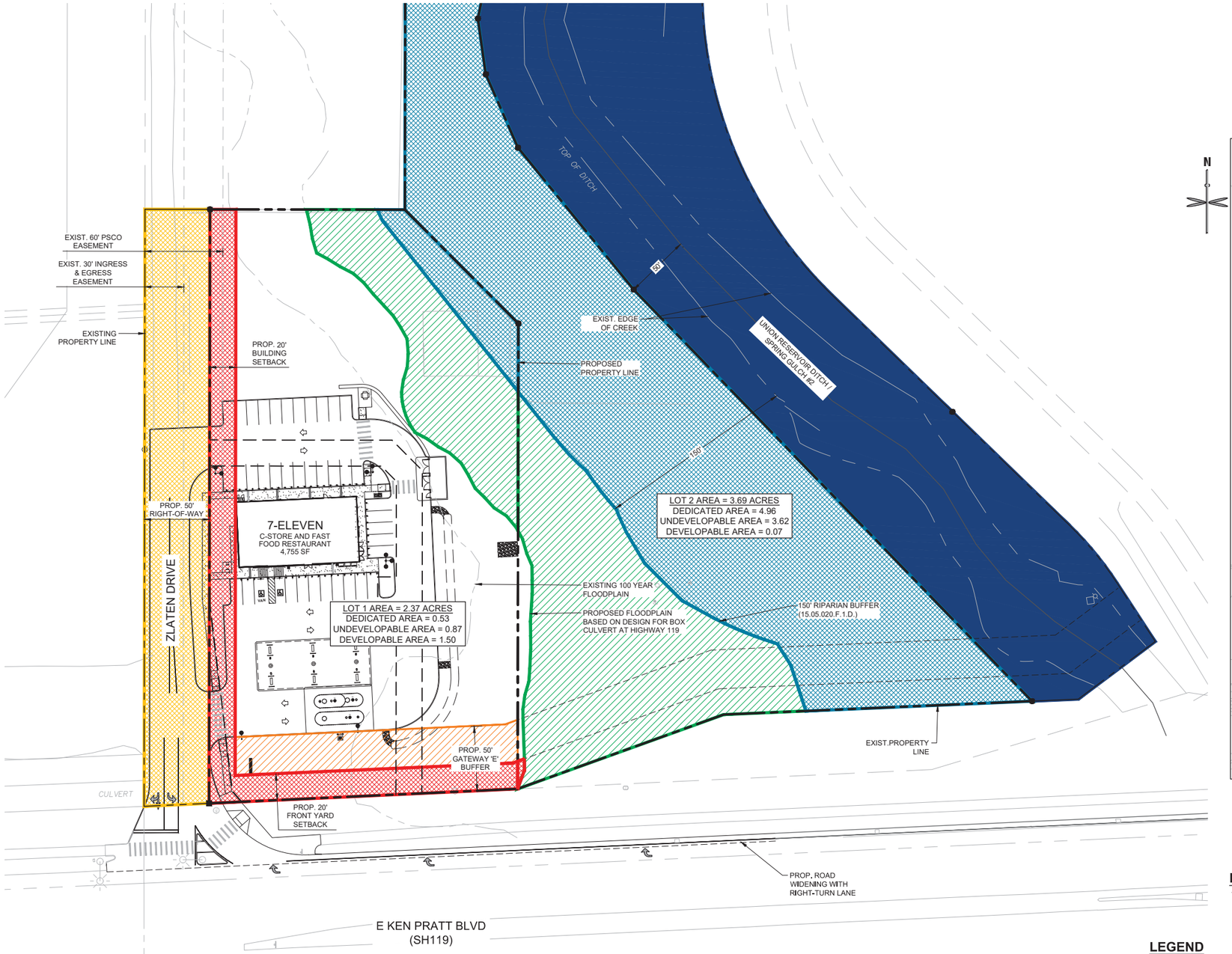
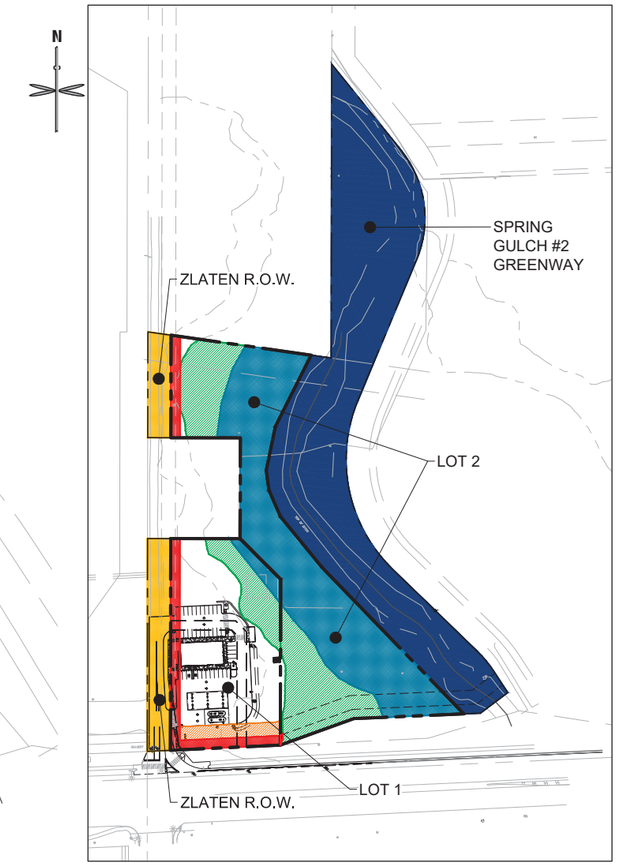
1 INCH = 40 FT.



DEVELOPABLE AREA

1"= 40'



OVERALL PROPERTY AREA

1"= 150'

EXHIBIT NOTES

1. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS AND PROPERTY BOUNDARY.

LEGEND

LOT 2	LOT 1	
0.26 AC (11,245 SF)	0.53 AC (22,917 SF)	PROPOSED 50' ZLATEN DRIVE RIGHT-OF-WAY TO BE DEDICATED
4.71 AC (205,023 SF)	0.00 AC (0 SF)	PROPOSED SPRING GULCH #2 GREENWAY TO BE DEDICATED
2.37 AC (103,407 SF)	0.09 AC (3,965 SF)	EXISTING RIPARIAN AREA (150' BUFFER FROM CREEK)
1.15 AC (50,019 SF)	0.32 AC (13,889 SF)	PROPOSED FLOODPLAIN AREA (PER CITY CULVERT IMPROVEMENTS)
0.10 AC (4,477 SF)	0.31 AC (13,536 SF)	PROPOSED 20' BUILDING SETBACK AREA
0.00 AC (0 SF)	0.15 AC (6,492 SF)	PROPOSED 50' GATEWAY 'E' LANDSCAPE BUFFER
TOTAL DEDICATED AREA = 4.96 AC	TOTAL DEDICATED AREA = 0.53 AC	
TOTAL UNDEVELOPABLE = 3.62 AC	TOTAL UNDEVELOPABLE = 0.87 AC	
TOTAL DEVELOPABLE = 0.07 AC	TOTAL DEVELOPABLE = 1.50 AC	

No.	REVISION	BY	DATE

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
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UNITED PROPERTIES

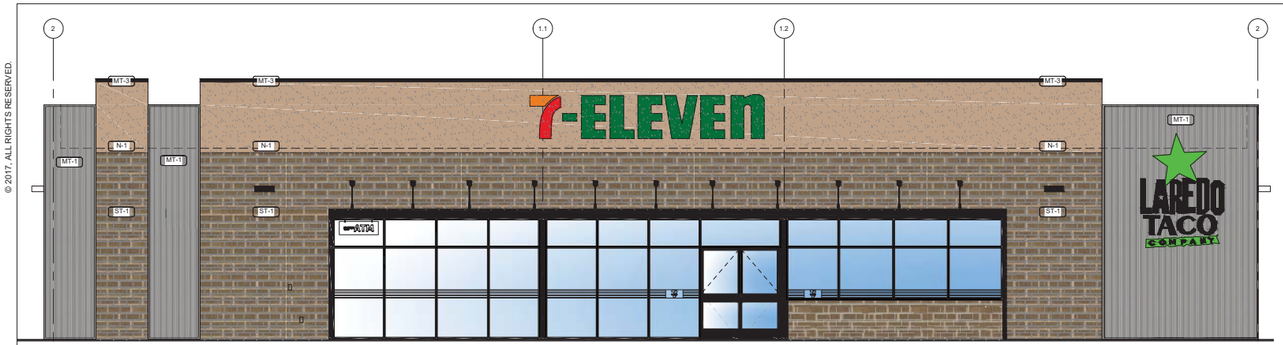
PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

DEVELOPABLE AREA EXHIBIT

PROJECT NO:	UPR011.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/XX/2020

EX-1

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\EXHIBITS\EX-04-DEVELOPABLE AREA EXHIBIT.DWG



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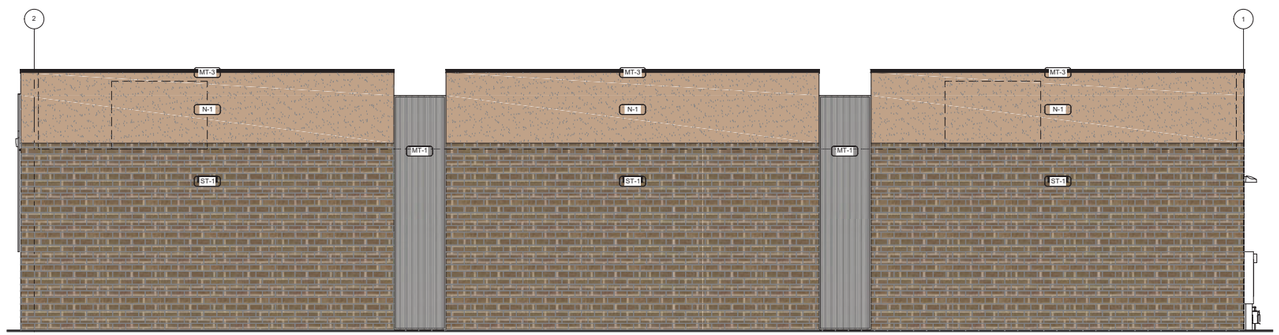

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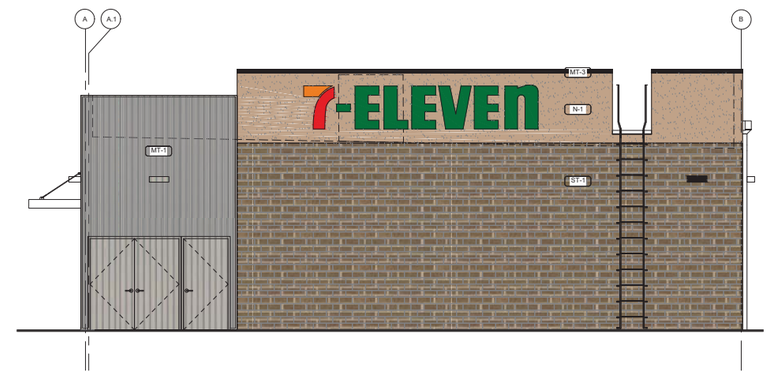

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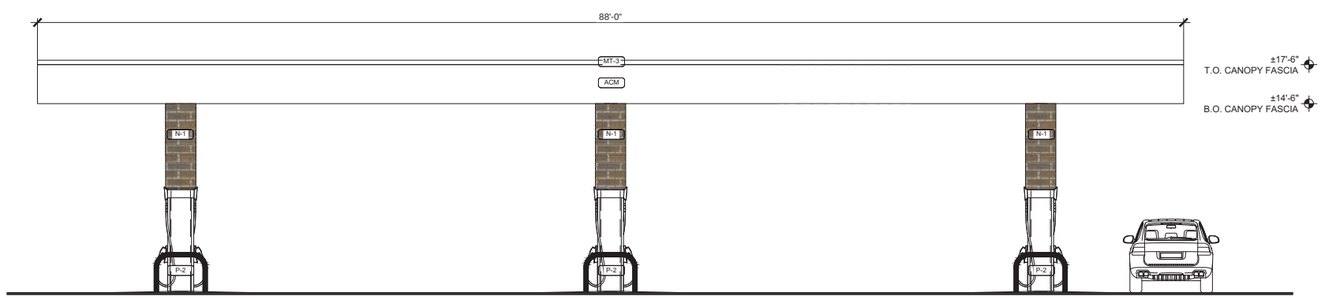

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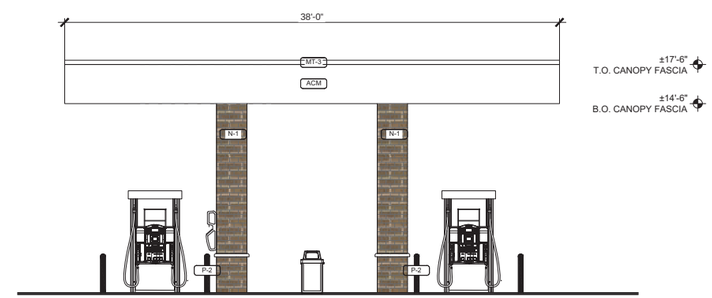

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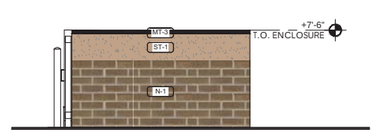
FRONT TRASH ENCLOSURE ELEVATION



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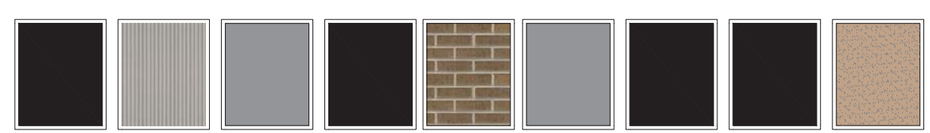

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PRE-FINISHED ALUMINUM CANOPY, COPING AND SIGNAGE BOX. PRE-CLAD DARK BRONZE	CORRUGATED METAL, PAC-CLAD SILVER	METAL CAP BRUSHED ALUMINUM SATIN FINISH	METAL CAP PAINT TO MATCH P-2/C-1 PRE-CLAD DARK BRONZE	FIBER CEMENT PANEL ACME BRICK VENEER MUSHROOM BROWN	PAINT TO MATCH MT-2 BRUSHED ALUMINUM SATIN FINISH	PAINT TO MATCH C-1	ALUMINUM STOREFRONT GLAZING TO MATCH C-1	DRYVIT SW 9173 SHIITAKE - TEXCOTE

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DRAFT
NOT REVIEWED BY THE CITY

No.	REVISION

PRELIMINARY NOT FOR CONSTRUCTION

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

BUILDING ELEVATIONS

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/16/2020

PUD-4

DRAFT
NOT REVIEWED
BY THE CITY

AERIAL RENDERING

STOREFRONT RENDERING

VIEW FROM CANOPY RENDERING

CANOPY RENDERING

No.	REVISION	BY	DATE

PRELIMINARY
NOT FOR
CONSTRUCTION

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

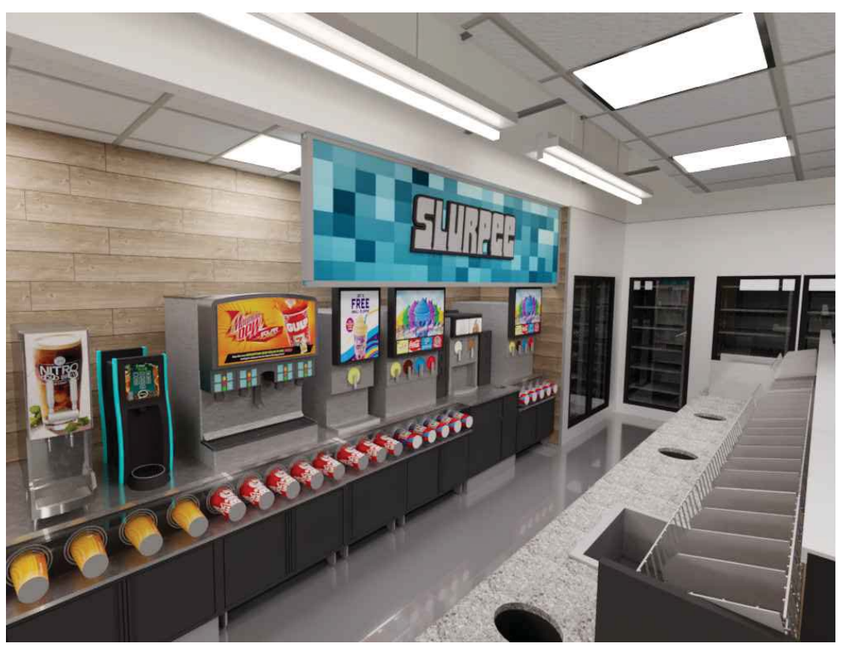
BUILDING EXTERIOR RENDERINGS

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/16/2020

PUD-5

DRAFT
NOT REVIEWED
BY THE CITY

BEVERAGE WALL RENDERING



BEVERAGE WALL RENDERING

LAREDO TACO RENDERING

No.	REVISION	BY	DATE

PRELIMINARY
NOT FOR
CONSTRUCTION

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

BUILDING INTERIOR RENDERINGS

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/16/2020

PUD-6

CITY OF LONGMONT | Planning Division

CERTIFICATE OF PROPERTY POSTING

I, Erin Fosdick, certify that 2 sign(s) were posted pursuant to
Please Print Name
the provisions of the City of Longmont Land Development Code, for the application identified as
7-11 Fueling Station and Convenience Store for a:
Project Name

X Neighborhood Meeting

_____ Notice of Application

_____ Planning and Zoning Commission Public Hearing to be held on _____

_____ City Council Public Hearing to be held on _____

On the subject property located at

Northeast corner of Highway 119 and Zlaten Dr.
Site Address or Location Description

Attach photos of posting:

Erin Fosdick I certify that the foregoing information is true and correct.

Erin Fosdick, 7/15/2020

Species and Habitat Conservation Plan for the Highway 119 and Zlaten Drive 7-Eleven Development Project, Weld County, Colorado

JANUARY 2021

PREPARED FOR

United Properties

PREPARED BY

SWCA Environmental Consultants

SPECIES AND HABITAT CONSERVATION PLAN FOR THE HIGHWAY 119 AND ZLATEN DRIVE 7-ELEVEN DEVELOPMENT PROJECT, WELD COUNTY, COLORADO

Prepared for

United Properties
1331 17th Street
Denver, Colorado 80202
Attn: Mona Douillard

Prepared by

SWCA Environmental Consultants
1063 West Horsetooth, Building B, Suite 200
Fort Collins, Colorado 80521
(970) 364-2632
www.swca.com

SWCA Project No. 61348

January 2021

CONTENTS

Appendices

Tables

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1 INTRODUCTION

SWCA Environmental Consultants (SWCA), on behalf of United Properties (United), conducted a biological resources desktop analysis and field survey for the proposed development of 2514 East Ken Pratt Boulevard (Parcel Number 1313064020) in Weld County, Colorado (project). Based on preliminary development plans submitted to the City of Longmont, the project would consist of the rezoning and a land use amendment of approximately 4.11 acres of the parcel to develop a 7-Eleven Fueling Station and Convenience Store (Figure A-1 in Appendix A). The project has been designed to meet the criteria outlined by the City of Longmont.

This plan has been prepared in accordance with Section 15.05.030.H of the Land Development Code for the City of Longmont regarding the requirements for a species and habitat conservation plan (SHCP). A SHCP for the project is required due to its proximity to the fringe wetlands associated with Union Reservoir Ditch and its evaluation as a wildlife corridor.

1.1 Site Description

The proposed project is located on the northeast corner of Highway 119 and Zlaten Drive and entirely within Section 6, Township 2 North, Range 68 West. The parcel was historically part of the Dickens Farm, however the residence and associated agricultural outbuildings have since become debilitated and are currently vacant.

Ecological communities associated with the study area are classified as Developed Low Intensity, Developed Medium Intensity, Grassland/Herbaceous, and Cultivated Crops according to the National Land Cover Database (Figure A-2 in Appendix A) (U.S. Geological Survey 2016).

Clint Hinebaugh (SWCA natural resource specialist) visited the project area on June 12, 2020 and conducted a pedestrian field survey for the 4.11-acre parcel plus a 200-foot buffer upstream of Union Reservoir Ditch (study area). The field survey did not include Union Reservoir Ditch 200 feet downstream of the study area because that portion of the ditch runs underneath Highway 119 for approximately 315 feet via an excavated concrete structure. This portion of the ditch is within Spring Gulch #2. Binoculars were used to survey for raptor nests within 0.5 mile of the study area (raptor survey area). Maps of the study and survey areas are provided in Appendix A.

2 SPECIES AND HABITAT CONSERVATION

The following sections relating to species and habitat conservation of the study area are summarized as required in Section 15.05.030.H of the Land Development Code.

2.1 Special Habitat Features and Movement Corridors

According to the City of Longmont *Wildlife Management Plan*, wildlife habitat in the study area has been classified as agricultural, non-habitat, and riparian (City of Longmont 2019). Additionally, the City has identified Union Reservoir Ditch as a Corridor Management Zone.

The western portion of the study area that is proposed for development consists entirely of non-native herbaceous uplands and provides limited suitable wildlife habitat. Union Reservoir Ditch borders the

eastern end of the study area. Although this riparian corridor lacks the shrubs and trees required for a structurally complex habitat that would be valuable to a diverse range of species, it likely provides suitable habitat for general wildlife in the area. The ability of the ditch to function as a movement corridor is prohibited during periods of high flow due to the large concrete structure under Highway 119. According to the City of Longmont average daily traffic counts, the highway recorded approximately 25,500 vehicles in a 24-hour mid-week period near this crossing location (City of Longmont 2016). This minimizes the likelihood that wildlife would cross over Highway 119. The current project design includes a 150-foot setback from the wetlands to the west; therefore, the proposed development should not affect the functioning of the Union Reservoir Ditch as a movement corridor.

2.2 Significant Native Trees and Other Native Vegetation

Although most of the vegetation on-site is associated with existing human disturbance, a few native tree and plant species were observed in small quantities. A list of the native species identified is included in Table 1, and the location of significant trees is illustrated in the maps in Appendix A. Based on the preliminary development plans, areas that contain native vegetation will be maintained and removal will not be required. Impacts are anticipated to 8 native significant trees (5 narrowleaf cottonwood (*Populus angustifolia*), and 3 blue spruce (*Picea pungens*)) mitigation likely will be required.

Table 1. Native Trees and Vegetation Observed within the Study Area

Common Name	Scientific Name	Growth Habit
Narrowleaf cottonwood	*Populus angustifolia*	Tree
Rocky Mountain juniper	*Juniperus scopulorum*	Tree/Shrub
Blue spruce	*Picea pungens*	Tree
Western wheatgrass	*Pascopyrum smithii*	Graminoid
Showy milkweed	*Asclepias speciose*	Forb
Reed canarygrass*	*Phalaris arundinacea*	Graminoid
Narrowleaf cattail*	*Typha angustifolia*	Forb/Herb
Common threesquare*	*Schoenoplectus pungens*	Graminoid
Asparagus*	*Asparagus acutifolius*	Forb
Baltic rush*	*Juncus arcticus balticus*	Graminoid

*Observed along Union Reservoir Ditch

2.3 Non-Native Vegetation and Noxious Weeds

Upland areas within the study area are dominated by smooth brome (*Bromus inermis*), a non-native species. Other non-native species observed during the field survey included prickly lettuce (*Lactuca serriola*), curly dock (*Rumex crispus*), and yellow sweetclover (*Melilotus indicus*), which provide limited ecological function (shading, wildlife forage, bank stabilization) within the study area.

Noxious weeds such as downy brome (*Bromus tectorum*), and Canada thistle (*Cirsium arvense*) are interspersed throughout the uplands. These species were not mapped due to the frequency of occurrences and limited population densities. Canada thistle is designated as a List B noxious weed in Colorado and require control/suppression in Weld County (Colorado Department of Agriculture 2018). A large population of musk thistle (*Carduus nutans*) was observed between the southern boundary of the study area and the Highway 119 right-of-way.

2.4 Wetland and Non-Wetland Waters

The biologist conducted an aquatic resources inventory that included the identification and delineation of aquatic features including wetlands and non-wetland waters that may be determined to be waters of the U.S. by the U.S. Army Corps of Engineers (USACE).

Under Section 404 of the Clean Water Act, wetlands are aquatic resources that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (USACE 1987). Non-wetland waters are generally identified and delineated by the presence of an ordinary high-water mark (OHWM), which is a line on the feature's shore or bank established by the fluctuations of water.

Detailed results from the field inventory are provided in the Aquatic Resources Inventory Report (SWCA 2020) (Appendix C). Based on preliminary development plans, no impacts to wetland or non-wetland waters are anticipated from proposed development. The wetland boundary is located approximately 297.69 feet east the proposed development and approximately 257.61 feet east of the proposed stormwater facility (if required). A summary of aquatic resources identified and delineated within the study area is provided in Table 2.

Table 2. Wetland and Non-Wetland Waters Delineated within the Study Area

Feature ID	Type	Size (acres)
Wetlands		
WL01	PEM1A	0.14
Non-Wetland Waters		
WB01 (Union Reservoir Ditch)	Irrigation Ditch	0.12

Note: No impacts to wetland or non-wetland waters are anticipated from the proposed development.

2.5 Sensitive and Specially Valued Wildlife Species

SWCA reviewed and analyzed the likelihood for federally listed and state-listed species to occur in the study area. The federally listed (USFWS 2019a, 2019b) and state-listed (CPW 2019a) species for Weld County and their potential to occur in the study area are listed in Table 3.

Table 3. Sensitive Species for Weld County and Their Potential to Occur

Common Name (Scientific Name)	Status*	Potential to Occur
Mammals		
Preble's meadow jumping mouse (*Zapus hudsonius preblei*)	FT, ST	Unlikely to occur. Within the species' overall range, however no suitable riparian habitat (willows, shrubs) was observed in the study area. According to the Longmont *Wildlife Management Plan*, trapping in lower reaches of Saint Vrain Creek and other streams in Longmont have not yielded captures of the species, possibly reflecting the habitat fragmentation and lateral confinement that occurred during the expansion of agriculture and subsequent urban/suburban development. The project has been designed in accordance with City of Longmont setback requirements from wetlands.
Black-tailed prairie dog (*Cynomys ludovicianus*)	SC	None. No prairie dog colonies were observed within or adjacent to the study Area.
Swift fox (*Vulpes velox*)	SC	None. Lack of suitable habitat. Outside of species' expected range.

Common Name (Scientific Name)	Status*	Potential to Occur
Birds		
Whooping crane (*Grus americana*)	FE, SE	None. Lack of suitable habitat. Outside of species' expected range.
Piping plover (*Charadrius melodus*)	FT, ST	None. Lack of suitable habitat. Very rare migrant in northern Colorado. No water depletions are proposed for the South Platte River.
Least tern (*Sterna antillarum*)	FE, SE	None. Lack of suitable habitat. Very rare visitor to northern Colorado. No water depletions are proposed for the South Platte River.
Mexican spotted owl (*Strix occidentalis lucida*)	FT, ST	None. Lack of suitable forested habitat.
Bald eagle (*Haliaeetus leucocephalus*)	SC, BGEPA	May occur. Closest known nest locations are along Saint Vrain Creek approximately 0.75 mile south of the study area. This species may occasionally fly over the study area, especially during the winter months.
Ferruginous hawk (*Buteo regalis*)	SC	May occur. Within species' expected range. Suitable grassland and agricultural habitat for foraging within and adjacent to the study area.
Burrowing owl (*Athene cunicularia*)	ST	None. Within the species' expected range. No prairie dog (*Cynomys* sp.) colonies that can provide suitable nesting habitat for burrowing owl were identified in the study area.
Mountain plover (*Charadrius montanus*)	SC	None. Within the species' expected range. No prairie dog colonies that can provide suitable foraging habitat for the species were identified in the study area.
Fish		
Pallid sturgeon (*Scaphirhynchus albus*)	FE	None. Lack of suitable habitat. No proposed water depletions in the South Platte River.
Plants		
Western prairie fringed orchid (*Platanthera praeclara*)	FT	None. Species not known to occur in Colorado. No proposed water depletions in the South Platte River.
Ute ladies'-tresses (*Spiranthes diluvialis*)	FT	None. Suitable habitat is not present within the survey area, and there are no known populations within Weld County, Colorado.

Source: USFWS (2019a).

* BGEPA = protected under the Bald and Golden Eagle Protection Act; FE = federally endangered; FT = federally threatened; SC = state special concern; SE = state endangered; ST = state threatened.

2.6 Migratory Birds and Raptors

The USFWS protects most avian species under the Migratory Bird Treaty Act (MBTA). The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale any migratory bird or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued by the USFWS.

Passerine bird species associated with agriculture and open lands include meadow lark (*Sturnella neglecta*), horned lark (*Eremophila alpestris*), mourning dove (*Zenaida macroura*), Eurasian collared dove (*Streptopelia decaocto*), sparrows, warblers, and others. No migratory bird nests were observed in the study area.

Raptor species known to nest in or near Weld County include bald eagle (*Haliaeetus leucocephalus*), golden eagle (*Aquila chrysaetos*), Cooper's hawk (*Accipiter cooperii*), Swainson's hawk (*Buteo swainsoni*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), great horned owl (*Bubo virginianus*), ferruginous hawk (*Buteo regalis*), and burrowing owl (*Athene cunicularia*) (Kingery 1998). The biologist used binoculars to check for potential raptor nests within 0.5 mile of the study area. One active red-tailed hawk nest (RN01) was identified in the raptor survey area; the location of RN01 is illustrated in Figure A-3 in Appendix A.

2.7 Construction Timing

Construction is proposed to occur in February 2021 and will be organized and timed in a way to minimize disturbance of important wildlife species occupying or using on-site and adjacent open spaces, especially during times of nesting or denning.

2.8 General Ecological Functions

The development site does not support significant areas of native vegetation. No impacts are anticipated within 150 feet of Union Reservoir Ditch; therefore, the site will maintain its general ecological function.

2.9 Prominent Views

In the foreground, prominent views of residential and agricultural development are present to the north and west while Union Reservoir Ditch and a City trail are present to the east. In the mid-ground, views of the Sandstone Ranch exist to the south and commercial development to the east and west. Longs Peak and other prominent features of the Front Range are visible in the background to the west. Photographs illustrating typical views documented on-site are provided in Appendix B.

2.10 Avoidance and Mitigation Measures

Based on preliminary development plans, significant trees will likely require removal and therefore will trigger additional mitigation. Information related to significant trees such as location, species, size, and condition or health will be included in the tree preservation plan that will be submitted to the City as part of the development application.

Fringe wetlands associated with Union Reservoir Ditch were identified and delineated within the study area. No impacts are anticipated to these features and all proposed buildings and parking areas have been designed to be setback at least 150 feet from the wetland boundary (Section 15.05.020 of the Land Development Code). No storage of construction materials, including fill or topsoil, will occur within the wetland setback. Additionally, development is not anticipated to inhibit or reduce the functionality of Union Reservoir Ditch as a wildlife movement corridor.

If construction is delayed and extends into nesting season for migratory birds (typically April 1–August 15), it is recommended that SWCA be consulted to help identify measures to avoid impacts to actively nesting species. Suitable raptor nesting habitat is present within and adjacent to the study area. During the June 2020 field survey, an active red-tailed hawk nest was identified approximately 542.95 feet from proposed development. Additional raptor nest surveys should be performed prior to surface-disturbing activities if construction occurs during the nesting season to determine if active nests are present. The project should adhere to the buffer zones and seasonal restrictions recommended by Colorado Parks and Wildlife (2020) that are listed below.

- Bald eagle: 0.50-mile buffer from December 1 through July 31
- Red-tailed hawk: 0.33-mile buffer from February 15 through July 15
- Swainson’s hawk: 0.25-mile buffer from April 1 through July 15

3 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the desktop analysis and field survey and the recommended mitigation measures, it is SWCA's professional opinion that no ecological resources will be adversely impacted by this project. The project would be constructed in a manner that is compatible with the City's habitat and species protection goals and would maintain the diversity of wildlife species, wildlife habitat, aquatic resources, and plant species associated with Union Reservoir Ditch.

Any changes to the currently proposed project implementation plan or schedule should be communicated to SWCA to re-evaluate the potential for impacts.

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APPENDIX A

Project Maps

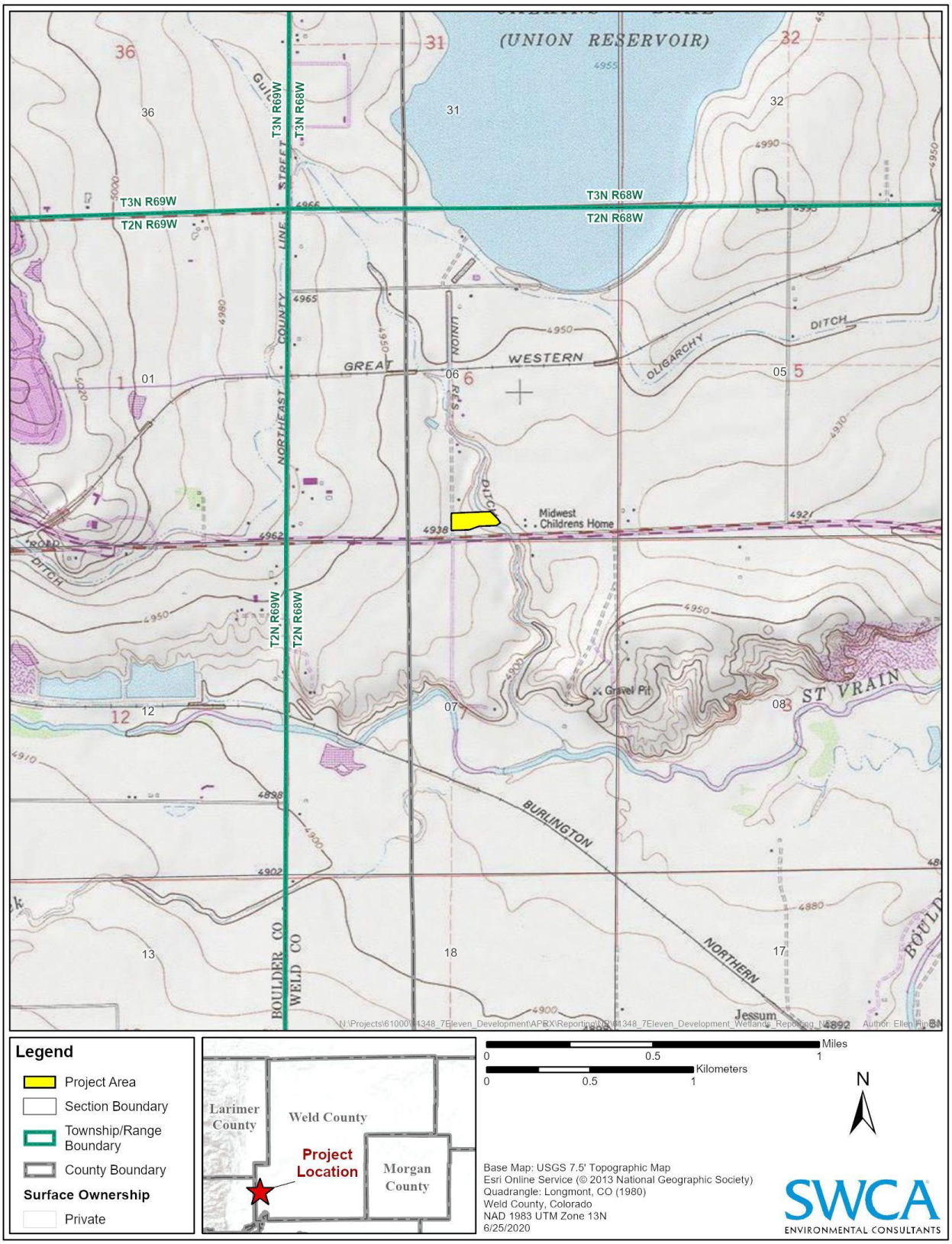

Figure A-1. Project location.

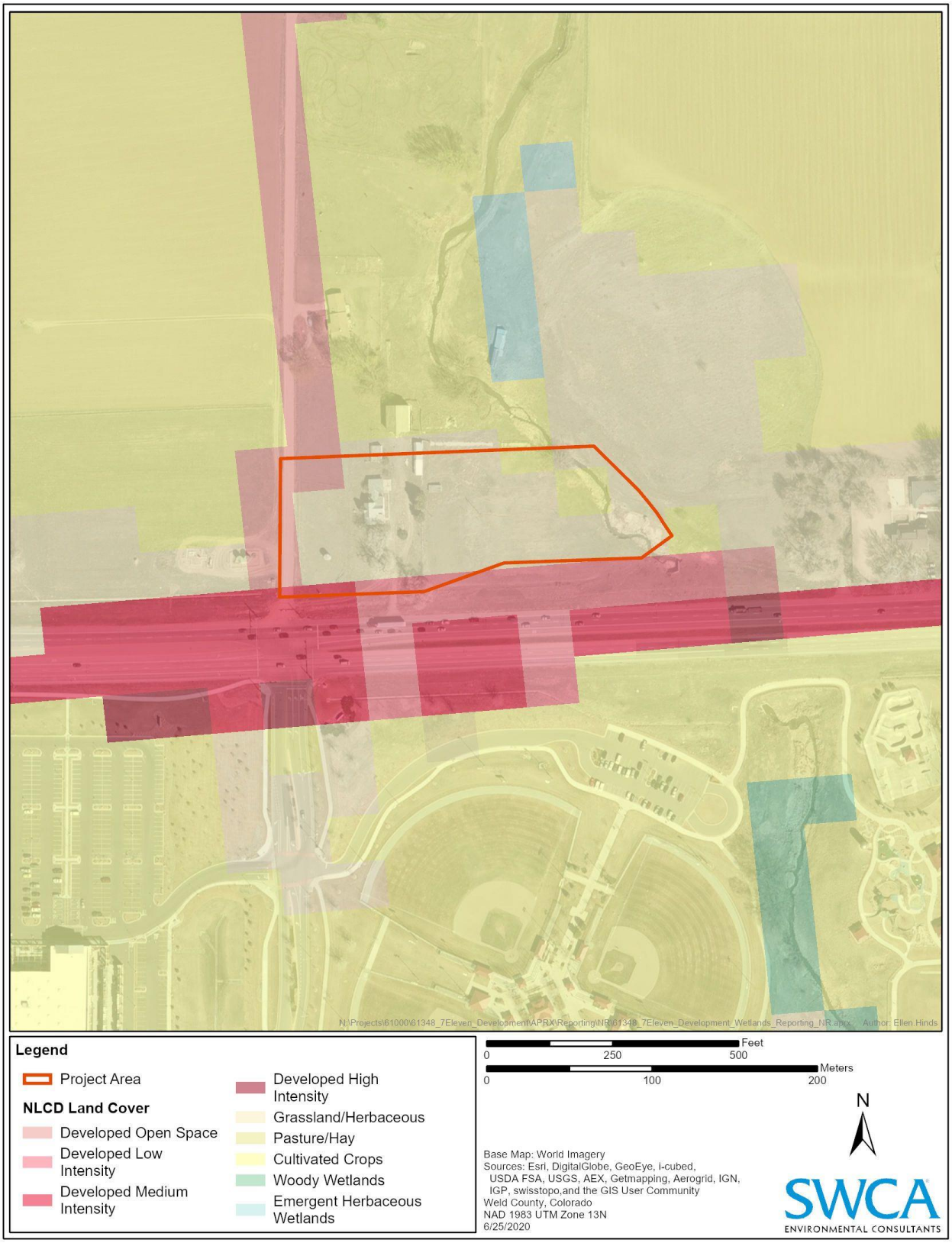

Figure A-2. Ecological communities identified within the study area.

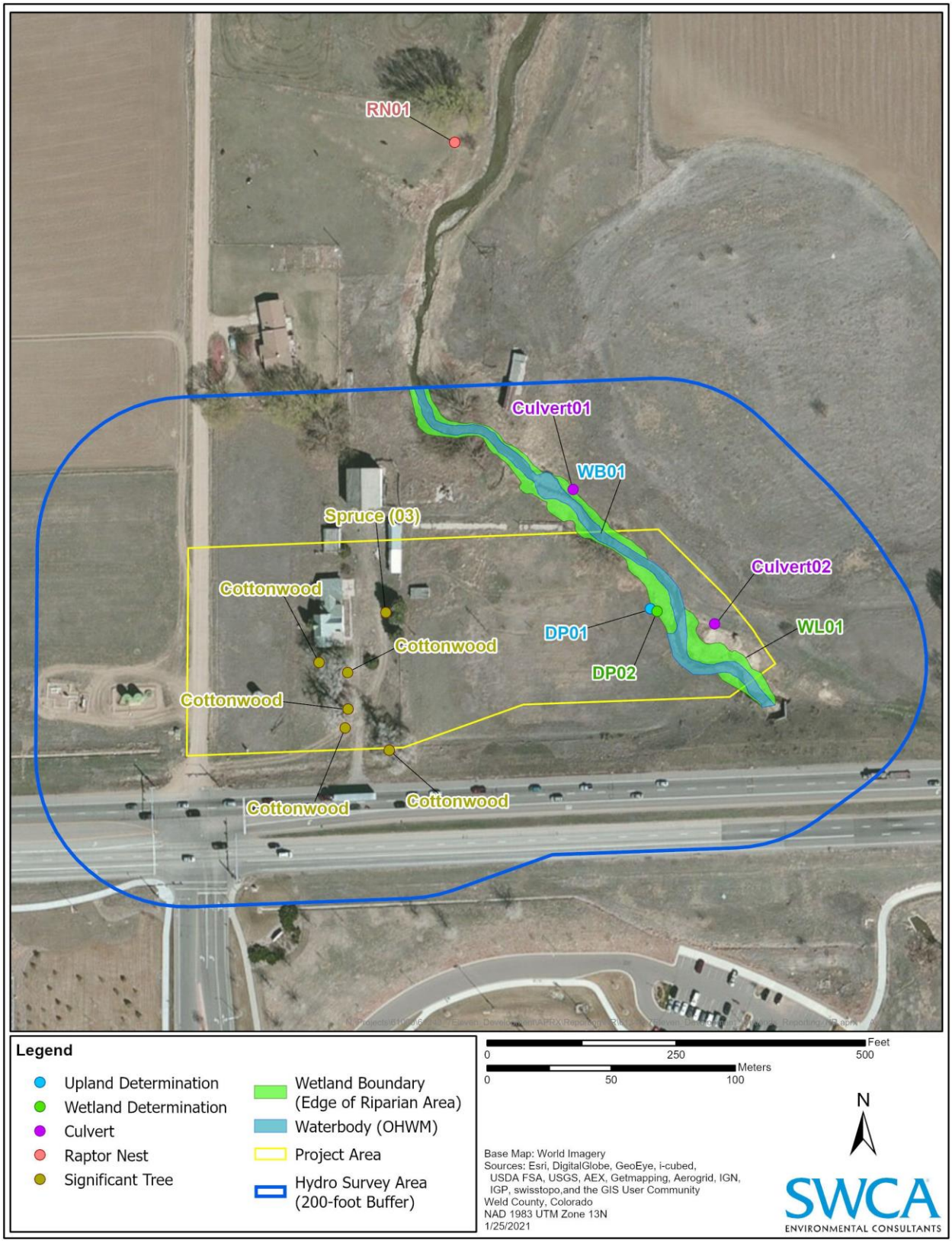

Figure A-3. Field delineated features identified within the study area.

APPENDIX B

Site Photographs

Figure B-1. Overview of the proposed development location, facing northeast.

Figure B-2. Overview of the current entrance to the residence, facing north.

Figure B-3. Overview of the barn and associated agricultural barns, facing north.

Figure B-4. Overview of non-native herbaceous vegetation within proposed development area, facing south.

Figure B-5. Overview of the residence and non-native vegetation, facing west.

Figure B-6. Overview of upland area, facing south toward Highway 119.

Figure B-7. Overview of upland vegetation, facing west toward proposed development.

Figure B-8. Overview of the Union Reservoir Ditch riparian area, facing north.

Figure B-9. Overview of the concrete structure under Highway 119, facing southeast; note City of Longmont trail.

Figure B-10. Overview of the study area, facing northwest from the City of Longmont trail.

Figure B-11. Active red-tailed hawk nest (RN001), facing north.

Figure B-12. Overview of prominent views from the corner of Highway 119 and Zlaten Drive, facing west.

APPENDIX C

Aquatic Resources Inventory Report

Aquatic Resources Inventory for the Highway 119 and Zlaten Drive 7-Eleven Development Project, Weld County, Colorado

JUNE 2020

PREPARED FOR

United Properties

PREPARED BY

SWCA Environmental Consultants

AQUATIC RESOURCES INVENTORY FOR THE HIGHWAY 119 AND ZLATEN DRIVE 7-ELEVEN DEVELOPMENT PROJECT WELD COUNTY, COLORADO

Prepared for

United Properties
1331 17th Street
Denver, Colorado 80202
Attn: Mona Douillard

Prepared by

SWCA Environmental Consultants
1063 West Horsetooth, Building B, Suite 200
Fort Collins, Colorado 80521
(970) 364-2632
www.swca.com

June 2020

CONTENTS

Appendices

Tables

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1 INTRODUCTION

On behalf of United Properties (United), SWCA Environmental Consultants (SWCA) completed an aquatic resources inventory, commonly referred to as a wetland delineation, for the proposed 7-Eleven Development Project (project) in Weld County, Colorado (Figure A-1 in Appendix A). The project is located at the northeast corner of Highway 119 and Zlaten Drive in Longmont, Colorado. SWCA evaluated and delineated Union Reservoir Ditch and associated fringe wetlands (collectively, these areas are hereafter referred to as the 'study area'). Additionally, SWCA evaluated areas 200 feet upgradient of the ditch to determine riparian setback variances associated with the City of Longmont development application. No field evaluations were conducted south of Highway 119 within the Sandstone Ranch Community Park.

The aquatic resources inventory included the identification and recording of aquatic features that may be determined to be waters of the U.S. by the U.S. Army Corps of Engineers (USACE). Waters of the U.S. can include aquatic resources such as rivers, creeks, streams, arroyos, lakes, and associated wetlands, which have requisite connectivity to downstream navigable waters or tidal seas. Under Section 404 of the Clean Water Act (CWA), wetlands are aquatic resources that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (USACE 1987). Non-wetland waters are generally identified and delineated by the presence of an ordinary high-water mark (OHWM), which is a line on the shore or bank of an aquatic resource established by the fluctuations of water.

Not all wetland and non-wetland waters are considered regulated waters of the U.S. The USACE makes determinations on which features are considered jurisdictional wetlands and non-wetland waters through a process referred to as Approved Jurisdictional Determination (AJD). USACE AJDs are guided by agency rules, policy, and case law. Accordingly, wetland and non-wetland waters may be considered non-jurisdictional if they are found to be excluded waters under applicable rules or case law or if they are found to be isolated from downstream navigable waters.

At the time this report was written, the Navigable Waters Protection Rule: Definition of "Waters of the United States," published by the Environmental Protection Agency (EPA) and the Department of the Army, has become effective in 49 states and in all United States territories. A preliminary injunction (PI) has been granted for the State of Colorado. If required, federal jurisdiction in Colorado will be determined using the 2019 Definition of "Waters of the United States" – Recodification of Pre-Existing Rules (the recodification of the 1986 regulations) (*Federal Register* 84[204]:56626–56671) and associated SWANCC (EPA 2003) and Rapanos (EPA 2008) guidance documents.

2 METHODS

The aquatic resources inventory included a desktop review of existing data and field surveys. The following sections describe the methods used to record and analyze data and to create the aquatic resource maps provided in Appendix A.

2.1 Desktop Review

A desktop review of existing spatial data was performed prior to the field surveys to identify areas with the greatest potential for aquatic resources. Sources used during the existing data review included U.S.

Geological Survey (USGS) 7.5-minute quadrangles, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps (USFWS 2015), the National Hydrography Dataset (NHD) (USGS 2015), Natural Resources Conservation Service (NRCS) soil survey maps (NRCS 2018), and historic and current aerial photographs of the study area (Google Earth 2019).

2.2 Field Surveys

The aquatic resources field surveys were conducted on June 12, 2020.

2.2.1 Mapping

A handheld global positioning system (GPS) receiver with submeter accuracy was used to record the spatial extent of features, geographically reference data points, and demarcate wetland and waterbody boundaries during the field surveys. Geographic information system (GIS) software was used to analyze recorded features, calculate areas, and generate the study area maps.

2.2.2 Wetlands

The presence/absence of wetlands was determined in the field using delineation methods provided in the *Corps of Engineers Wetlands Delineation Manual* (Manual) (USACE 1987) and the *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Great Plains Region* (Version 2.0) (Regional Supplement) (USACE 2010). Data at each potential wetland were recorded on the Regional Supplement wetland determination data forms (datasheet). Determination of wetland habitat (type) is based on the classification system developed by Cowardin et al. (1979). Per the Manual and Regional Supplement, wetlands are present in areas where three wetland parameters (i.e., wetland hydrology, hydric soils, and hydrophytic vegetation community) are present under normal circumstances. The presence of these wetland parameters is determined using the indicators provided in the Regional Supplement. One data point is recorded within each potential wetland (or wetland type for proximate, similar wetlands) along with a corresponding upland data point. These data provided the basis for mapped wetland–upland boundaries.

2.2.3 Non-Wetland Waters

The presence and extent of non-wetland waters (e.g., constructed ditches and reservoirs, active channels, and ponds) was determined in the field using the guidance and methods provided in USACE Regulatory Guidance Letter 05-05 (USACE 2005) and the USACE technical guidance *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (USACE 2008). An ordinary high-water mark (OHWM) is the line on a shore established by fluctuations of water and is typically identified by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. The spatial extent of non-wetland waters is delineated using the identified OHWM for each feature.

Non-wetland waters of the U.S. were characterized hydrologically as ephemeral, intermittent, or perennial waters. Ephemeral waters have water as a direct result of precipitation or snowmelt and flow for a brief period. Intermittent waters have prolonged flow that is sustained (at least in part) by a groundwater source. Perennial waters flow year-round but may have periods without water, e.g., during drought.

3 RESULTS

3.1 Desktop Review

The study area is in the South Platte River basin, roughly 4,923 feet above sea level (Appendix A). The study area terrain is flat and consists of previously disturbed residential and agricultural development.

According to the existing data review, one NWI-mapped wetland is within the study area (USFWS 2015). Additionally, one NHD-mapped waterbody—Union Reservoir Ditch—crosses the study area (USGS 2015).

Generally representative hydrologic conditions existed at the time of the surveys based on SWCA's review of available data. Table 1 summarizes the recorded and normal rainfall amounts for March through May 2020. According to data obtained from the National Oceanic and Atmospheric Administration (2020), the local region experienced slightly above average precipitation amounts (rain, melted snow) in 2 of the 3 months preceding the field survey. Based on the observed wetland hydrology indicators (which represent long-term hydrologic conditions), SWCA does not consider the increased precipitation as likely to influence the inventory results.

Table 1. Monthly Recorded Precipitation at the Longmont, Colorado, Weather Station

Month	Recorded Precipitation (inches)	Normal Precipitation (inches)	Difference (inches)
March 2020	2.11	1.22	0.89
April 2020	2.42	2.01	0.41
May 2020	1.88	2.40	-0.52
Total	**6.41**	**5.63**	**0.78**

Source: National Oceanic and Atmospheric Administration (2020).

3.2 Field Survey

On-site field surveys were conducted on June 12, 2020, by a qualified SWCA biologist. Data were recorded in the field at potential wetland and non-wetland waters.

3.2.1 Wetlands

SWCA delineated one wetland feature totaling approximately 0.14 acres within the study area (see Figure A-3 in Appendix A).

- Palustrine Emergent Fringe Wetland Associated with Union Reservoir Ditch (WL01)

The following subsection provides additional information related to this feature.

WL01

WL01 is a palustrine emergent wetland that has formed along the fringe of Union Reservoir Ditch. Wetland determination data forms are provided in Appendix B, and representative photographs are provided in Appendix C.

Vegetation: Dominant herbaceous species identified within the mapped wetland area include narrowleaf cattail (*Typha angustifolia*), common three-square (*Schoenoplectus pungens*), and reed canarygrass (*Phalaris arundinacea*). Dominant species at the evaluated points exhibit wetland indicator statuses of facultative (FAC), facultative wetland (FACW), and obligative (OBL), meeting the Regional Supplement criteria for hydrophytic vegetation communities.

Soils: The hydric soil indicator is Redox Dark Surface (F6).

Hydrology: Hydrology is generally influenced by seasonal irrigation water. Saturation (A3) was the primary wetland hydrology indicator observed in the study area. Secondary wetland hydrology indicators include geomorphic position (D2), FAC-neutral test (D5), and saturation visible on aerial imagery (C9).

3.2.2 Non-Wetland Waters

SWCA delineated one non-wetland water features totaling approximately 0.12 acres within the study area (see Figure A-3 in Appendix A).

- Union Reservoir Ditch (WB01)

The following subsection provides additional information regarding this feature.

WB01

WB01 is a large, depressional, human-made ditch with an average OHWM width of 7 to 10 feet that likely supports agricultural irrigation and conveys stormwater runoff. According to aerial imagery, this feature diverts and conveys water from Union Reservoir and Spring Gulch prior to entering the study area and its downstream connection to Saint Vrain Creek.

4 SUMMARY AND RECOMMENDATIONS

SWCA evaluated and delineated wetland and non-wetland waters within the study area. Based on preliminary development plans provided by United, no impacts to aquatic resources are anticipated from proposed development. The project has been designed to meet the City of Longmont's Land Development Code (Section 15.05.020) regarding the required setback of at least 150 feet from the wetland boundary. Any changes to the currently proposed project implementation plan or schedule should be communicated to SWCA to re-evaluate the potential for impacts.

5 LITERATURE CITED

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APPENDIX A

Aquatic Resources Inventory Maps

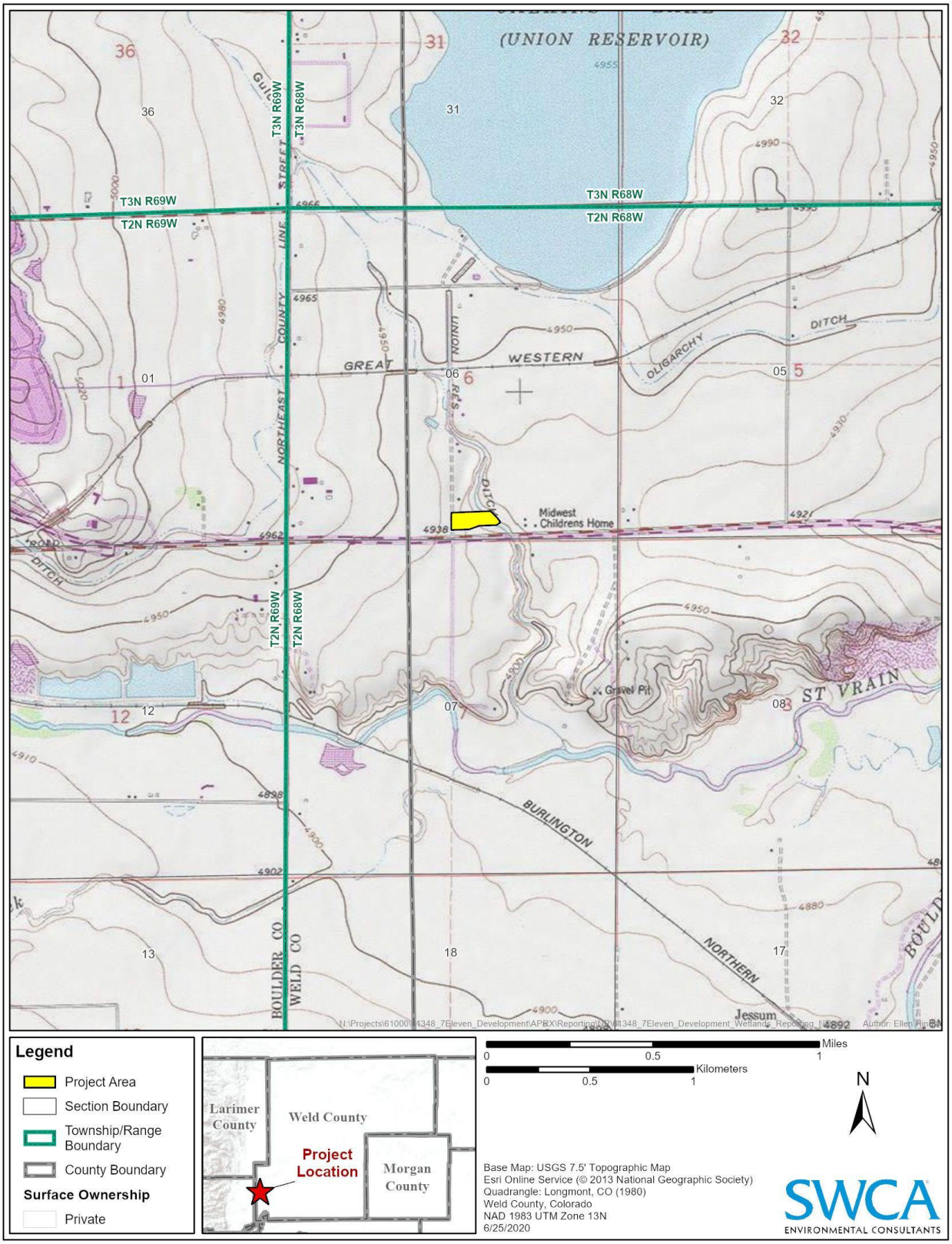

Figure A-1. Project location.

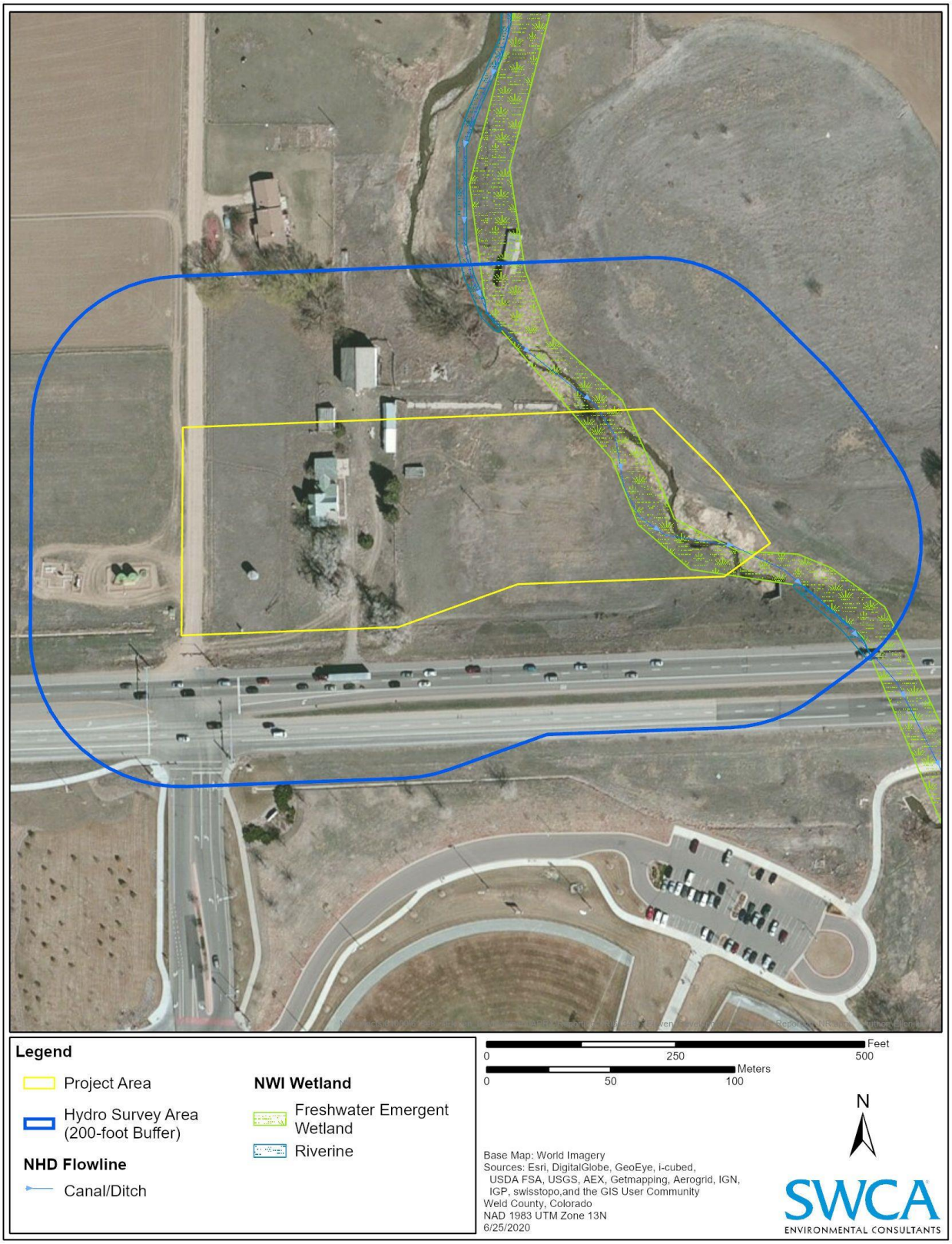

Figure A-2. Study area and aquatic resources with identified during the desktop review.

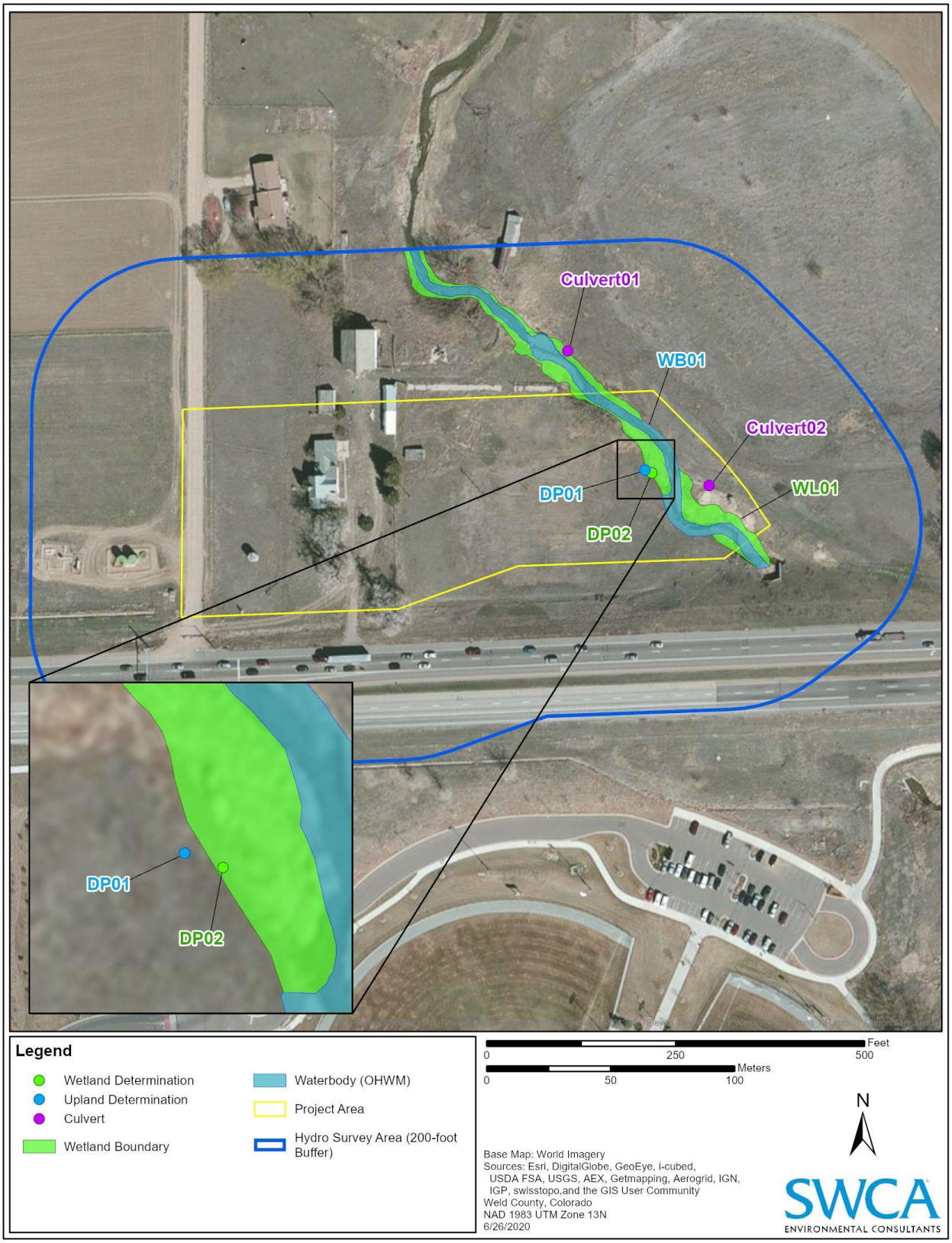

Figure A-3. Study area and field delineated aquatic resources.

APPENDIX B

Wetland Determination Data Forms

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project/Site: 7-Eleven Development Project County: Weld Sampling Date: June 12, 2020
Applicant/Owner: United Properties State: CO Sampling Point: DP01
Investigator(s): Clint Hinebaugh and _____ Section, Township, Range: Section 6, Township 2 North, Range 68 West
Landform (hillslope, terrace, etc.): Terrace Local relief (concave, convex, none): Concave Slope (%): 0-1
Subregion (LRR): G Lat: 40.161104 Long: -105.043751 Datum: NAD83
Soil Map Unit Name: Colby Loam NWI Classification: None
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No _____
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No **X**	**Is the Sampled Area within a Wetland?** Yes _____ No **X**
Hydric Soil Present?	Yes _____	No **X**	
Wetland Hydrology Present?	Yes _____	No **X**	

Remarks:
This point was determined not to be within a wetland due to the lack of all three wetland criteria.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: 30 ft.)	Absolute % cover	Dominant Species?	Indicator Status
1. *None Observed*			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5 ft.)			
1. *Bromus inermis*	35	Yes	UPL
2. *Pascopyrum smithii*	30	Yes	FACU
3. *Convolvulus arvensis*	15	No	UPL
4. *Rumex crispus*	5	No	FAC
5. *Bromus tectorum*	5	No	UPL
6.			
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **0** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **0** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**0**	x 2 =	**0**
FAC species	**5**	x 3 =	**15**
FACU species	**30**	x 4 =	**120**
UPL species	**55**	x 5 =	**275**
Column Totals:	**90** (A)		**410** (B)

Prevalence Index = B/A = **4.56**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation
____ 2 - Dominance Test is >50%
____ 3 - Prevalence Index is ≤ 3.0[1]
____ 4 - Morphological Adaptations[1] (Explain)
____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No **X**

Remarks:
No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FACU or drier).

SOIL

Sampling Point: **DP01**

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-17	10YR 4/3	100	None	0	NONE	NONE	Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

____ Histosol (A1)
____ Histic Epipedon (A2)
____ Black Histic (A3)
____ Hydrogen Sulfide (A4)
____ Stratified Layers (A5) **(LRR F)**
____ 1 cm Muck (A9) **(LRR F, G, H)**
____ Depleted Below Dark Surface (A11)
____ Thick Dark Surface (A12)
____ Sandy Mucky Mineral (S1)
____ 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
____ 5 cm Mucky Peat or Peat (S3) **(LRR F)**

____ Sandy Gleyed Matrix (S4)
____ Sandy Redox (S5)
____ Stripped Matrix (S6)
____ Loamy Mucky Mineral (F1)
____ Loamy Gleyed Matrix (F2)
____ Depleted Matrix (F3)
____ Redox Dark Surface (F6)
____ Depleted Dark Surface (F7)
____ Redox Depressions (F8)
____ High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

Indicators for Problematic Hydric Soils[3]:

____ 1 cm Muck (A9) **(LRR I, J)**
____ Coast Prairie Redox (A16) **(LRR F, G, H)**
____ Dark Surface (S7) **(LRR G)**
____ High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
____ Reduced Vertic (F18)
____ Red Parent Material (TF2)
____ Very Shallow Dark Surface (TF12)
____ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** _____ **No** **X**

Remarks:

No positive indication of hydric soils was observed.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

____ Surface Water (A1)
____ High Water Table (A2)
____ Saturation (A3)
____ Water Marks (B1)
____ Sediment Deposits (B2)
____ Drift Deposits (B3)
____ Algal Mat or Crust (B4)
____ Iron Deposits (B5)
____ Inundation Visible on Aerial Imagery (B7)
____ Water-Stained Leaves (B9)

____ Salt Crust (B11)
____ Aquatic Invertebrates (B13)
____ Hydrogen Sulfide Odor (C1)
____ Dry-Season Water Table (C2)
____ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
____ Presence of Reduced Iron (C4)
____ Thin Muck Surface (C7)
____ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

____ Surface Soil Cracks (B6)
____ Sparsely Vegetated Concave Surface (B8)
____ Drainage Patterns (B10)
____ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
____ Crayfish Burrows (C8)
____ Saturation Visible on Aerial Imagery (C9)
____ Geomorphic Position (D2)
____ FAC-Neutral Test (D5)
____ Frost-Heave Hummocks (D7) **(LRR F)**

Field Observations:

Surface Water Present?	Yes _____	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes _____	No **X**	Depth (inches):	**>20**
Saturation Present? (includes capillary fringe)	Yes _____	No **X**	Depth (inches):	**>20**

Wetland Hydrology Present? **Yes** _____ **No** **X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project/Site: 7-Eleven Development Project County: Weld Sampling Date: June 12, 2020
Applicant/Owner: United Properties State: CO Sampling Point: DP02
Investigator(s): C. Hinebaugh and _____ Section, Township, Range: Section 6, Township 2 North, Range 68 West
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Concave Slope (%): 5 to 9 percent
Subregion (LRR): G Lat: 40.161115 Long: -105.043727 Datum: NAD83
Soil Map Unit Name: Colby Loam NWI Classification: PEMC
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No _____
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No _____	**Is the Sampled Area within a Wetland?** **Yes X** **No** _____
Hydric Soil Present?	Yes **X**	No _____	
Wetland Hydrology Present?	Yes **X**	No _____	

Remarks:
This point was determined to be within a wetland due to the presence of all 3 wetland criteria.
Fringe wetlands associated with Union Reservoir Ditch.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: 30 ft.)	Absolute % cover	Dominant Species?	Indicator Status
1. *None Observed*			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5 ft.)			
1. *Typha latifolia*	65	Yes	OBL
2. *Phalaris arundinacea*	10	No	FACW
3. *Schoenoplectus pungens*	3	No	OBL
4. *Mentha arvensis*	3	No	FACW
5. *Bromus inermis*	6	No	UPL
6. *Convolvulus arvensis*	3	No	UPL
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **1** (A)

Total Number of Dominant Species Across All Strata: **1** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:
OBL species	**68**	x 1 = **68**
FACW species	**13**	x 2 = **26**
FAC species	**0**	x 3 = **0**
FACU species	**0**	x 4 = **0**
UPL species	**9**	x 5 = **45**
Column Totals:	**90** (A)	**139** (B)

Prevalence Index = B/A = **1.54**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation
X 2 - Dominance Test is >50%
X 3 - Prevalence Index is ≤ 3.0[1]
____ 4 - Morphological Adaptations[1] (Explain)
____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes X** **No** _____

Remarks:
A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).
A positive indication of hydrophytic vegetation was observed (Prevalence Index is ≤ 3.0).

SOIL

Sampling Point: **DP02**

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-2	10YR 4/1	100			NONE	NONE	Organic Soil Layer	Organic material present
2-8	10YR 3/1	98	10YR 5/8	2	C	PL	Silt Loam	
8-16	10YR 3/3	92	10YR 5/8	8	C	PL	Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

____ Histosol (A1)
____ Histic Epipedon (A2)
____ Black Histic (A3)
____ Hydrogen Sulfide (A4)
____ Stratified Layers (A5) **(LRR F)**
____ 1 cm Muck (A9) **(LRR F, G, H)**
____ Depleted Below Dark Surface (A11)
____ Thick Dark Surface (A12)
____ Sandy Mucky Mineral (S1)
____ 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
____ 5 cm Mucky Peat or Peat (S3) **(LRR F)**

____ Sandy Gleyed Matrix (S4)
____ Sandy Redox (S5)
____ Stripped Matrix (S6)
____ Loamy Mucky Mineral (F1)
____ Loamy Gleyed Matrix (F2)
____ Depleted Matrix (F3)
X Redox Dark Surface (F6)
____ Depleted Dark Surface (F7)
____ Redox Depressions (F8)
____ High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

Indicators for Problematic Hydric Soils[3]:

____ 1 cm Muck (A9) **(LRR I, J)**
____ Coast Prairie Redox (A16) **(LRR F, G, H)**
____ Dark Surface (S7) **(LRR G)**
____ High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
____ Reduced Vertic (F18)
____ Red Parent Material (TF2)
____ Very Shallow Dark Surface (TF12)
____ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** **X** **No** _____

Remarks:

A positive indication of hydric soil was observed.

Soil was saturated. Needed to allow some time to dry out prior to using munsell.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

____ Surface Water (A1)
____ High Water Table (A2)
X Saturation (A3)
____ Water Marks (B1)
____ Sediment Deposits (B2)
____ Drift Deposits (B3)
____ Algal Mat or Crust (B4)
____ Iron Deposits (B5)
____ Inundation Visible on Aerial Imagery (B7)
____ Water-Stained Leaves (B9)

____ Salt Crust (B11)
____ Aquatic Invertebrates (B13)
____ Hydrogen Sulfide Odor (C1)
____ Dry-Season Water Table (C2)
____ Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
____ Presence of Reduced Iron (C4)
____ Thin Muck Surface (C7)
____ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

____ Surface Soil Cracks (B6)
____ Sparsely Vegetated Concave Surface (B8)
X Drainage Patterns (B10)
____ Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
____ Crayfish Burrows (C8)
X Saturation Visible on Aerial Imagery (C9)
____ Geomorphic Position (D2)
X FAC-Neutral Test (D5)
____ Frost-Heave Hummocks (D7) **(LRR F)**

Field Observations:

Surface Water Present?	Yes _____	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes _____	No **X**	Depth (inches): **>20**
Saturation Present? (includes capillary fringe)	Yes **X**	No _____	Depth (inches): **4**

Wetland Hydrology Present? **Yes** **X** **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

A positive indication of wetland hydrology was observed (at least two secondary indicators).

APPENDIX C

Site Photos

Photograph 1. Overview of Union Reservoir Ditch and associated wetland fringe, facing north.

Photograph 2. Overview of Union Reservoir Ditch where it travels under Highway 119, facing southeast.

Photograph 3. Upland determination data point (DP01).

Photograph 4. Wetland determination data point (DP02).

Photograph 5. Overview of stormwater structure (Culvert002) on the eastern side of Union Reservoir Ditch.

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SOUNDPOST acoustics

2 March 2021

Environmental Noise Impact Report
7-Eleven Convenience Store and Fueling Station
2514 E. Ken Pratt Blvd. Longmont, CO 80504
Project No. 21165

REPORT BY: Tim Gulsrud, Principal

EXECUTIVE SUMMARY

Existing noise levels range between 50-60 dB(A) at the project site and are dominated by traffic noise from Highway 119 (Ken Pratt Blvd.) We estimate that noise levels due to the new development will increase moderately but will remain under or near the noise level limits required by the City of Longmont Municipal Code. We recommend mitigiation measures including a noise barrier fence at the north end of the project site in order to minimize the noise impact on a private residence located immediately north of the project site.

EXISTING SITE NOISE SURVEY

We visited the project site on 24 February 2021 to survey existing noise levels around the site. Sound levels were monitored at 4 positions around the site between approximately 1:00-2:30pm. A-weighted sound pressure levels were monitored and recorded for a period of approximately 15 minutes at each measurement location. Average sound pressure levels (Leq with a 10-second rolling average period) we determined from the recordings. Traffic noise from Highway 119 (Ken Pratt Blvd.) to the south of the project site was the dominant noise source.

Sound levels were measured using an iTestMic2 from Studio Six Digital together with the AudioTools app running on an Apple iPad. This hardware meets ANSI / ISO Type 2 specifications for frequency response, linearity, and directional characteristics. The measuring system was calibrated with a Digital Instruments ND9 external sound level calibrator which emits 1kHz calibration tones at 94dB.

The time-averaged dB(A) values at each position are summarized in Figure 1 below. Sound levels generally fluctuated +/-3dB around these values depending on traffic flow. The weather was calm during our site visit, and so wind noise did not meaningfully impact the noise measurements.

Figure 1 shows that sound levels are loudest at the south end of the site (Position 3) and decrease by approximately 10dB at the north end of the site (Position 1). This is the expected distribution of sound levels since traffic noise from Ken Pratt Blvd. to the south is the dominant noise source.

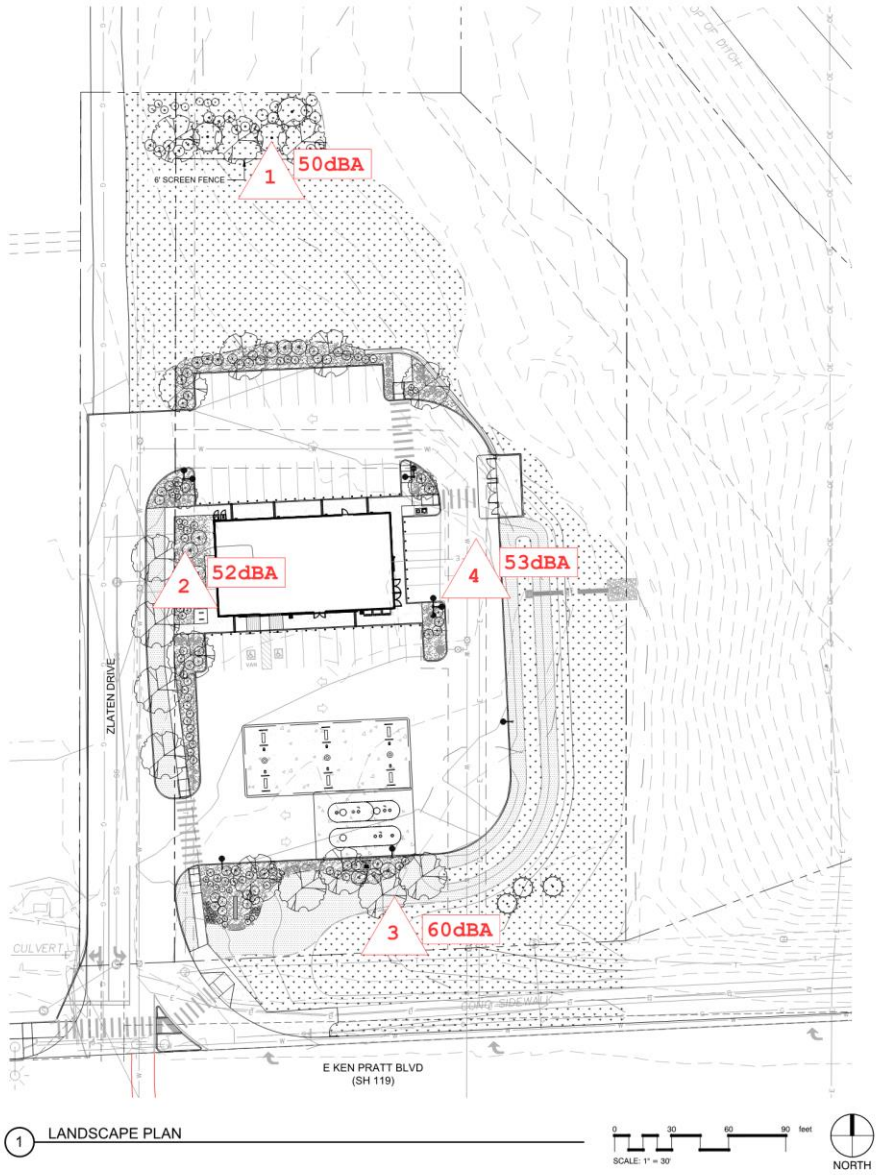

Figure 1. Noise site survey locations and average dB(A) values. Position 1 is located approximately 225 ft. from the location of the planned convenience store.

NOISE LEVEL LIMITS

Section 10.20.110 of the City of Longmont Municipal Code limits noise levels to **65 dB(A)** during daytime hours and **55 dB(A)** during nighttime hours for properties with Commercial zoning. The code further requires that noise levels be measured at a distance of at least 25 ft. from the noise

source, unless the "prohibited noise level is contained entirely within the confines of private property." Since the property line to the north is located approximately 250 ft. away from the planned convenience store, we conclude that these noise level limits would apply to a location immediately inside the north property line (i.e., near Position 1 in Figure 1).

The existing sound levels at the site shown in Figure 1 already are very near to or exceed the 55dB(A) nighttime limit, especially for locations close to the highway. While these sound levels were measured during daytime hours, it is possible that the nighttime limit will sometimes be exceeded due to traffic on Highway 119.

NOISE IMPACTS FROM NEW DEVELOPMENT

Position 1 in Figure 1 is close to the property line of a private residence located immediately north of the project site. This residence is the closest occupied building to the development, and so may be the most sensitive location to any increase in environmental noise levels from the development. We have therefore based our calculations of noise levels from the new development on this location.

Based on our review of the project development plans, we identify the following as the most significant impacts on environmental noise (illustrated in Figure 2):

- A - Vehicle Noise
  Noise from vehicles, including idling vehicles, delivery truck unloading, engine starting, etc. can be expected from the north parking lot. Such vehicle noise can be expected to range between 75-80dB(A) measured at a distance of 10 ft. At the north property line approximately 172 ft away, this noise will reduce to **51-56 dB(A)** based on distance attenuation. Vehicle noise from the south parking area and fueling area will be quieter at Position 1 due to the greater distance and shielding by the convenience store building.

- B - Trash Collection
  Trash collection is notoriously noisy, with average noise levels of around 70dB(A) and momentary peak noise levels of 85 dB(A) when measured at a distance of 50ft[1]. At the north property line approximately 210 ft away, these average noise levels will reduce to **60 dB(A) average and 75 dB(A) peak** based on distance attenuation.

- C - Rooftop Mechanical Equipment
  A plan of rooftop equipment, with the largest and noisiest equipment highlighted in red, in shown in Figure 3. Based on sound power data provided to us for the air handlers,

[1] "Investigation of Dumpster Noise Controls" Report by Daly-Standlee & Associates, Inc. for City of Portland, OR., November 19,2003

sound pressure levels at the north property line approximately 236 ft away will be **52 dB(A)**. Our calculations assume a worst-case situation with all the equipment in operation simultaneously, and that there is no significant shielding of rooftop equipment from the roof parapet.

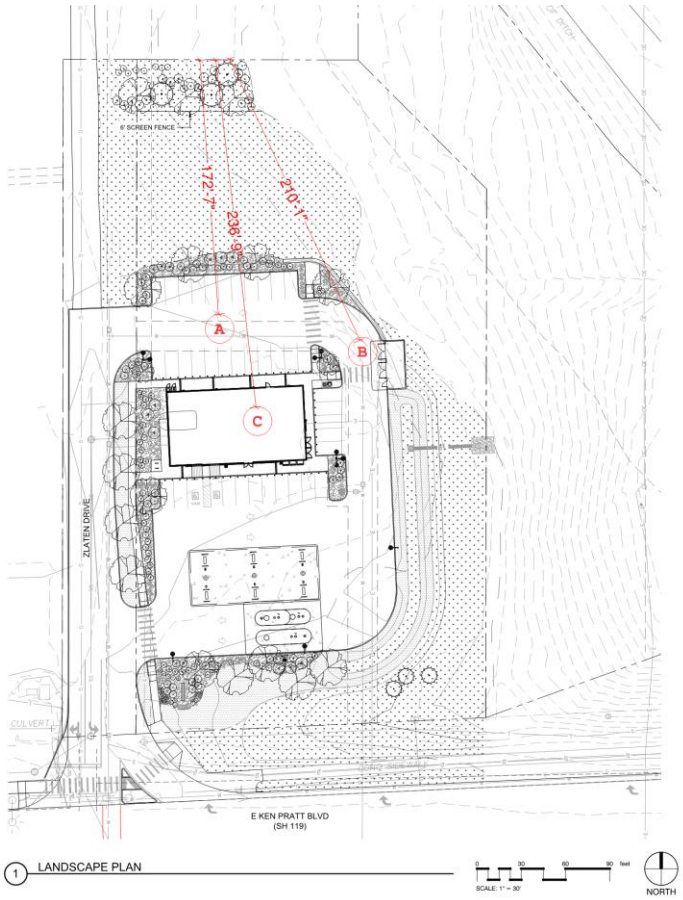

Figure 2. Locations of significant noise sources and distances to the north property line

Taking into account all of these potential noise sources from the new development, we estimate that average daytime noise levels at Position 1 will increase to approximately **55-60 dB(A)** depending on vehicle activity and trash collection noise in the north parking lot. Since there will likely be less vehicle activity during nighttime hours, average nighttime noise levels at Position A are estimated at **50-55 dB(A).** While these noise levels do not exceed the City of Longmont Municipal Code limits, they do represent an increase from the existing conditions shown in Figure 1.

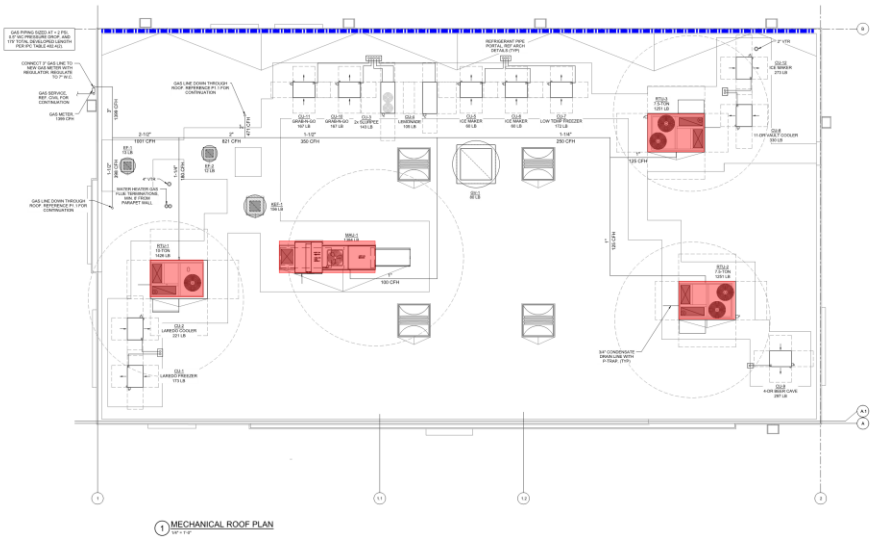

Figure 3. Rooftop Mechanical Equipment. Dashed blue line indicates location of roof parapet which should obstruct line of sight to roof top mechanical equipment.

RECOMMENDATIONS

To minimize the environmental noise impact from the new development, we recommend the following mitigation measures:

- Extend the roof parapet of the convenience store building so that it extends at least 24" above the top elevation of rooftop mechanical equipment, as indicated in Figure 3. The parapet will then act as a noise barrier, reducing noise levels from the rooftop mechanical equipment by 6-8 dB.

- Provide a noise barrier fence at the northern property boundary. The 6ft fence currently indicated on the landscaping plan should be constructed with a mass loaded vinyl product such as Acoustiblok so that it also provides noise reduction. Note that this material could either be installed on chain link or sandwiched inside a traditional post and rail wood privacy fence.

  We estimate that the noise barrier privacy fence as described above and shown in Figure 4 will reduce noise levels at the north property boundary by approximately 6-7dB, resulting in average daytime and nighttime noise levels of **49-54 dB(A)** and **44-49 dB(A)**, respectively.

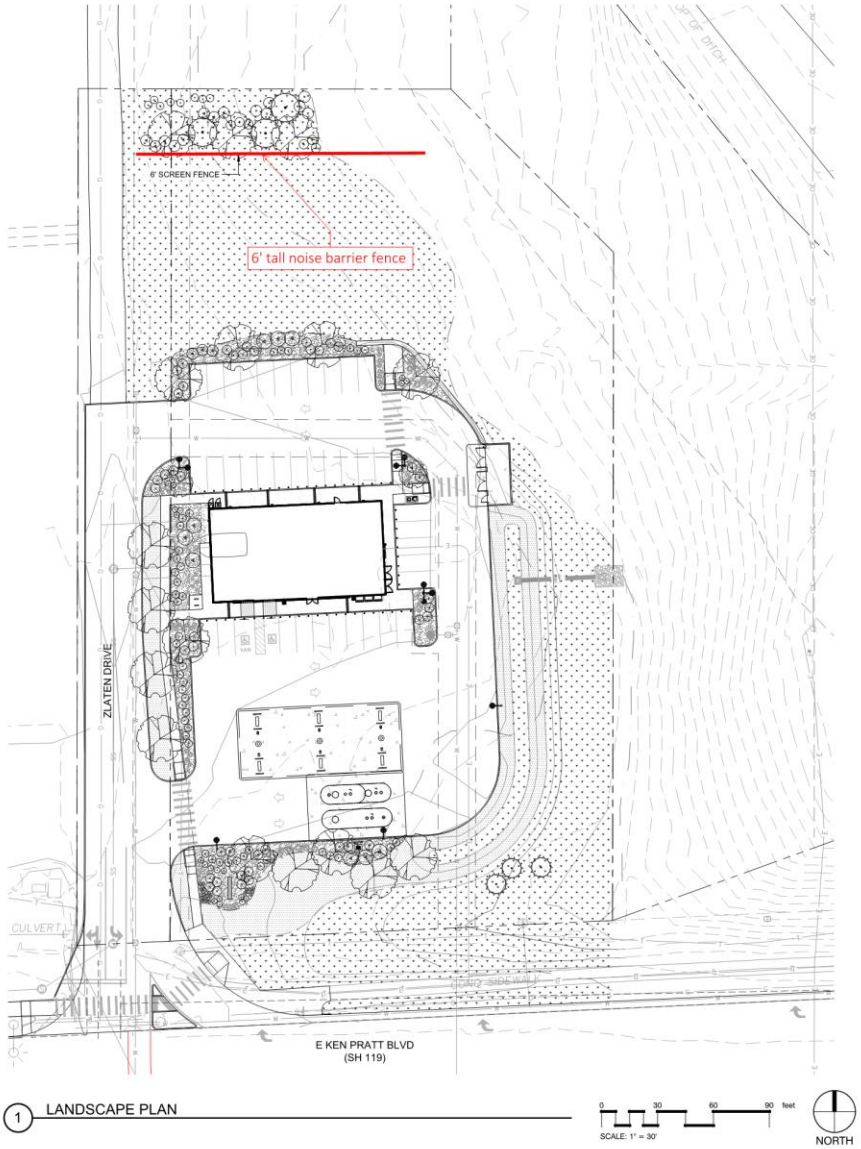

Figure 4. Landscape plan with recommended noise barrier fence for noise mitigation

- END OF REPORT -

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295 Interlocken Boulevard, Suite 300
Broomfield, Colorado 80021
Tel 303.487.1183
www.swca.com

TECHNICAL MEMORANDUM

To: Mona Douillard
Development Manager
United Properties
1331 17th Street, Suite 604
Denver, Colorado 80202

From: Zoë Rierson, Archaeologist, Historic Resources Specialist, SWCA Environmental Consultants
Stephanie Slaughter, Senior Cultural Resources Specialist, SWCA Environmental Consultants
Melanie Medeiros, Principal Investigator, SWCA Environmental Consultants

Date: February 17, 2021

Re: **Historical Research Pertaining to 5WL5278, William H. Dickens Farm/Mary A. Allen Homestead in Longmont, Weld County, Colorado**

At the request of United Properties and the City of Longmont Historical Preservation Commission (Commission), SWCA Environmental Consultants (SWCA) conducted historical research on 5WL5278, the William H. Dickens Farm/Mary A. Allen Homestead, which is located at the northeast corner of Colorado State Highway 119 and Zlaten Drive in Longmont, Weld County, Colorado. As acknowledged by the Commission, the Dickens family played a significant role in the history of Longmont, and the purpose of the historical research is to provide additional historical context regarding the property and its ownership to the Commission to support their review of United Properties' planned unit development proposal for the land on which 5WL5278 is located and to evaluate the potential effects to 5WL5278 as a result of the proposed development. This technical memorandum provides a description of the methods used by SWCA cultural resource specialists to complete the historical research, a discussion of the history of 5WL5278 and its ownership, and recommendations regarding the site's significance and eligibility for the National Register of Historic Places and State Register of Historic Places.

DESCRIPTION OF PROJECT AND PROJECT AREA

The proposed project consists of the development of a 7-Eleven convenience store and fueling station at the northeast corner of Colorado State Highway 119 and Zlaten Drive approximately 3 miles east of Longmont in Weld County, Colorado (Figures 1 and 2). The 4.11-acre lot on which the proposed development is situated is on privately owned land in the SW¼ SE¼ Section 6, Township (T) 2 North (N), Range (R) 68 West (W). Development will include new ground disturbance consisting of the 7-Eleven convenience store and fueling station as well as utilities installation, a potential stormwater facility, and potential modifications to both Colorado State Highway 119 and Zlaten Drive, including but not limited to widening of these roads. The project proponent plans to demolish all standing structures on the property prior to development (United Properties 2020).

Topography within the project area is relatively level and interrupted by agricultural fields and drainages. The project area is within the Flat to Rolling Plains of the High Plains ecoregion, in the South Central Semi-Arid Prairies of the Great Plains, which naturally harbors a shortgrass prairie (Chapman et al. 2006). Historically, land use in the project area is residential agricultural, with a farmstead present and associated agricultural fields located to the northeast-east, outside of the project area. However, the farmstead is currently abandoned, and the fields historically associated with the farmstead have been sold to various municipal and private entities (Weld County 2020). The nearest water source is the Union Reservoir Ditch/Spring Gulch, which trends generally north–south on the eastern edge of the project area. St. Vrain Creek, which trends east–west, is approximately 0.5 mile south, and Boulder Creek, which trends north–south, is 2.0 miles to the east. Calkins Lake/Union Reservoir is approximately 0.75 mile to the north-northeast.

METHODS

SWCA Environmental Consultants (SWCA) completed historical research of the property and ownership of 5WL5278 under SWCA's State of Colorado Archaeological Permit No. 77370. Historical research was completed by Historic Resources Specialist Zoë Rierson and by Principal Investigator Melanie Medeiros.

Historical research conducted by SWCA included a review of primary and secondary sources available online. No in-person review of records was conducted due to the closure of many facilities as a result of the current COVID-19 pandemic.

On June 14, 2020, SWCA conducted a file search and literature review of the proposed development area through COMPASS, the online cultural resource database maintained by the Colorado Office of Archaeology and Historic Preservation. This review resulted in the identification of 5WL5278, referred to as the William H. Dickens Farm, partially within the proposed development area. In addition to the file search and literature review, on February 4 and 5, 2021, SWCA conducted research of primary and secondary sources to develop a historical narrative of the 5WL5278 property and ownership. Sources reviewed include place names, General Land Office (GLO) plats and other historic maps, aerial imagery, county public land records, and background research of property owners such as census records, newspapers, birth records, death records, marriage records, and naturalization records.

5WL5278: WILLIAM H. DICKENS FARM/MARY A. ALLEN HOMESTEAD

5WL5278 is a historic homestead located northeast of the intersection of Colorado State Highway 119, an east–west transportation corridor, and Zlaten Drive, a north–south gravel road used as local access for private landowners. More specifically, the homestead spreads over an old alluvial terrace north of St. Vrain Creek, dropping down to a younger terrace of south-flowing Spring Gulch. The surrounding landscape is generally flat with a slight overall slope to the south toward St. Vrain Creek. Vegetation is thick grasses throughout the area, with large cottonwood, juniper, and spruce trees around the residential cluster of buildings, providing a screen for both weather and privacy. The gulch is lined with thicker grasses, reeds, cattails, and willow trees. Ground surface visibility is generally low because of the thick grasses. Surface sediment is brown silty loam to sandy clay loam with gravels and occasional cobbles occurring naturally. Deposition is alluvial from St. Vrain Creek and from Spring Gulch. The site is in good condition, with the majority of the buildings standing, and appears to be structurally sound. The ground around the buildings has not been subject to modern large earth-moving efforts, and there is potential for unidentified features such as privy pits or depressions to be obscured by the vegetation.

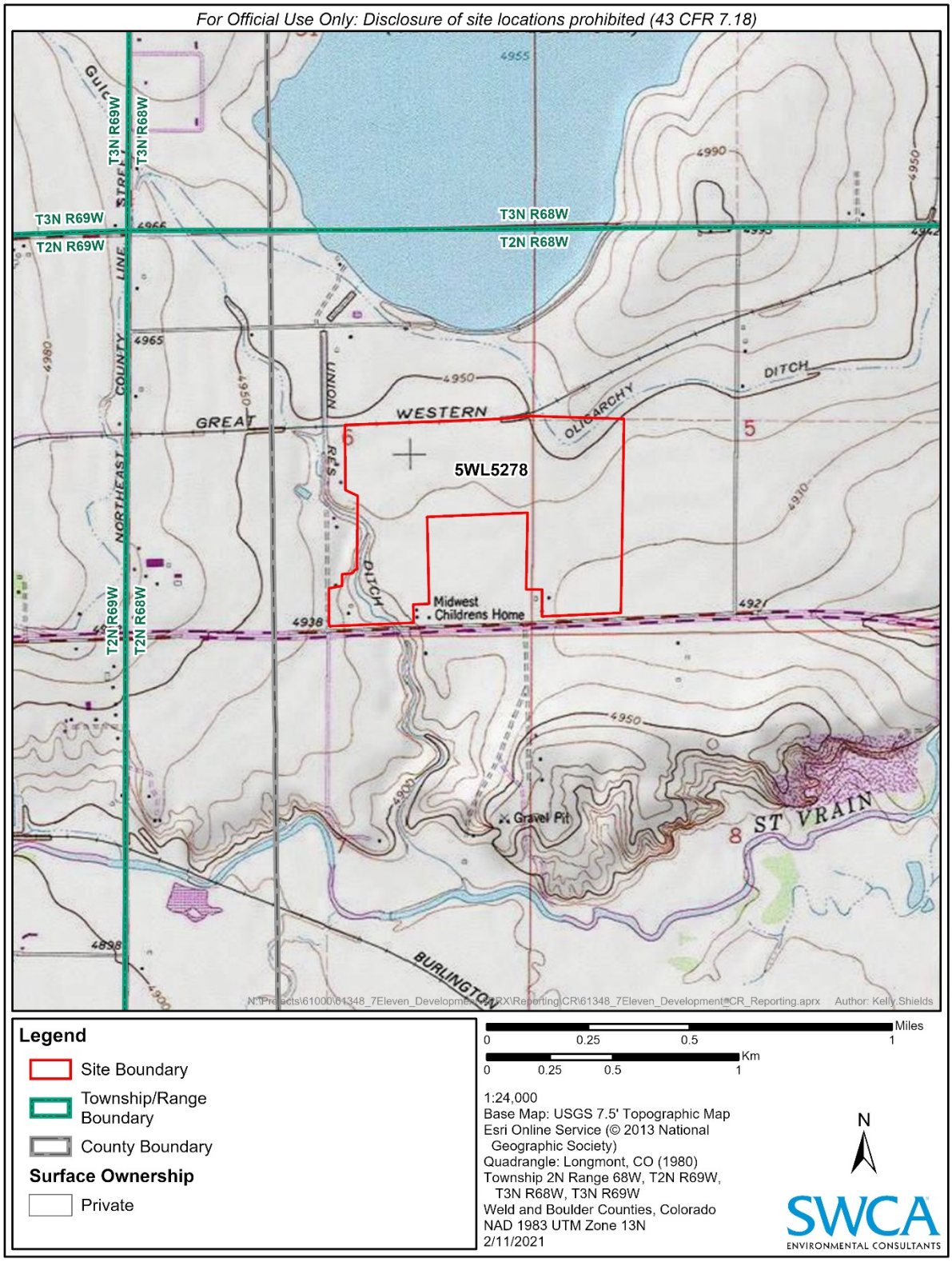

Figure 1. Location of 5WL5278.

Figure 2. Aerial view of 5WL5278.

Previous Work

5WL5278 was originally recorded and evaluated for eligibility for the National Register of Historic Places (NRHP) by Hermsen Consultants in 2006 (Keeley 2006). Hermsen Consultants identified the 320-acre property as the William H. Dickens Farm. Their recording effort focused on the farmstead portion of the overall property and described it as an old farmhouse with five associated outbuildings and a driveway lined by three mature trees. The boundary for the farm includes both the farmstead and its associated agricultural fields and is based on the 1915 land boundary for the farm.

Hermsen Consultants also provided a short history of the ownership of the farm, which indicated the site was owned by one of the earliest Euro-American settlers in the region, William H. Dickens. According to this research, Mr. Dickens' stepfather, Alonzo N. Allen, was the first Euro-American to settle in the St. Vrain valley and was a notable founding member of the Longmont community; Dickens owned land adjacent to his stepfather. Dickens himself was also an important historical figure as he built the famous Dickens Opera House, founded the Farmers National Bank, and organized the Farmers Mill and Elevator Company among other achievements in the Longmont area (Keeley 2006). According to Hermsen Consultants, the property then changed hands multiple times after Dickens' death in 1915 but was eventually purchased by H. J. and Anna Vogel in 1949 and later inherited by their son, Carl Vogel, and his wife in 1970. In 2000, Carl divided the property and gave the farmstead portion to the Lifebridge Christian Church (Keeley 2006).

Hermsen Consultants recommended the property to be eligible for the NRHP under Criteria B and C, with its primary period of significance identified as between 1885 and 1915. Hermsen Consultants argued Criterion B was applicable due to the farm's association with William H. Dickens whereas the house proved eligible under Criterion C as it retained integrity with the house identified as Late Victorian style. The Colorado State Historic Preservation Office (SHPO) concurred with the eligibility recommendation for 5WL5278 in 2007, and the farm is officially considered eligible for the NRHP.

SWCA revisited the site in June 2020. Because the site had been very minimally recorded previously, SWCA documented 10 standing buildings, identified 12 additional features, photographed all of the features and buildings, and produced a sketch map (Figure 3). The majority of the buildings are clustered around the house on the upper terrace, with a variety of associated landscape features such as concrete troughs, wooden fences, and wells also focused around the residential area. Features outside of this central area are generally associated with the working aspects of the farm and include an animal shelter, a pumphouse located on the creek, and a small shelter likely built as either a play area for the farm family's children or possibly a nearby retreat for the adults (Table 1).

SWCA agreed with the previous SHPO determination of eligibility for 5WL5278, but further recommended the farm significant under all four NRHP criteria. The house is associated with the earliest settlement of the area, established in the 1880s, and the house itself was built in about 1885. This era was important to the history of the state as it was the part of the first wave of settlement in Colorado and the Longmont area (Criterion A). Additionally, the site is clearly associated with the first settler in the region, Alonzo N. Allen, and the farm was operated by his stepson, William H. Dickens, a man who was an important member of the Longmont community and established cultural and financial institutions within Longmont (Criterion B). Although the house itself has additions dating to approximately 1900, these additions are themselves historic in age and do not detract from the stylistic character of the Late Victorian original house (Criterion C). Finally, the thick grasses around the house obscure any evidence of earlier privy pits or other features that could provide significant information about life in the early settlement period, and there is the potential for such features, particularly in the vicinity of the house (Criterion D).

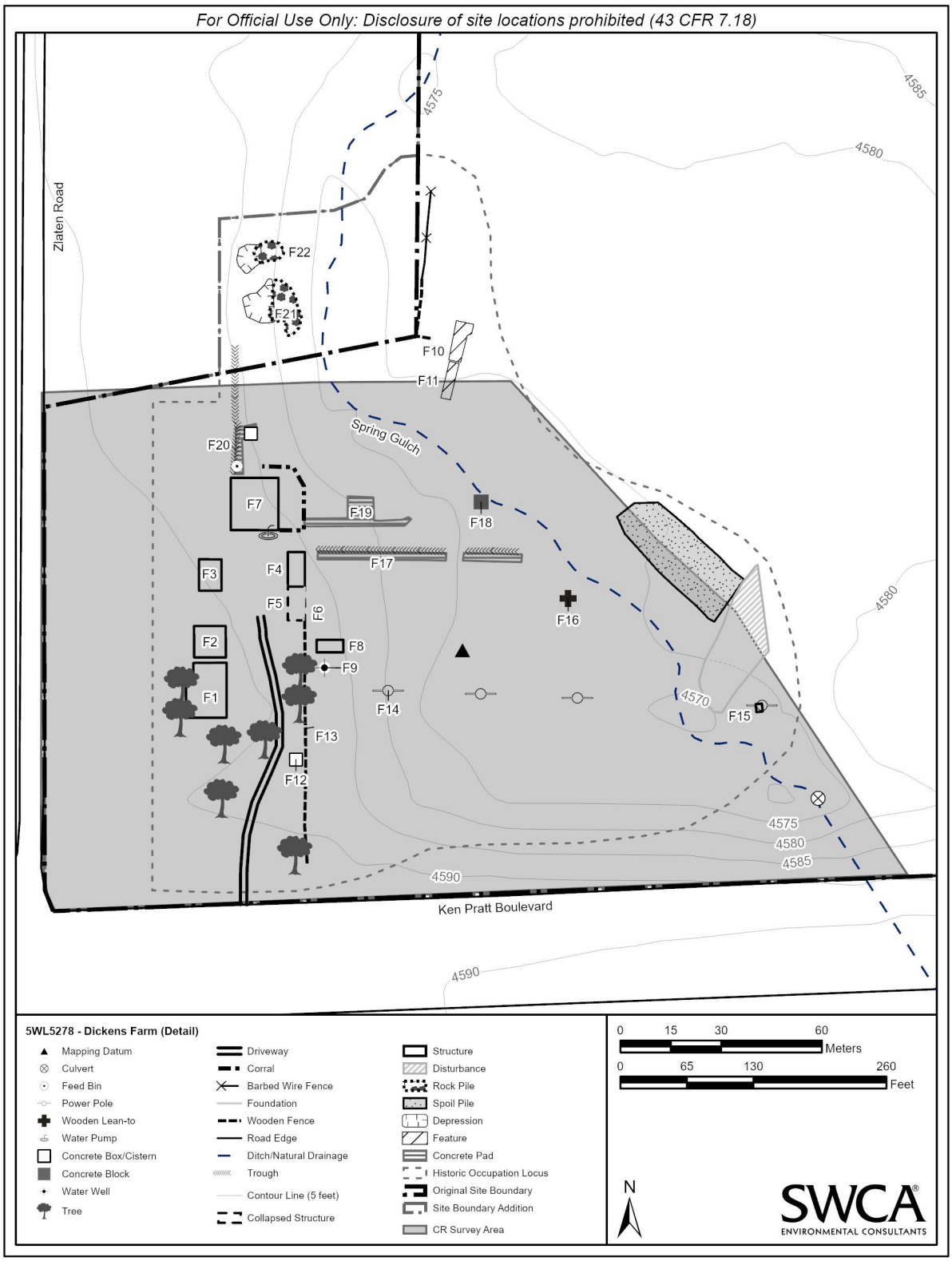

Figure 3. 5WL5278 sketch map.

Table 1. Summary of Features at 5WL5278

Feature Number	Description	Condition
F1	House, Late Victorian style with 2 additions dating to c. 1900	Good
F2	Garage, attached to house by a breezeway	Good
F3	Garage/machine shop	Good
F4	Outbuilding, possible bunk house	Good
F5	Outbuilding	Partially collapsed
F6	Concrete line, possible foundation, inscribed with HJ VOGEL 1945	Good
F7	Barn, concrete foundation inscribed with LINDA MARIE ALEN (sic), no date	Good
F8	Outbuilding, chicken house	Good
F9	Concrete-lined well	Good
F10	Outbuilding, possible loafing shed	Fair
F11	Railroad car reused for livestock shelter	Good
F12	Square concrete box, possible cistern	Fair
F13	Wood fence	Poor
F14	Powerline between utility line to pump house	Poor
F15	Pump house	Good
F16	Wooden shelter, “lean-to,” likely playground	Good
F17	Concrete foundation for wooden feed trough	Fair
F18	Concrete block, possible bridge footer	Poor/Ruin
F19	Concrete pad and path, unknown function	Poor
F20	Concrete feed trough	Good
F21	Rock pile and depression, unknown function	Fair
F22	Rock pile and depression, unknown function	Fair

Background Research

General Land Office Plats and Historic Topographic Maps

SWCA conducted examination of the historic GLO plats and historic U.S. Geological Survey (USGS) topographic maps to evaluate the potential for the presence of historic features within the study area (Bureau of Land Management [BLM] 2021; USGS 2020). The GLO plat examined covers T2N, R68W and dates to 1863; the 1953 plat does not cover the farm. The 1863 plat does not depict any historic features in the 320-acre boundary of the farm. However, several unnamed ditch segments are shown generally trending northeast–southwest, and two unnamed trails also trend generally northeast–southwest across the plat. In addition, a HOUSE is identified on the east terrace of Boulder Creek, in the NE¼ Section 17, south of the Dickens farm.

Historic USGS quadrangles covering the study area and reviewed include the Niwot, Colorado, 1:62,500-scale quadrangle (1904, 1923, 1945); the Longmont, Colorado 1:24,000-scale quadrangle (1951, 1968); and the Greeley, Colorado, 1:250,000-scale quadrangle (1957) (USGS 2020).

The Niwot, Colorado, quadrangles are the earliest quadrangles covering the farm and date from the early to the mid-twentieth century (1904–1945). The William H. Dickens Farm, unnamed on the map, is depicted immediately north of an improved but unnamed east–west-trending road (what is today Colorado Highway 119) (Figure 4). Spring Gulch, also unlabeled, trends generally northwest–south on the eastern edge of the farm, draining into St. Vrain Creek.

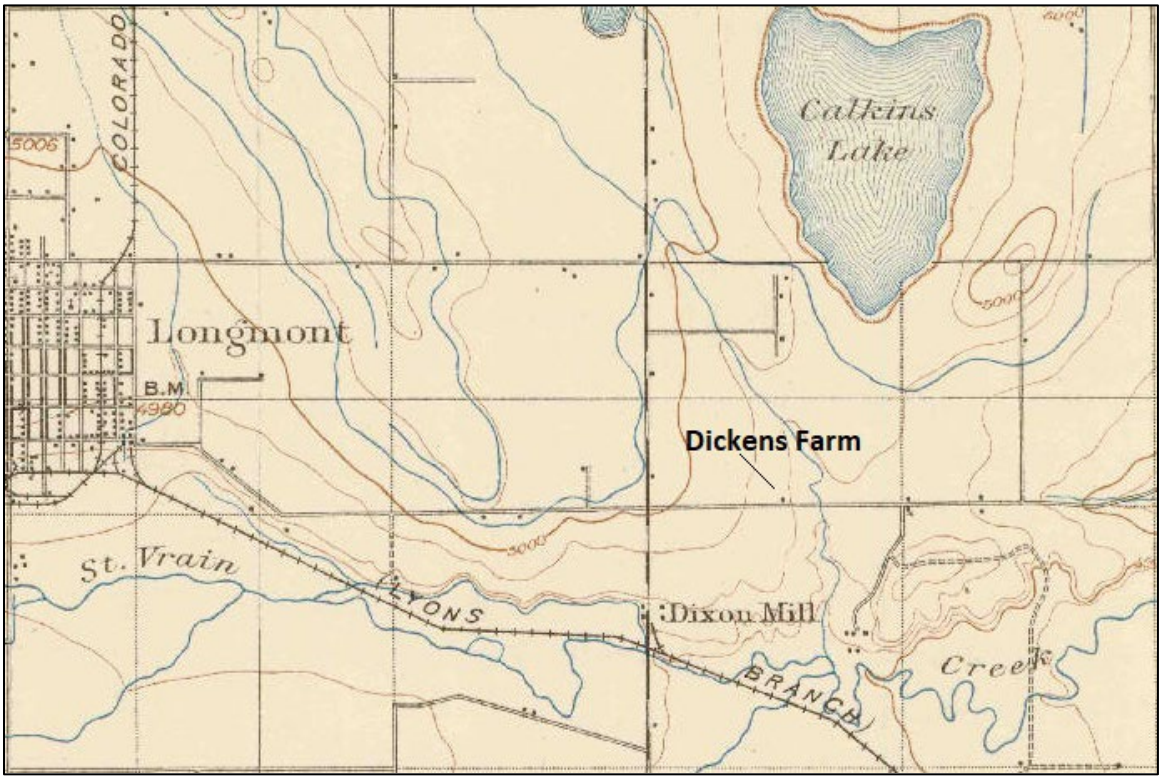

Figure 4. USGS 1904 Niwot, Colorado, quadrangle with Dickens Farm identified.

The mid-twentieth century (1951) Longmont, Colorado, quadrangle still depicts the unlabeled Dickens Farm (Figure 5). Spring Gulch is also still within the project area, although it is labeled as the Union Reservoir Ditch, which trends generally north–south between Calkins Lake (Union Reservoir) to the north and St. Vrain Creek to the south. Colorado Highway 119 is now a four-lane, medium-duty road; the road is not labeled in the vicinity of the farm, but closer to Longmont, the road is State Route 254. No changes related to the Dickens Farm are evident between the 1951 and 1968 Longmont, Colorado, quadrangles.

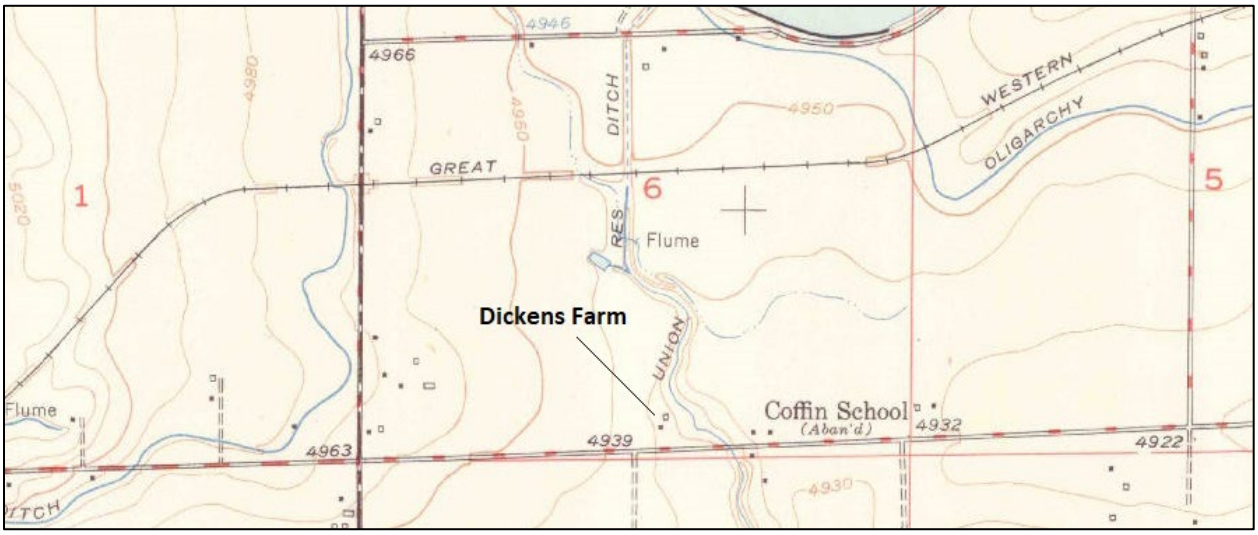

Figure 5. USGS 1951 Longmont, Colorado, quadrangle with Dickens Farm identified.

General Land Office Patent Search

A digital GLO patent record search produced one homestead patent for the SE¼ Section 6, T2N, R68W. The patent was for the full 160-acre quarter section and was approved for Mary A. Allen on December 15, 1871 (BLM 2021).

Aerial Imagery

Aerial imagery dating from 1948 to 2015 show the farm (NETROnline 2020). The earlier aerials (1948–pre-1967) show the farm in relatively good condition and agricultural fields surrounding the farm and project area in all directions with a few scattered farms or other buildings in the general vicinity (Figure 6). The 1955 aerial shows most of the auxiliary buildings/outbuildings are still present, with the exception of F11, a railroad car reused as a livestock shelter; in addition, due to tree cover, it is difficult to tell whether F3, the older garage, is still present. By 1967, the farm's condition appears to have deteriorated some but otherwise is still surrounded by agricultural fields and little modern development (Figure 7). Modern development does not appear in the vicinity of the project area until the 1999 aerial, which shows an adjacent commercial industrial building and property to the east.

Figure 6. 1949 aerial image showing farmstead largely intact.

Figure 7. 1967 aerial image showing deteriorated condition of farmstead.

County Records

Weld County Assessor records list four buildings on the property that include a farmhouse constructed in 1885, a barn constructed in 1918, a utility shed constructed in 1922, and another utility building constructed in 1929 (Weld County 2021a). These dates can serve as something of a guide but are not always accurate. For instance, the same property sheet also describes the farmhouse as a ranch-style, one-story building.

SWCA also conducted a title record search for the property (Table 2) (Weld County 2021b). The first filed property transaction is a warranty deed for the SE¼ Section 6, T2N, R68W in 1880 from a Mary A. Allen to a Rodolphus N. Allen. The quarter section's ownership appears undivided until the mid-1900s when 1 acre is given to Weld County School District No. 25. The quarter section, less this 1 acre, continues undivided in ownership until it is split and sold to the Lifebridge Christian Church in 2006.

Table 2. Weld County Title Records for 5WL5278

Date	Doc No.	Description	Type	Grantor	Grantee
2009	3667717	Portion of SE¼ Section 6, T2N, R68W	Warranty Deed	Lifebridge Christian Church	Highway 119 Holdings LLC
2006	3438421	Portion of SE¼ Section 6, T2N, R68W	Quit Claim Deed	Carl F. Vogel and Alvina L. Vogel	Lifebridge Christian Church
1976	1693961	Includes SE¼ Section 6, T2N, R68W	Deed	Henry J. Vogel	Marie Vogel et al.
1945	960261	SE¼ Section 6, T2N, R68W Less 1 acre for Weld County School District 25	Joint Tenancy Warrantee Deed	George McLean	Henry J. Vogel and Anna Vogel
1928 Aug. 3	543648	Includes SE¼ Section 6, T2N, R68W	Warranty Deed	Ida E. Dickens	George McLean
1928 July 26	543231	Includes SE¼ Section 6, T2N, R68W	Receipt for Inheritance Tax	Ida E. Dickens becomes the executor of the William H. Dickens estate	
1892	44008	SE¼ Section 6 T2N, R68W	Warrantee Deed	Richard I. Franklin	William H. Dickens
1886	22248	SE¼ Section 6, T2N, R68W	Quit Claim Deed	Leonard H. Kelly	Robert I. Franklin
1880 Nov. 11	6163	SE¼ Section 6 T2N, R68W	Warrantee Deed	Rodolphus N. Allen	Leonard H. Kelly
1880 May 6	5717	SE¼ Section 6, T2N, R68W	Warrantee Deed	Mary A. Allen	Rodolphus N. Allen

Historical Ownership

5WL5278, located in the SE¼ Section 6, T2N, R68W, was originally owned by Mary A. Allen (BLM 2021).

Mary Ann Allen was born in Leicester, England, in 1816, as Mary Ann Harris, where she married her first husband, John Henry Dickens, Sr., in 1838 (Hess 2010). Four years later, the couple immigrated to North America with their first two children, Elizabeth Ann and John Henry Dickens, Jr. During the voyage, Mary and John had their second son, William Henry Dickens.

Eventually, the Dickens family settled in Columbus, Wisconsin, in 1844 (Hess 2010).[1] There, John Henry Dickens, Sr. died suddenly at the age of 27, in 1847. Mary then purchased a small home and began shoe binding in order to support herself and her three surviving children: Elizabeth, William, and newly arrived Maria E. Dickens. It was during this time that she met Alonzo Nelson Allen, a local farmer and mill operator (Hess 2010; U.S. Federal Census 1850). Mary and Alonzo married in 1847 and had another five children: Rodolphus N., Mary Ann, George Washington, Charles F., and Alonzo Harris Allen (Hess 2010; Wisconsin Department of Health and Family Services n.d.) Alonzo left Wisconsin for the Colorado area in 1859, where he was the first to settle near the St. Vrain Creek just south of modern-day Longmont. Shortly after, Alonzo's stepson, William Henry Dickens, joined him there and they began a farming business selling hay to local miners. Mary and the rest of her younger children eventually joined Alonzo and William in the Colorado Territory in 1863. Once in Colorado, Mary and Alonzo began a hosting business through the Overland Stage Company, feeding and housing travelers out of their home (Colorado Encyclopedia Staff 2020a; Hess 2010; U.S. Federal Census 1870). The business was very successful and the community of Burlington began to thrive. By the end of 1865, Mary divorced Alonzo and continued a hosting business while her son, William Dickens, constructed a new stage barn and a two-story "Independence Hall," which featured a retail space on the first floor and an entertainment space

[1] John Henry Dickens, Jr. passes before the family arrives in Wisconsin.

on the second (Colorado Encyclopedia Staff 2020a). The building served as an important community center for Burlington over the next 2 years. By 1871, however, annual flooding began to overwhelm the community, and many sought refuge with the Chicago-Colorado Colony members and their new town of Longmont, just a few miles north. William Dickens moved his "Independence Hall" to Longmont that year and continued to purchase new land in the Longmont area over the next two decades (Colorado Encyclopedia Staff 2020a).[2] Similarly, his mother Mary purchased the land on which 5WL5278 is located at the end of 1871, and the family firmly established themselves as significant members of the Longmont community.

Beginning in May 1880, the 5WL5278 quarter homestead passed between various family members and outsiders a number of times until 1928, when it was finally sold outside the family. Mary initially sold the quarter to her son, Rodolphus, in May 1880 (Weld County 2021b).[3] In November 1880, Rodolphus sold the property to Leonard H. Kelly (Weld County 2021b).[4] There is a record of Rodolphus' marriage to Jennie R. Pierce in December 1880. It is possible the property may have been passed on to Rodolphus and his new wife as a wedding present and they subsequently decided not to keep it. On the other hand, the gift may have been the proceeds of the sale of the property (Colorado State Archives n.d.).

Leonard H. Kelly appears to have moved to the Front Range area in 1880, previously having worked as an "R&R Agent." He purchased the 5WL5278 quarter that same year and married his wife, Debbie Emma, the following year in 1881 (U.S. Federal Census 1880a; U.S. Federal Census 1900a).[5] Leonard and Debbie owned the property until 1886, the year Leonard got a new job as the U.S. Postmaster for the Berthoud Community (National Archives and Records Administration [NARA] 2021a). The couple sold the 5WL5278 quarter and moved to Berthoud in 1887, where they continued to live until at least 1917 (U.S. Federal Census 1900a).

Leonard sold the quarter to Robert I. and Sarah H. Franklin at the end of 1886, returning the property to the Allen family tree (Weld County 2021b).[6] Robert I. Franklin was the husband of Mary Allen's first daughter, Elizabeth Ann Dickens. The couple married in 1859 in Columbia, Wisconsin, where their first daughter, Artalissa Naomi Franklin, was born, then moved to the Longmont area to be with the rest of the Allen/Dickens family between 1860 and 1870. Elizabeth died in 1875, and Robert eventually remarried, marrying Sara H. Benway in 1877 (U.S. Federal Census 1900b). Together, Robert and Sarah purchased the 5WL5278 quarter in 1886 from Leonard Kelly (Weld County 2021b). [7] Robert listed his occupation in 1880 as a farmer and he and Sara continued to own the property until 1892 (U.S. Census 1880b). Before 1900, the couple relocated to Gig Harbor, Washington, likely sometime immediately around the sale of the 5WL5278 quarter in 1892 (Weld County 2021b).[8]

Robert Franklin sold the property to his brother-in-law, William H. Dickens, who owned the 5WL5278 quarter until his death in 1915 (Weld County 2021b).[9] Prior to this purchase, William had dramatically expanded his Longmont property portfolio between 1880 and 1915 to include 11 farming quarters and seven city lots (Weld County 2021b).[10] The farming quarters included several quarters originally owned by his stepfather, Alonzo Allen, when Longmont was founded, as well as adjacent quarters William had purchased at the same time (Weld

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[2] A search of the Boulder County Clerk and Recorder's Property Records will demonstrate the large number of property purchases by William Dickens in the Longmont area between 1871 and 1890.

[3] Weld County, Recording Department, Document No. 5117, Warranty Deed, 6 May 1880.

[4] Weld County, Recording Department, Document No. 6163, Warranty Deed, 11 Nov 1880.

[5] Note here he is "Kelley" instead of "Kelly."

[6] Weld County, Recording Department, Document No. 22238, Quit Claim Deed, 4 Nov 1886.

[7] Weld County, Recording Department, Document No. 22238

[8] Weld County, Recording Department, Document No. 44008, Warrantee Deed, 14 May 1892.

[9] William H. Dickens is murdered in 1915. His son is suspected as the culprit for a time (see local newspapers during 1915 for the story).

[10] Weld County, Recording Department, Document No. 543231, Receipt for Inheritance Tax, 26 July 1928.

County 2021b).[11] During this 35-year period, William also acquired the neighboring western quarter to the 5WL5278 property, SW¼ Section 5, T2N, R68W (Weld County 2021b).[12] These were the only two quarters owned by William Dickens in this section of town. William and his stepfather's original quarters and the majority of their rural property were situated in Sections 10 and 11, T2N, R69W. During this same period, William built the Dickens Opera House and founded the Farmers National Bank in Longmont, and in 1902, built his manor home at 303 Coffman Street (Castle 2017; Colorado Encyclopedia Staff 2020b). After William's death in 1915, his wife, Ida E. Dickens, became the executor of his estate and she sold the 5WL5278 quarter in 1928, never again to be owned by the Allen family (Weld County 2021b).[13] Ida separately sold the neighboring quarter, the SW¼ Section 5 also previously purchased by William.

Ida sold the 5WL5278 quarter to George McLean from the City and County of Denver, who owned the property from 1928 until 1945 (Weld County 2021b).[14] According to the 1910 and 1920 census records, George appeared to be living off of his own income and was retired by 1920 at age 52 (U.S. Federal Census 1910, 1920a). After George acquired the 5WL5278 quarter, he seemed to have been more interested in the property as an investor, likely renting it out, as he continued to live in Denver and is never identified as a farmer in the census records (Weld County 2021b).[15]

In 1945, the 5WL5278 quarter was purchased from George by Henry J. Vogel and his wife, Anna (Weld County 2021b).[16] Henry and Anna were immigrants from Russia and Germany, respectively, arriving in the United States in 1911–1912 and naturalized in Denver in 1912 (NARA 2021b). Together, the Vogels had seven children and Henry worked as an agricultural laborer. By 1922, the Vogel family was living in the rural Longmont area, along the Rural 4 postal route. Tragically, their eldest son, Henry Vogel, Jr., died in a firearm accident the same year, in 1922. His obituary indicated the family lived 5 miles southwest of Longmont. It is possible that the Vogels could be one of the families that rented and lived on the 5WL5278 quarter, though their residence in the 1930 census was listed as Mead in Weld County, Colorado, while their home in 1920 was listed as Denver (U.S. Federal Census 1920b, 1930). Nevertheless, the Vogel family owned and lived on the property from 1945 to 1976.

After Henry J Vogel Sr.'s death in 1976, the remaining Vogel children inherited the property (Weld County 2021b).[17] Eventually, Henry and Anna's son, Carl F. Vogel, and his wife, Alvina Lilian Vogel, became the sole owners of the quarter (Weld County 2021b).[18] They were also the same Vogel's who split the property and relinquished claim of the property house parcel to the Lifebridge Christian Church in 2006.

DISCUSSION

The history of 5WL5278 is as long as the history of settlement in the area, and is closely aligned with the founding, development, and growth of the nearby community of Longmont. Specifically, the property is associated with the Allen/Dickens family, one of the earliest settlers in the Longmont area (Colorado Encyclopedia Staff 2020a). The famous father and stepson pair, Alonzo Allen and William Dickens, were important founding members of the Burlington, and later Longmont, communities. Alonzo Allen was among the first, if not the first, Euro-American settlers in the area. William Dickens was able to build on his family's early success and expand on it, becoming an important entrepreneur for the town of Longmont. Among other

[11] Weld County, Recording Department *s.v.* "Alonzo Allen". and Weld County, Recording Department, Document No. 543231.
[12] Weld County, Recording Department, Document No. 543231.
[13] Weld County, Recording Department, Document No. 543648, Warrantee Deed, 3 Aug 1928.
[14] Weld County, Recording Department, Document No. 543648, Warrantee Deed, 3 Aug 1928.
[15] Weld County, Recording Department, Document No. 960261, Joint Tenancy Warranty Deed, 25 May 1945.
[16] Weld County, Recording Department, Document No. 960261.
[17] Weld County, Recording Department, Document No. 1693961, Deed, 19 July 1976.
[18] Weld County, Recording Department, Document No. 3438421, Quit Claim Deed, 30 Nov 2006, (accessed 4 Feb 2021).

achievements, he was responsible for founding the First Farmers Bank and establishing the Longmont (Dickens) Opera House (Colorado Encyclopedia Staff 2020a).

Rather than label the farm the "William H. Dickens Farm," it is perhaps more appropriate to call 5WL5278 the "Mary A. Allen Homestead." Despite these impressive achievements, neither Alonzo nor William are the most personally connected Allen/Dickens family members to the property. Mary A. Allen is arguably the more important individual directly associated with this property. She was the initial claimant of the property in 1871 through the Homestead Act, suggesting she was on the property since at least 1866 as there was a 5-year period in which to "prove up" before the claim could be filed (Horn 2015). Although it is unclear from the available data if she ever lived on the property, it is likely that she did improve it and lived there for at least 5 years since her homestead application was successful. By 1871, Mary had divorced Alonzo, and as a divorced and single woman, she could claim property under the amended 1862 Homestead Act, which was one of the few legal rights her status allowed her during that period. It is also clear that she continued to be an entrepreneur in her own right, running a hotel business from her home (U.S. Federal Census 1870). Just like Alonzo and William, Mary was a significant founding member of the Burlington, and later, Longmont communities. When the people of Burlington decided to move to Longmont to avoid annual flooding, many began to move their homes and businesses. Mary was no different from her son and other influential community members in this regard. While William purchased new land in the Longmont area almost immediately in 1871, Mary did as well, claiming the 5WL5278 quarter, and none other, in December of that year (BLM 2021).

Mary held onto the property until 1880, when she sold it to her son, Rodolphus. Between 1871 and 1880, Mary would have experienced the marginality of living as a woman in the Victorian era, and her homestead application represents a significant change for the average woman. Homesteading was the defining Euro-American settling mechanism for the region, but it was also one of the first legal ways a single woman could own property in the United States.

After 1880, the property was sold to Leonard H. Kelly, who had come to the Longmont area likely to begin life as a farmer. He purchased the property just before his marriage and owned it until his family moved to nearby Berthoud for a new job as the U.S. Postmaster (NARA 2021a). The property was returned to the Allen/Dickens family at the end of 1886, when Robert Franklin bought it. Robert was William Dickens brother-in-law. William purchased 5WL5278 in 1892, most likely to increase his farming business and property portfolio, but perhaps also some sentimental connection as he likely knew it as his mother's property, as well as to help his brother-in-law, Robert, who was in the process of moving to Washington state. There is little evidence William ever lived at 5WL5278, particularly after 1902 when he built his manor house in town and where he lived until his death in 1915. More research is necessary to determine where exactly William and his immediate family were living between 1892 and 1902, but it appears unlikely that it was on 5WL5278.

After William's death in 1915, the property was owned by his widow, Ida, but again, there is little evidence Ida actually lived at the farm. By 1928, she had sold the property and it was no longer within the Allen/Dickens family. The new owner, George McLean, apparently used the farm as an investment property and no information was found indicating who lived there. Additional research may reveal the renters and their occupations. In 1945, George sold the property to the Vogels, German-Russian immigrants who farmed the land. The historic record concerning the Kellys, McLean, and the Vogels is sparse, indicating these individuals were not influential community members, as the Allens and Dickens were.

5WL5278 was a working farm. The Allens started the farm in the 1870s, possibly as early as the mid-1860s, and the use of the property as a farm continued through the rest of the nineteenth century and well into the twentieth century. While Mary Allen and potentially her son, William, were the first to farm the property, subsequent owners continued that tradition. In 1880, Leonard Kelly bought the property to continue working it as a farm. In 1885, Kelly and his wife built the house, a Late Victorian-style, two-story building. According to the Weld

County Assessor's records, the barn was built about 40 years after the house was built, in 1918 when Ida Dickens, Williams' widow, owned the property. An inscription in the concrete foundation on the northwest corner of the barn, identified during the 2020 SWCA fieldwork, reads LINDA MARIE ALLEN incised as broad, blocky letters suggestive of a child's writing. No digital records of a Linda Maria Allen were identified during the present research session. The last name of Allen may relate the barn to the Allen/Dickens family. It may also demonstrate that extended family of the Allen/Dickens were living and improving 5WL5278 during the early decades of the twentieth century. It is also possible this was someone more immediately related to the Allens/Dickens. William Dickens had a daughter named Artalissa Marie Dickens and his brother George had a daughter named Wilhelmina Allen. Both names are similar to "Linda Marie," but more research is necessary to confirm who the inscription is referring to. Ultimately, the inscription suggests the barn may be older than the 1918 date provided by the county assessor's records. If the inscription was made by one of the Dickens or Allen daughters, it would have been when they were children and well before 1918, bringing the construction of the barn closer in alignment with the construction of the house. Alternatively, the size of the inscription might also suggest these are in fact three different names: a "Linda," a "Marie," and an "Allen." Looking later at the Vogels, they do have a daughter named Marie and another daughter named Lydia. The location of the inscription is also along the sidewalk next to the barn and so could be a later addition and not reflective of the barn's construction date.

5WL5278 reflects the evolution of farming and settlement in this part of Colorado. Farming in the 1880s was one of the last decades of farming by a particular hand-and-draft animal style in the United States and Kelly's family and farmhouse were representative of this rural Colorado farming lifestyle. Later, when the Dickens reacquired the farm, it is not clear who lived here; however, the Dickens most likely rented out this portion of their farm or had extended family members who provided the physical labor to keep the farm productive. Farm developments during World War I were common. Prices were high and agricultural production was booming during the war, making large agricultural improvements and investments of this nature more common during these years.

Potentially as early as 1912, and certainly in the years surrounding 1945, a large German and Russian immigrant community developed around this area of the Front Range. Immigrants to the area could quickly find work in the sugar beet industry, which was booming in this region of Colorado. Henry Vogel and his wife arrived in Denver during this period in 1912 (NARA 2021b). At the time, Henry described himself as working in "farming," an occupation that likely drew his family to Weld County and Longmont, like hundreds of other newly immigrated workers (NARA 2021b). By 1945, the Vogels had successfully grown roots in the community, potentially helped to found the local German Volga Church, 5BL1138, and began the transition to owning their own property and beginning their own farming business (McWilliams 2006; The Daily Times 1927).[19] Most of the outbuildings and standing structures at 5WL5278 were constructed by the Vogel's and are reflective of their time living there. This is particularly highlighted by a second inscription, HJ VOGEL 1945, found on a concrete foundation for an outbuilding east of the house. The character of the property is also reflective of farming practices and technology from the 1940s and 1950s, a time of significant transition for the industry as it was more recognizably completing its transformation to the large-scale industrial farming most commonly seen today.

HISTORIC SIGNIFICANCE

5WL5278 was previously recorded by Hermsen Consultants in 2006 as an abandoned farm consisting of the farmed acreage and the cluster of buildings in the southwestern corner of the larger property; the site was

[19] In this article about Henry Vogel, Jr.'s accident, we see that the Vogels were indeed attending this church: "The boy was a member of the German Congregational Church of Longmont." Being this was printed in 1927, it is likely the Vogels were present when the church was founded three years earlier in 1924.

referred to as the William H. Dickens Farm. This cluster of buildings represents the locus of the residential and working life of the occupants of the farm and includes the house, two garages, a large barn, and several outbuildings. Hermsen Consultants conducted limited historic research, discovering the house had been built in 1885 and modified in 1900, and the property had been originally owned by William Dickens, one of the founding members of the Longmont community. The site was recommended significant under Criterion B for this association. The barn was recommended as a contributing element of the site under Criterion C because it represents an intact example of a style of building and a type of construction. The period of significance identified by Hermsen Consultants was 1885 to 1915, the period that included the construction of the house to the death of William Dickens. The site was recommended eligible for inclusion in the NRHP under Criteria B and C, with SHPO concurrence.

SWCA revisited the site and fully recorded the area of the farm in the southwest corner of Section 6, T2N, R68W. In addition, SWCA conducted additional historic research into the background and history of the individuals associated with the site. 5WL5278 represents one of the earliest farms in the region and also reflects the evolution of farming from 1871 to the 1950s. As such, the farm represents a critical phase of the settlement and development of the Longmont region. Additionally, the farm was originally settled by Mary Allen and represents the growing influence of women as property and business owners. SWCA recommends the site is significant under Criterion A.

Historic research did not reveal a direct association of the farm with William Dickens; however, the farm was directly associated with William's mother, Mary A. Allen. Although, as a woman, her role is often overlooked, Mary was as important member of the founding of the Longmont community as was her husband, Alonzo, and son, William. Mary was one of the few women in Victorian-era America who was able to take advantage of the legal rights granted to her by the amended 1862 Homestead Act, acquiring her own property, and starting and running businesses separate from the men in her life. The property Mary owned was 5WL5278, between 1871 and 1880. Because of this association, SWCA recommends 5WL5278 as significant under Criterion B.

The house was built in 1885 as a Late Victorian-style building. The architectural elements that characterize this particular building style are present if understated, and the later 1900 additions are themselves historic. These additions do not detract from the historic integrity of the original house, representing a local style adaptation of the Late Victorian. The barn is also a good example of a specific type of construction, as well as being one of the few remaining intact barns in the region. Because these two buildings embody distinctive characteristics of a specific type and period, as well as method of construction, SWCA recommends 5WL5278 as significant under Criterion C.

Finally, the farm has been occupied by Euro-Americans since at least 1871, possibly as early as the mid-1860s, a period that represents the earliest Euro-American settlement of the Longmont area. All of the standing buildings and structures at the site date to the later period starting in 1885 and there is no obvious evidence of the earlier structures that were likely present on the property for Mary Allen to have obtained a Homestead Entry. Despite this lack, the ground surface around the building cluster is largely unmodified, having not been impacted by earth-moving activities. While the primary residence was potentially located where the 1885 house currently stands, evidence of any outbuildings is possibly buried or covered by the thick grasses surrounding the buildings. Additionally, the current house was built in 1885, prior to the establishment of interior plumbing. Evidence of outbuildings associated with the 1885 and later occupation are also possible in the surrounding area, such as a privy pit, separate summer kitchen, root cellar, or wash house. The area surrounding the house and outbuildings has the potential to contain this evidence that can provide meaningful information about the early pioneer period from 1871 to 1880 and the later occupation from 1885 to 1915. As a result, SWCA recommends 5WL5278 as significant under Criterion D.

The site retains all aspects of integrity: location, setting, association, feeling, design, materials, and workmanship. The house was built in 1885 and has not been moved. The outbuildings were added later and are also in their original locations. Thus, the site retains integrity of location. The surrounding landscape retains its rural character, and although modern development is encroaching around the periphery, the primary fields around the building cluster continue to be used for agricultural purposes, either as cultivated fields or pasturage for livestock. As a result, the nature of the landscape around the site has retained the characteristics of a rural agricultural setting. The site retains integrity of setting and, consequently, integrity of association and feeling. In 1885, Kelly and his wife built the house, a Late Victorian-style, two-story building. By 1900, when the property reverted back to the Dickens, additions were made to the house to enlarge it. The barn was a critical element in the working farm, as it was used for storage of the farming equipment and fodder for the animals, and as housing for the draft animals. In addition, smaller sheds and a chicken coop were added to house smaller animals important to the household. The house and barn remain in good condition, and the outbuildings retain their original location and their function is clear. The patterning of the buildings and their relationships to each other and the larger function of a working farm are retained, thus the site retains integrity of design, materials, and workmanship.

5WL5278 is a historic farm consisting of a cluster of buildings that date as early as 1885 to the 1940s. The site retains all aspects of integrity. The site is associated with the broad themes of settlement and farming in the history of the Longmont region and Colorado. The site is directly associated with one of the earliest settlers of the region, a founding member of the community, and one of the earliest women in the region to take advantage of rights granted to women by the Homestead Act. The site embodies the characteristics of the Late Victorian style and method of construction for the barn, as well as being one of the few remaining intact early farms in the region. Finally, the site has the potential to provide meaningful information about the history of the region, specifically early settlement in the 1860s and farming life in the 1880s. The site is significant under all NRHP criteria and is recommended to remain eligible for inclusion in the NRHP under 36 Code of Federal Regulations 60.4(a)(b)(c)(d). Further, the original period of significance, 1885 to 1915, is recommended to be retained, but also a period of significance encompassing the earlier period of occupation, 1871 to 1880, is also recommended.

Historic research into the line of property owners and their lives proved fruitful, but also exposed gaps in knowledge. Additional research could fill these gaps and provide a fuller interpretation of the role this farm and the families who owned and worked the farm played in the history of Colorado and the community of Longmont.

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2021b Weld County Recording Department. Available at: https://www.weldgov.com/departments/clerk_and_recorder/recording_department. Accessed February 4, 2021.

Wisconsin Department of Health and Family Services

n.d. Wisconsin Vital Record Index, Pre-1907. Ancestry.com. Available at: https://search.ancestry.com/cgi-bin/sse.dll?dbid=4997&h=3129258&indiv=try&o_vc=Record:OtherRecord&rhSource=8054. Accessed February 4, 2021.

CITY OF LONGMONT | Historic Preservation Commission

MEMORANDUM

TO: Ava Pecherzewski, Principal Planner

FROM: Jade Krueger, Historic Preservation Commission Liaison

DATE: September 20, 2021

SUBJECT: **SH 119 & Zlaten / Dickens Farm – Development Proposal**

Summary

The Historic Preservation Commission reviewed the additional materials for the proposal for the 7-Eleven development at SH 119 & Zlaten Drive at the September 9th Commission meeting. After the August Commission meeting, the applicant provided an additional structural assessment as well as an archeological survey. Below are the comments from the Commission:

- The Commission wants to acknowledge the historical significance of the property as noted in the cultural resource survey information – particularly since the Dickens family had a significant role in Longmont's history. The latest archeological survey further indicates that the Farm is eligible under all four conditions for the National Register of Historic Places. A property that is eligible under all four criteria is rare.
- The Historic Preservation Commission would not recommend that this proposal not move forward without a better preservation plan for the site given the historic nature of the property.

The applicant has suggested continuing to work with the Historic Preservation Commission for an additional option of preserving the history. If this development proposal moves forward, this seems like an appropriate condition of approval.

Sincerely,

Jade Krueger
Associate Planner/ Historic Preservation Commission Liaison

Attachments:

Cultural Resource Survey
Archeological Survey

CITY OF LONGMONT | Historic Preservation Commission

MEMORANDUM

TO: Ava Pecherzewski, Principal Planner

FROM: Jade Krueger, Historic Preservation Commission Liaison

DATE: July 12, 2021

SUBJECT: **SH 119 & Zlaten – Development Proposal**

Summary

The Historic Preservation Commission reviewed the updated cultural resource survey and proposal for the 7-Elevent development at SH 119 & Zlaten Drive at the July 8, 2021 Historic Preservation Commission Meeting. The developer, applicant and consultant from SWCA were there.

The application did include new details regarding the historic significance of the site; however, the Commission would like some additional information before making a recommendation.

1) A basic historic structure assessment (HSA) to better understand the physical structure of the buildings.
2) Limited archeological surveying work to assess the site.

If the applicant has any additional questions regarding the Commission's request for additional materials, please feel free to reach out to me jade.krueger@longmontcolorado.gov

Sincerely,

Jade Krueger
Associate Planner/ Historic Preservation Commission Liaison

TRAFFIC IMPACT STUDY

For

7-Eleven Ken Pratt & Zlaten
Longmont, Colorado

August 2020
Revised:
March 2021

Prepared for:

United Properties
1331 17th Street, Suite 604
Denver, Colorado 80202

Prepared by:

SM ROCHA, LLC
TRAFFIC AND TRANSPORTATION CONSULTANTS

8703 Yates Drive, Suite 210
Westminster, Colorado 80031
(303) 458-9798

Project Engineer:
Stephen Simon, EIT

Engineer in Responsible Charge:
Fred Lantz, PE

COLORADO REGISTERED
FREDERICK C. LANTZ
23410
03/25/2021
PROFESSIONAL ENGINEER

19-081049

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Appendices

I. Introduction

Project Overview

This traffic impact study addresses the capacity, geometric, and control requirements associated with the development entitled 7-Eleven Ken Pratt & Zlaten.

This traffic impact study has been revised to address City review comments dated 10/02/2020 regarding anticipated widening of Ken Pratt Boulevard by Year 2040.

This proposed commercial development consists of a 7-Eleven gas station with convenience store including a Laredo Taco quick-serve restaurant. The development is located at the northeast corner of the intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive in Longmont, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the Ken Pratt Boulevard intersection with Zlaten Drive, and proposed site accesses.

Figure 1 illustrates location of the site and study intersections.

Site Description

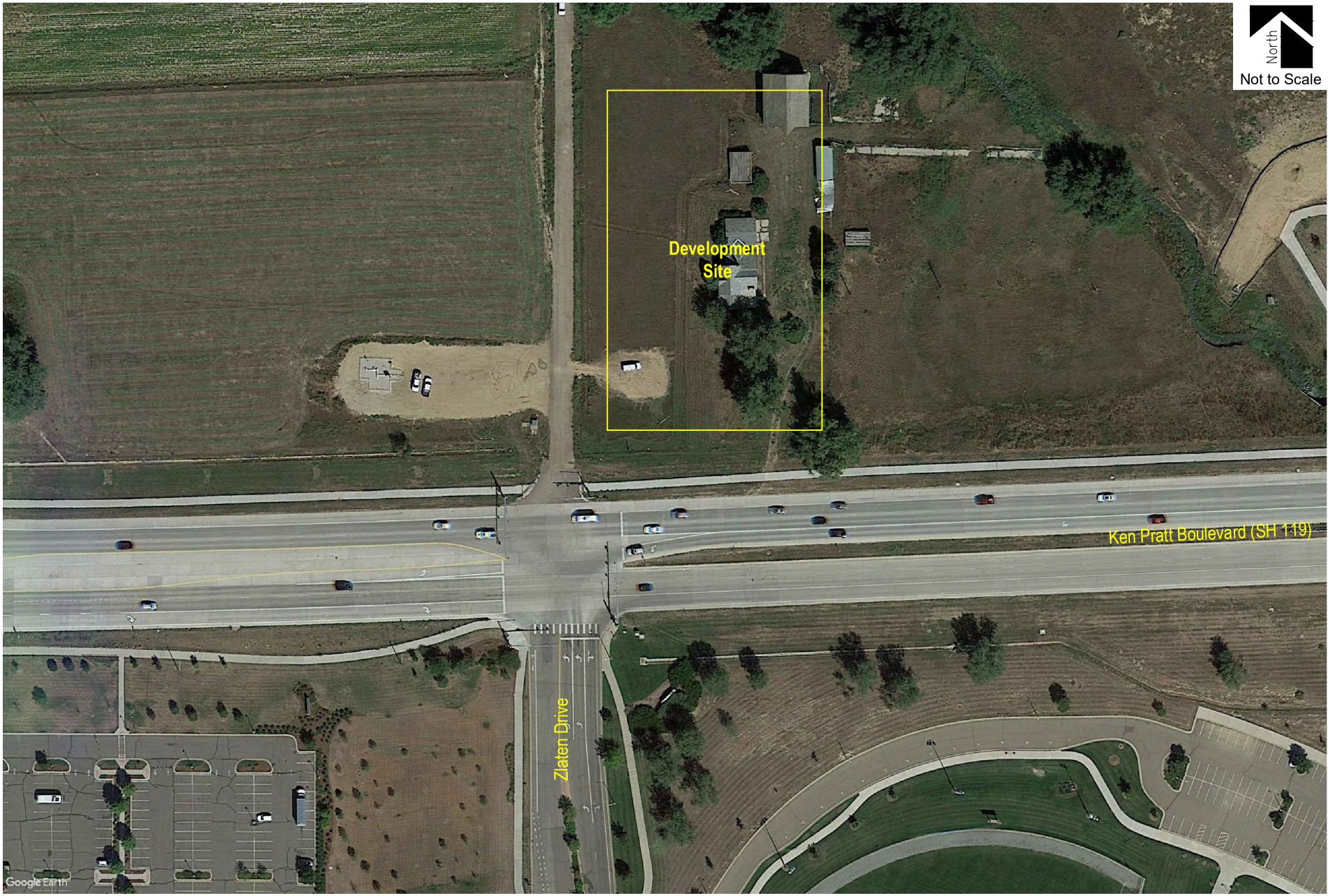
Land for the development is currently occupied by an abandoned single-family residential lot and is surrounded by a mix of agricultural, commercial, recreational, residential, and open space land uses.

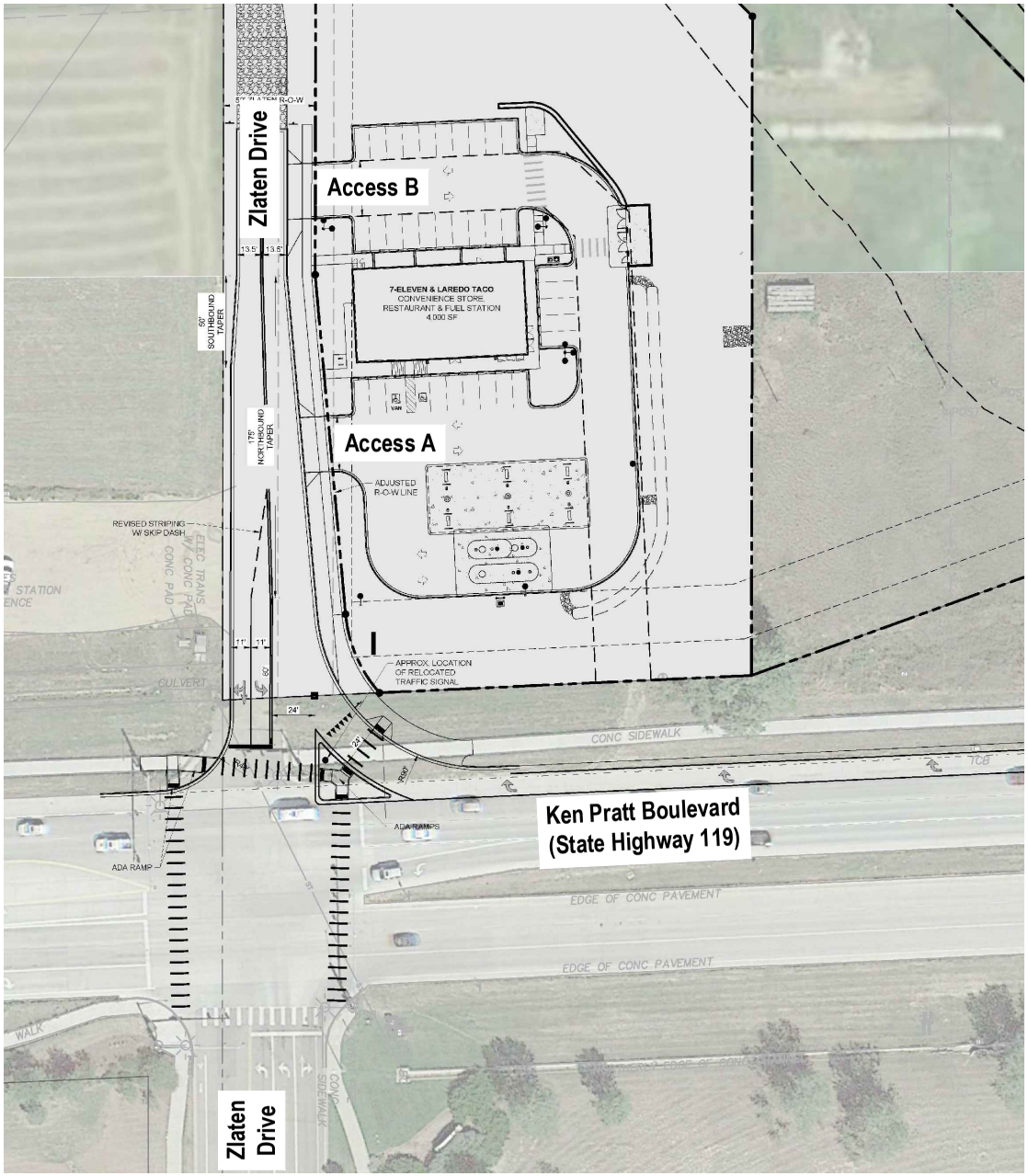
The proposed development is understood to entail the new construction of a 4,755-square foot 7-Eleven gas station convenience store of which 1,585 square feet will be dedicated to a Laredo Taco quick-serve restaurant and supporting 12 vehicle fueling positions.

Proposed access to the development is provided at the following locations: two full-movement accesses onto Zlaten Drive (referred to as Access A and Access B). Access A is located approximately 200 feet north of Ken Pratt Boulevard, as measured from the center of the intersection, and Access B is located approximately 400 feet north of Ken Pratt Boulevard.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2022.

A conceptual site plan, as prepared by Entitlement and Engineering Solutions, Inc., is shown on Figure 2. This plan is provided for illustrative purposes.


North
Not to Scale
Development Site
Ken Pratt Boulevard (SH 119)
Zlaten Drive
Google Earth



North
Not to Scale

7-ELEVEN KEN PRATT & ZLATEN
Traffic Impact Study

SM ROCHA, LLC
Traffic and Transportation Consultants

Figure 2
SITE PLAN

March 2021
Page 3

Existing and Committed Surface Transportation Network

Within the study area, Ken Pratt Boulevard (State Highway 119) is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadway includes Zlaten Drive. A brief description of each roadway is provided below:

> Ken Pratt Boulevard is an east-west state roadway having four through lanes (two lanes in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. The Colorado Department of Transportation (CDOT) categorizes Ken Pratt Boulevard (State Highway 119) as a Non-Rural Principal Highway (NR-A) and provides a posted speed limit of 65 MPH.
>
> Zlaten Drive is a north-south collector roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. Zlaten Drive provides a posted speed limit of 35 MPH.

The study intersection of Ken Pratt Boulevard (State Highway 119) and Zlaten Drive is signalized. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

No regional or specific improvements for the above described roadways are known to be planned or committed at this time. However, pursuant to the City Comprehensive Plan[1], it is noted that Ken Pratt Boulevard (State Highway 119) is envisioned to be a six-lane roadway upon ultimate build-out. Exact timing of when Ken Pratt Boulevard may be widened is currently undefined. However, pursuant to City Staff, and for purposes of this analysis, it is assumed that widening of Ken Pratt Boulevard would occur by Year 2040. It is also noted that north of Ken Pratt Boulevard, Zlaten Drive becomes a currently unclassified roadway serving a limited number of private properties. As part of the proposed development, it is anticipated that the north leg of Zlaten Drive will be improved to meet current City roadway standards along the property frontage.

[1] Multimodal & Comprehensive Plan, City of Longmont, June 2016.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive. Average daily (24-hour) traffic volumes were also collected on Ken Pratt Boulevard and Zlaten Drive. These counts are shown on Figure 3.

Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for Ken Pratt Boulevard (State Highway 119) and Zlaten Drive were assumed based on the existing signal head configuration, allowable movements, and typical signal operations for state highway intersections. Timings were used throughout this study to the best extent possible in order to remain consistent with typical City signal coordination plans.

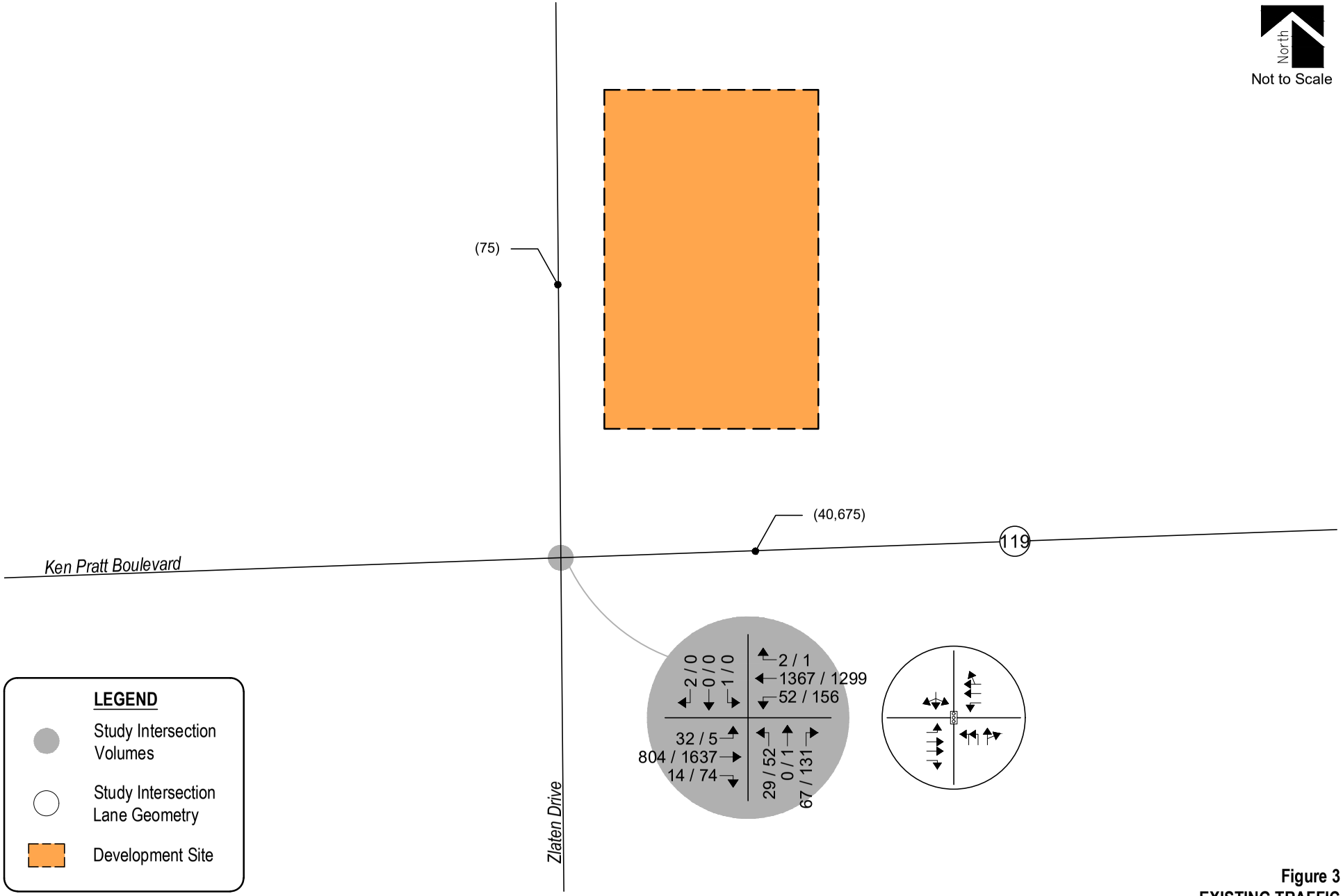


Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

The Signalized and Unsignalized Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM) by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION	LEVEL OF SERVICE	
LANE GROUPS	AM PEAK HOUR	PM PEAK HOUR
Ken Pratt Boulevard (SH 119) / Zlaten Drive (Signalized)	A (6.3)	B (13.6)

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive has overall operations at LOS A during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2022 and 2040, a compounded annual growth rate was determined using traffic data provided by CDOT's Online Transportation Information System (OTIS), which anticipates a 20-year growth rate of approximately two percent. Therefore, a growth rate of two percent was applied to existing traffic volumes. This annual growth rate is also consistent with regional growth projections and the level of in-fill development expected within the area.

Pursuant to the planned area roadway improvements discussed in Section I, Year 2022 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. Year 2040 assumes the widening of Ken Pratt Boulevard from four through lanes to six through lanes. Year 2040 also assumes existing signal timing parameters for Ken Pratt Boulevard (State Highway 119) and Zlaten Drive with optimized intersection splits in effort to better long-term intersection performance. This assumption provides for a conservative analysis.

Projected background traffic volumes and intersection geometry for Years 2022 and 2040 are shown on Figure 4 and Figure 5, respectively.

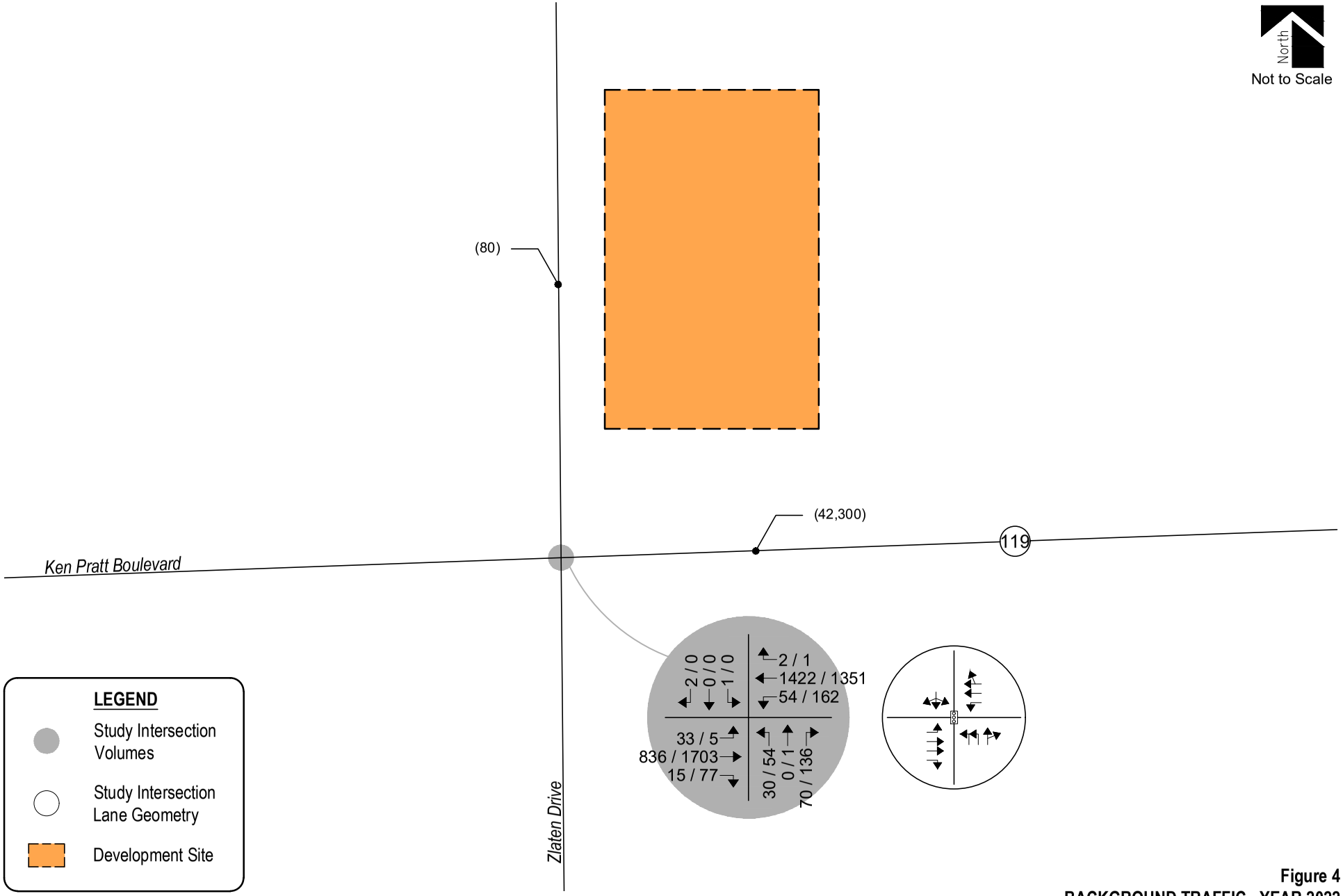


Figure 4
BACKGROUND TRAFFIC - YEAR 2022
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

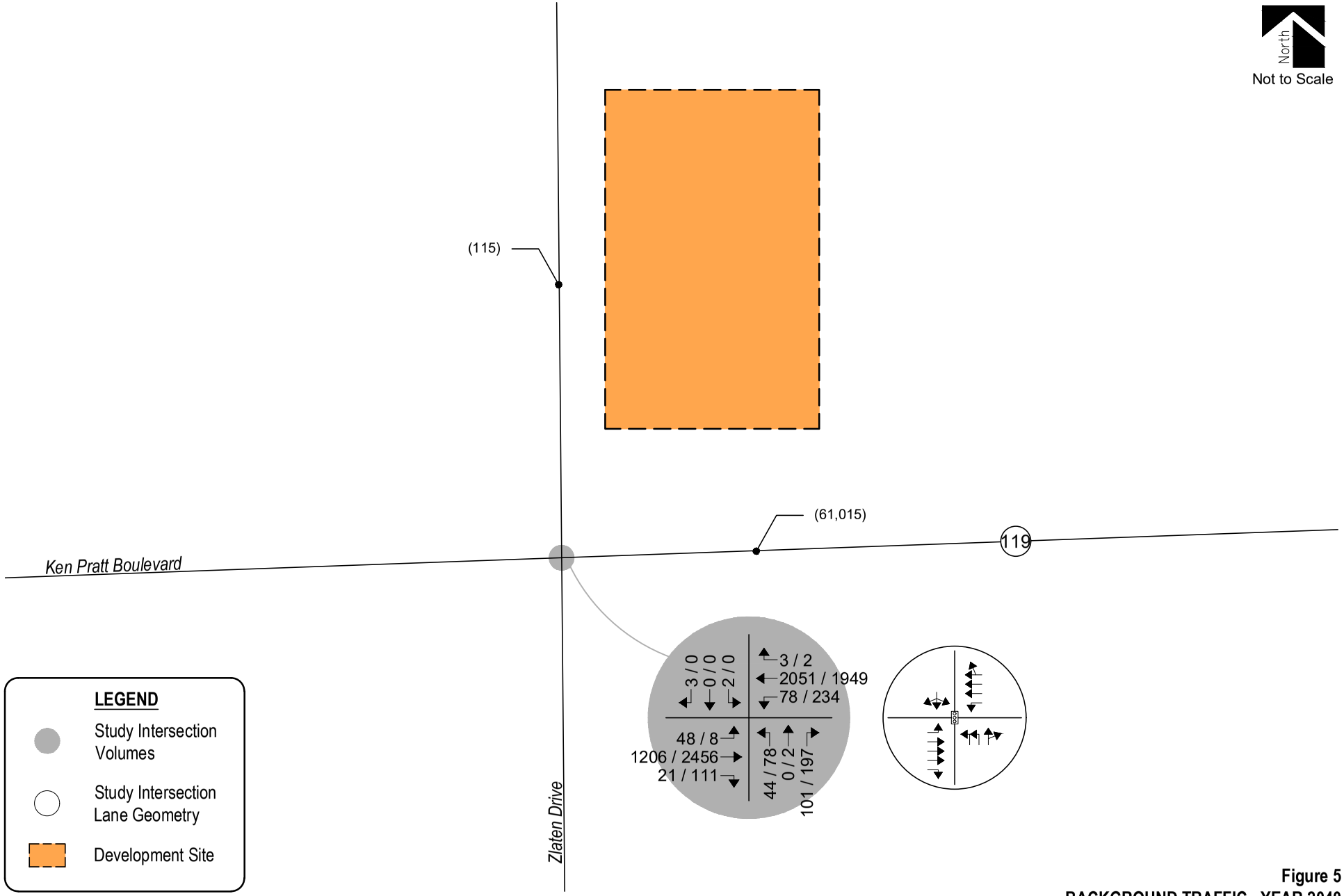


Figure 5
BACKGROUND TRAFFIC - YEAR 2040
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2022 are listed in Table 2. Year 2040 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2022

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Ken Pratt Boulevard (SH 119) / Zlaten Drive (Signalized)	A (6.5)	B (14.9)

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)

Background Traffic Analysis Results – Year 2022

Year 2022 background traffic analysis indicates that the signalized intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive has overall operations at LOS A during the AM peak traffic hour and LOS B during the PM peak traffic hour.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2040

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Ken Pratt Boulevard (SH 119) / Zlaten Drive (Signalized)	A (7.7)	C (20.1)

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)

Background Traffic Analysis Results – Year 2040

By Year 2040 and without the proposed development, the study intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive experiences LOS A operations during the AM peak traffic hour and LOS C operations during the PM peak traffic hour.

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 10th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use codes 932 (Sit-Down (High-Turnover) Restaurant) and 960 (Super Convenience / Gas) were used for estimating trip generation because of their best fit to the proposed land use descriptions.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
932	Sit-Down (High-Turnover) Restaurant	KSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77
960	Super Convenience / Gas	KSF	837.58	41.57	41.57	83.14	34.64	34.64	69.28

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected average daily traffic (ADT), AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out.

Table 5 – Trip Generation Summary

			TOTAL TRIPS GENERATED						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
932	Sit-Down (High-Turnover) Restaurant	1.6 KSF	178	9	7	16	10	6	15
960	Super Convenience / Gas	3.2 KSF	2,655	132	132	264	110	110	220
		Total:	*2,833*	*140*	*139*	*279*	*119*	*116*	*235*

Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 2,833 daily trips with 279 of those occurring during the morning peak hour and 235 during the afternoon peak hour.

Adjustments to Trip Generation Rates

While a development of this type is likely to attract trips from within area land uses as well as pass-by or diverted linked trips from the adjacent roadway system, no trip reduction was taken in this analysis. This assumption provides for a conservative analysis.

As example, published ITE pass-by and diverted link trip data indicates an average trip generation reduction rate between 46 and 78 percent as typical to service stations with convenience store. Considering the lowest reduction percentage, primary trip generation for the proposed development equates to approximately half of trip generation volumes presented in Table 5. A primary trip is defined by ITE as a trip made for the specific purpose of visiting the destination generator.

It is also noted that given the shared use of the convenience store with the proposed Laredo Taco restaurant, it is considered likely that customers visiting the restaurant will also serve as customers to the gas station use and vis versa. This internal capture may further reduce the overall trip generation from what is estimated in Table 5. However, specific internal capture rates can only be assumed, and therefore no reductions are applied. This continues to provide for a conservative analysis.

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the City, proposed and existing area land uses, allowed turning movements, and available roadway network.

Overall trip distribution patterns for the development are shown on Figure 6.

Trip Assignment

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.

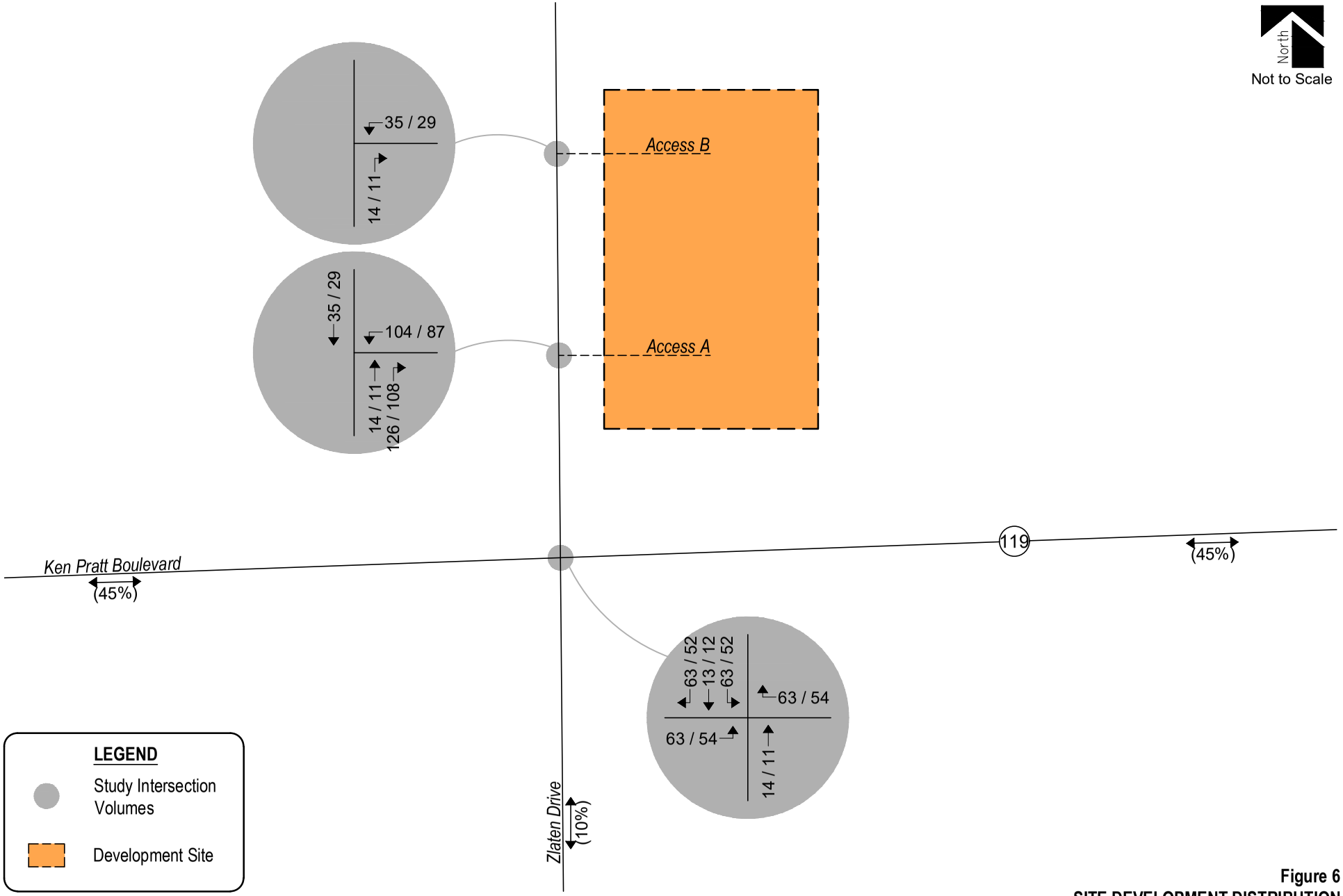


Figure 6
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED
AM / PM Peak Hour

V. Future Traffic Conditions With Proposed Developments

Site-generated traffic was added to background traffic projections for Years 2022 and 2040 to develop total traffic projections. For analysis purposes, it was assumed that development construction would be completed by end of Year 2022.

Pursuant to area roadway improvement discussions provided in Section III, Year 2022 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Year 2040 total traffic conditions continue to assume the widening of Ken Pratt Boulevard from four through lanes to six through lanes. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2022 total traffic volumes and intersection geometry are shown in Figure 7.

Figure 8 shows projected total traffic volumes and intersection geometry for Year 2040.

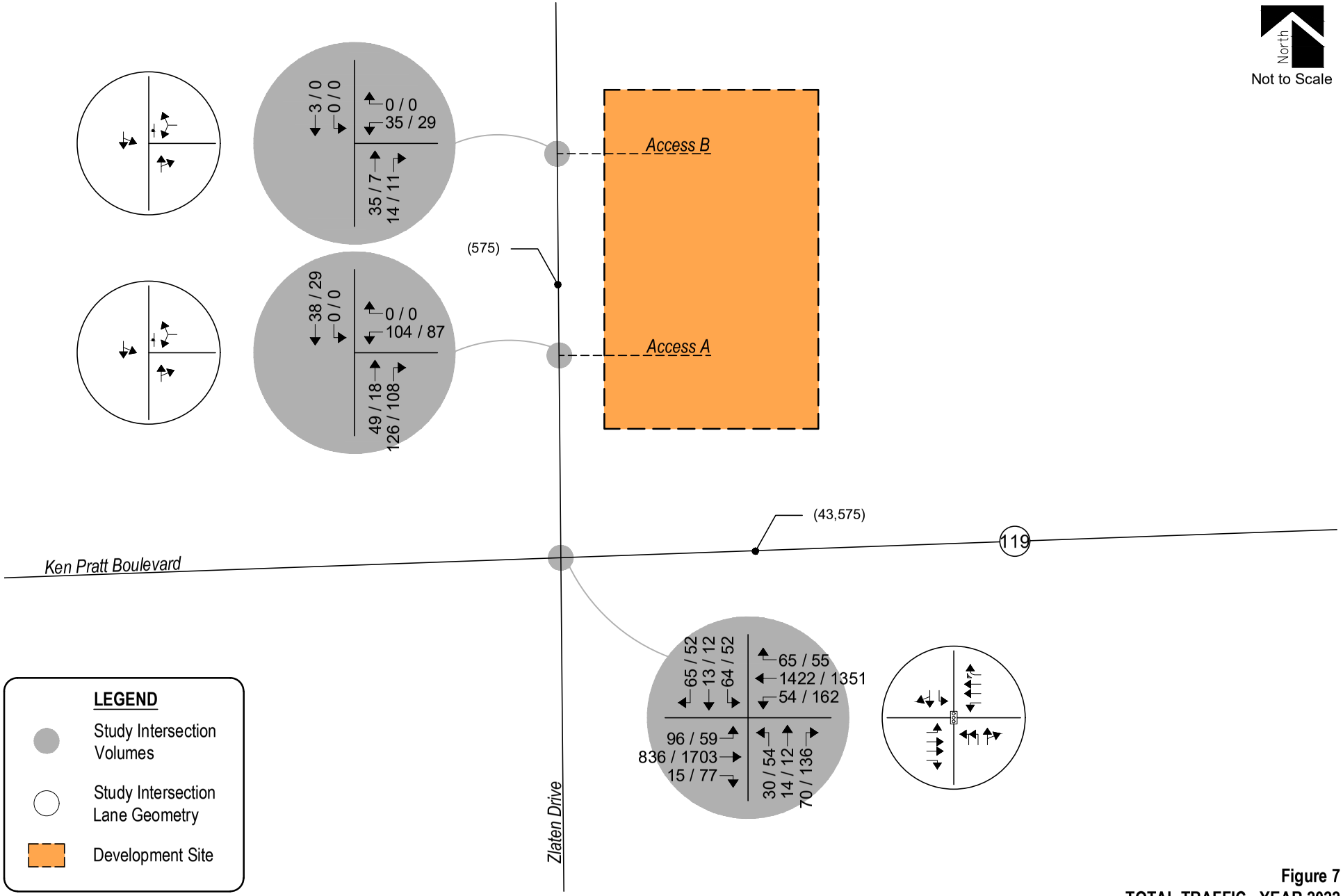


Figure 7
TOTAL TRAFFIC - YEAR 2022
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

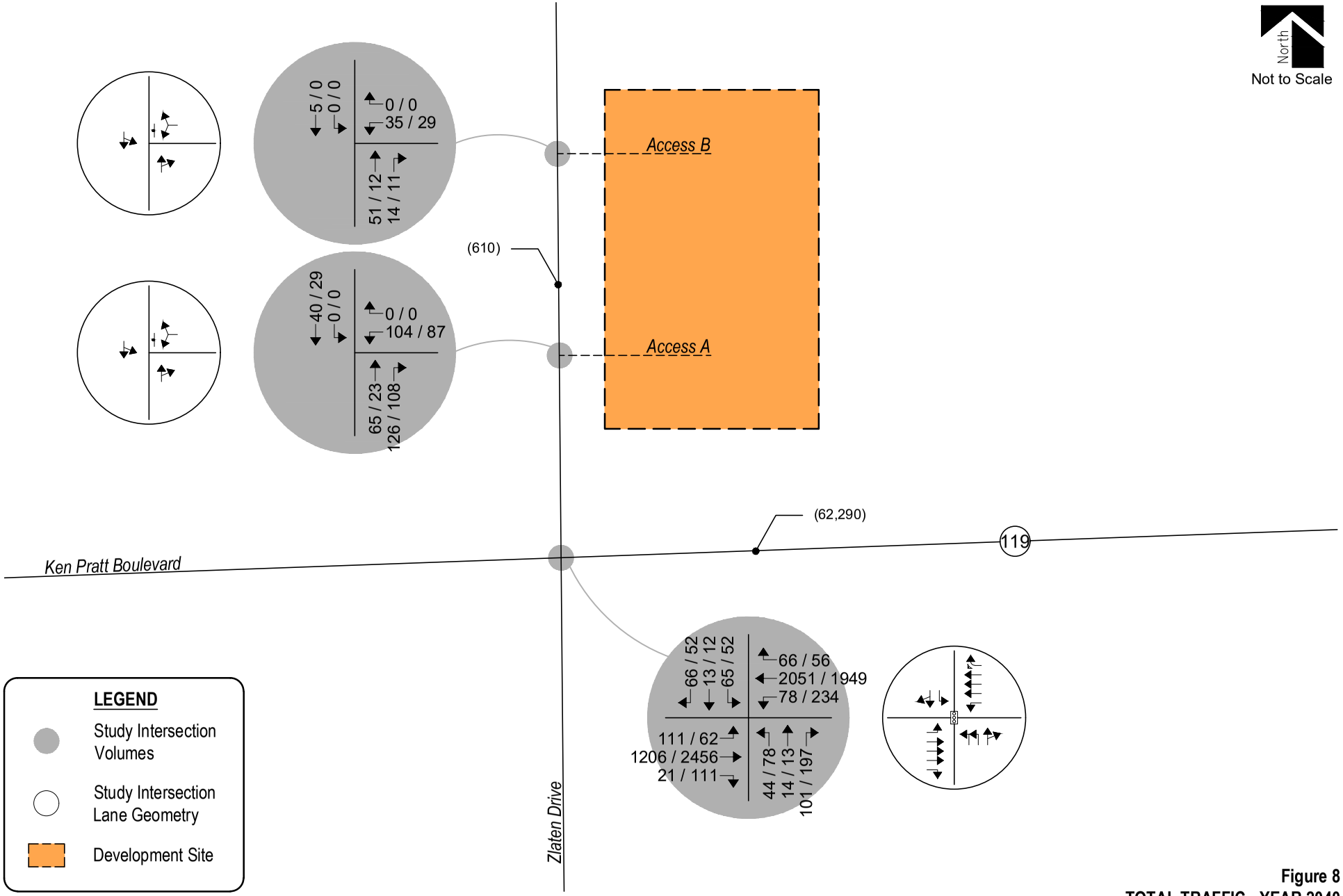


Figure 8
TOTAL TRAFFIC - YEAR 2040
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the Highway Capacity Manual (HCM) and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Peak Hour Intersection Levels of Service

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2022 and 2040 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2022

INTERSECTION	LEVEL OF SERVICE	
LANE GROUPS	AM PEAK HOUR	PM PEAK HOUR
Ken Pratt Boulevard (SH 119) / Zlaten Drive (Signalized)	B (14.2)	C (21.1)
Zlaten Drive / Access A (Stop-Controlled)		
Westbound Left and Right	B	A
Northbound Through and Right	A	A
Southbound Left and Through	A	A
Zlaten Drive / Access B (Stop-Controlled)		
Westbound Left and Right	A	A
Northbound Through and Right	A	A
Southbound Left and Through	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2040

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Ken Pratt Boulevard (SH 119) / Zlaten Drive (Signalized)	B (15.7)	C (27.7)
Zlaten Drive / Access A (Stop-Controlled)		
Westbound Left and Right	B	A
Northbound Through and Right	A	A
Southbound Left and Through	A	A
Zlaten Drive / Access B (Stop-Controlled)		
Westbound Left and Right	A	A
Northbound Through and Right	A	A
Southbound Left and Through	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2040 and upon development build-out, the signalized intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive shows an overall LOS B operation during the morning peak traffic hour and LOS C operation during the afternoon peak traffic hour. Compared to the background traffic analysis, the traffic generated by the proposed development is not expected to significantly change the operations of the study intersection.

The stop-controlled intersection of Zlaten Drive with Access A is projected to have turning movement operations at LOS B or better for the morning peak traffic hour and LOS A for the afternoon peak traffic hour.

The stop-controlled intersection of Zlaten Drive with Access B is projected to have turning movement operations at LOS A for both the morning and afternoon peak traffic hours.

These intersection operations are similar to background conditions.

Queue Length Analysis

Queue lengths for the intersection of Zlaten Drive with Ken Pratt Boulevard (State Highway 119) were analyzed using Year 2040 total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

No significant queues at the proposed site accesses or at the Ken Pratt Boulevard intersection with Zlaten Drive were indicated. The greatest queue length anticipated occurs during the morning peak hour at the intersection of Ken Pratt Boulevard with Zlaten Drive. The queue length is approximately 74 feet, or three vehicles, for the southbound left turning movement.

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled 7-Eleven Ken Pratt & Zlaten. This proposed commercial development consists of a 7-Eleven gas station with convenience store including a Laredo Taco quick-serve restaurant. The development is located at the northeast corner of the intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive in Longmont, Colorado.

The study area examined in this analysis encompassed the Ken Pratt Boulevard (State Highway 119) intersection with Zlaten Drive, and proposed site accesses.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2022 and Year 2040 background traffic conditions, and Year 2022 and Year 2040 total traffic conditions.

Under existing conditions, operational analysis shows that the signalized intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive has overall operations at LOS A during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

Year 2022 background traffic analysis indicates that the signalized intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive has overall operations at LOS A during the AM peak traffic hour and LOS B during the PM peak traffic hour.

By Year 2040 and without the proposed development, the study intersection of Ken Pratt Boulevard (State Highway 119) with Zlaten Drive experiences LOS A operations during the AM peak traffic hour and LOS C operations during the PM peak traffic hour.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon consideration of the various roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2040 background traffic conditions. Proposed site accesses have long-term operations at LOS B or better during peak traffic periods and upon build-out.

The submittal of a new CDOT State Highway access permit is anticipated with the development of this site and will be coordinated through City and CDOT staff.

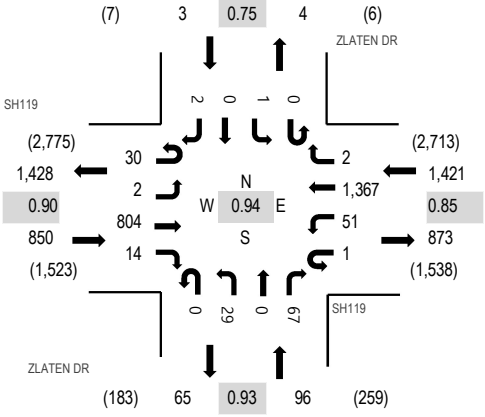
APPENDIX A

Traffic Count Data

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

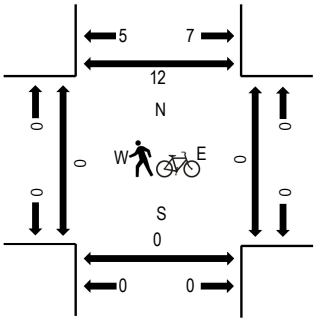
Location: 1 ZLATEN DR & SH119 AM
Date: Wednesday, July 1, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

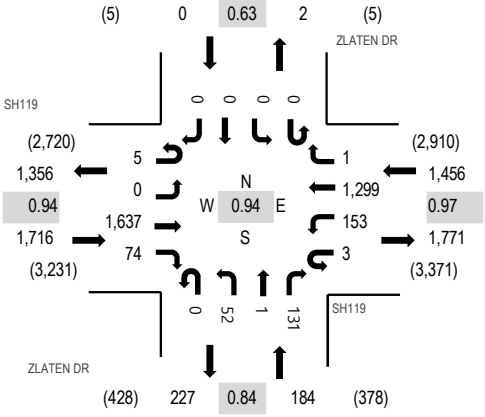
Interval Start Time	SH119 Eastbound				SH119 Westbound				ZLATEN DR Northbound				ZLATEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	205	3	0	16	304	0	0	3	0	12	0	0	0	1	544	2,299	0	0	0	0
7:15 AM	1	0	216	2	0	11	315	0	0	7	0	7	0	0	0	0	559	2,370	0	0	0	0
7:30 AM	0	0	201	1	0	9	342	1	0	4	0	11	0	0	0	0	569	2,306	0	0	0	2
7:45 AM	1	0	186	6	0	22	394	0	0	4	0	13	0	1	0	0	627	2,267	0	0	0	0
8:00 AM	28	2	201	5	1	9	316	1	0	14	0	36	0	0	0	2	615	2,203	0	0	0	0
8:15 AM	27	1	107	8	1	20	276	0	0	16	0	37	0	1	0	1	495		0	0	0	0
8:30 AM	37	0	110	9	0	28	299	1	0	17	0	28	0	1	0	0	530		0	0	0	0
8:45 AM	32	0	129	5	1	29	317	0	0	17	0	33	0	0	0	0	563		0	0	0	0
Count Total	126	3	1,355	39	3	144	2,563	3	0	82	0	177	0	3	0	4	4,502		0	0	0	2
Peak Hour	30	2	804	14	1	51	1,367	2	0	29	0	67	0	1	0	2	2,370		0	0	0	2

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

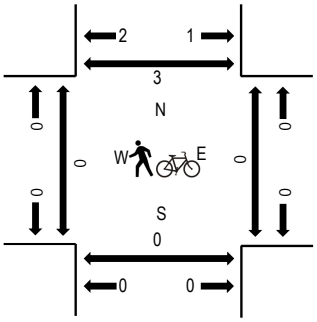
Location: 1 ZLATEN DR & SH119 PM
Date: Wednesday, July 1, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SH119 Eastbound				SH119 Westbound				ZLATEN DR Northbound				ZLATEN DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	365	5	2	34	328	0	0	11	0	38	0	2	0	0	785	3,168	0	0	0	0
4:15 PM	1	0	392	18	1	35	311	0	0	20	0	23	0	0	0	2	803	3,197	0	0	0	0
4:30 PM	2	0	382	10	0	42	341	1	0	20	0	33	0	1	0	0	832	3,286	0	0	0	0
4:45 PM	2	2	322	14	1	43	315	0	0	11	0	38	0	0	0	0	748	3,327	0	0	0	0
5:00 PM	2	0	358	19	0	42	349	0	0	11	0	33	0	0	0	0	814	3,356	0	0	0	0
5:15 PM	3	0	429	18	2	36	342	0	0	19	0	43	0	0	0	0	892		0	0	0	1
5:30 PM	0	0	438	18	1	37	331	1	0	15	0	32	0	0	0	0	873		0	0	0	0
5:45 PM	0	0	412	19	0	38	277	0	0	7	1	23	0	0	0	0	777		0	0	0	0
Count Total	10	2	3,098	121	7	307	2,594	2	0	114	1	263	0	3	0	2	6,524		0	0	0	1
Peak Hour	5	0	1,637	74	3	153	1,299	1	0	52	1	131	0	0	0	0	3,356		0	0	0	1

Date Start: 01-Jul-20
Date End: 01-Jul-20
ZLATEN DR N.O. SH119
Site Code: 2
Station ID:

Start Time	01-Jul-20 Wed	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		1	0							1
03:00		0	0							0
04:00		0	1							1
05:00		2	1							3
06:00		4	**3**							7
07:00		1	2							3
08:00		**5**	3							**8**
09:00		0	0							0
10:00		2	3							5
11:00		2	1							3
12:00 PM		2	4							6
01:00		2	2							4
02:00		4	1							5
03:00		**8**	2							**10**
04:00		3	4							7
05:00		2	0							2
06:00		1	**5**							6
07:00		1	1							2
08:00		0	0							0
09:00		1	0							1
10:00		0	0							0
11:00		0	1							1
Total		41	34							75
Percent		54.7%	45.3%							
AM Peak	-	08:00	06:00	-	-	-	-	-	-	08:00
Vol.	-	5	3	-	-	-	-	-	-	8
PM Peak	-	15:00	18:00	-	-	-	-	-	-	15:00
Vol.	-	8	5	-	-	-	-	-	-	10
Grand Total		41	34							75
Percent		54.7%	45.3%							
ADT		ADT 75		AADT 75						

Date Start: 01-Jul-20
Date End: 01-Jul-20
SH119 E.O. ZLATEN DR
Site Code: 3
Station ID:

Start Time	01-Jul-20 Wed	EB	WB							Total
12:00 AM		125	116							241
01:00		83	78							161
02:00		75	70							145
03:00		99	79							178
04:00		249	208							457
05:00		509	494							1003
06:00		886	1155							2041
07:00		829	**1399**							2228
08:00		702	1312							2014
09:00		988	1270							2258
10:00		1083	1287							2370
11:00		**1226**	1272							**2498**
12:00 PM		1310	1272							2582
01:00		1329	1275							2604
02:00		1510	1297							2807
03:00		1592	1362							2954
04:00		1570	**1471**							3041
05:00		**1740**	1435							**3175**
06:00		1313	1204							2517
07:00		989	841							1830
08:00		850	622							1472
09:00		620	482							1102
10:00		353	316							669
11:00		162	166							328
Total		20192	20483							40675
Percent		49.6%	50.4%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	11:00
Vol.	-	1226	1399	-	-	-	-	-	-	2498
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	1740	1471	-	-	-	-	-	-	3175
Grand Total		20192	20483							40675
Percent		49.6%	50.4%							
ADT		ADT 40,675		AADT 40,675						

APPENDIX B

Level of Service Definitions

The following information can be found in the Highway Capacity Manual, Transportation Research Board, 2010: Chapter 18 – Signalized Intersections and Chapter 19 – Two-Way Stop Controlled Intersections.

Automobile Level of Service (LOS) for Signalized Intersections

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

LOS A

Describes operations with a control delay of 10s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B

Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C

Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D

Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E

Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F

Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Level of Service (LOS) for Unsignalized TWSC Intersections

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

APPENDIX C

Capacity Worksheets

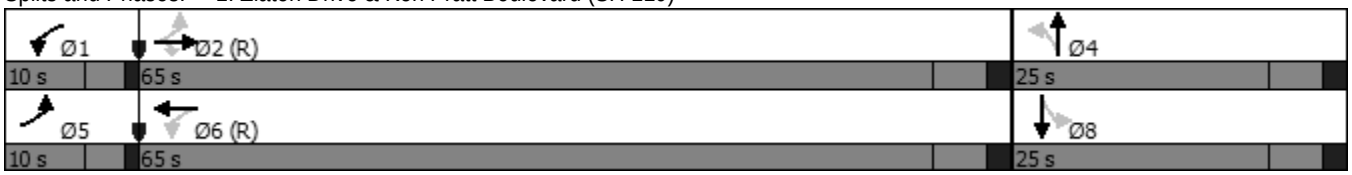
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	804	14	52	1367	2	29	0	67	1	0	2
Future Volume (vph)	32	804	14	52	1367	2	29	0	67	1	0	2
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	3433	1583	0	0	1668	0
Flt Permitted	0.147			0.305			0.756				0.860	
Satd. Flow (perm)	274	3539	1583	568	3539	0	2732	1583	0	0	1458	0
Satd. Flow (RTOR)			76					242			76	
Lane Group Flow (vph)	35	874	15	57	1488	0	32	73	0	0	3	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	10.0	65.0	65.0	10.0	65.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	65.0%	65.0%	10.0%	65.0%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	82.2	76.7	76.7	83.4	78.8		6.7	6.7			6.7	
Actuated g/C Ratio	0.82	0.77	0.77	0.83	0.79		0.07	0.07			0.07	
v/c Ratio	0.11	0.32	0.01	0.10	0.53		0.18	0.22			0.02	
Control Delay	2.4	5.3	0.0	2.0	6.5		45.8	1.5			0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.4	5.3	0.0	2.0	6.5		45.8	1.5			0.3	
LOS	A	A	A	A	A		D	A			A	
Approach Delay		5.1			6.4			15.0			0.3	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	3	95	0	4	210		10	0			0	
Queue Length 95th (ft)	8	135	0	11	287		25	0			0	
Internal Link Dist (ft)		627			1120			241			700	
Turn Bay Length (ft)	205			1000			100					
Base Capacity (vph)	316	2712	1231	548	2788		519	496			338	
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	0.11	0.32	0.01	0.10	0.53		0.06	0.15			0.01	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 6.3	Intersection LOS: A
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



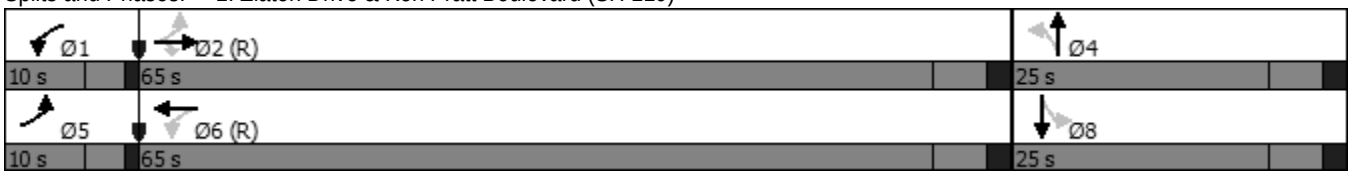
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1637	74	156	1299	1	52	1	131	0	0	0
Future Volume (vph)	5	1637	74	156	1299	1	52	1	131	0	0	0
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	3433	1585	0	0	1863	0
Flt Permitted	0.185			0.059			0.757					
Satd. Flow (perm)	345	3539	1583	110	3539	0	2736	1585	0	0	1863	0
Satd. Flow (RTOR)			80					117				
Lane Group Flow (vph)	5	1779	80	170	1413	0	57	143	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	10.0	65.0	65.0	10.0	65.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	65.0%	65.0%	10.0%	65.0%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	71.4	63.9	63.9	81.5	77.5		8.5	8.5				
Actuated g/C Ratio	0.71	0.64	0.64	0.82	0.78		0.08	0.08				
v/c Ratio	0.02	0.79	0.08	0.60	0.51		0.24	0.59				
Control Delay	3.0	17.3	2.2	27.4	5.9		44.0	22.4				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	3.0	17.3	2.2	27.4	5.9		44.0	22.4				
LOS	A	B	A	C	A		D	C				
Approach Delay		16.6			8.2			28.5				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	392	0	47	116		18	16				
Queue Length 95th (ft)	3	573	18	123	312		36	72				
Internal Link Dist (ft)		627			1120			241			700	
Turn Bay Length (ft)	205			1000			100					
Base Capacity (vph)	333	2260	1039	282	2744		519	395				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.02	0.79	0.08	0.60	0.51		0.11	0.36				

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



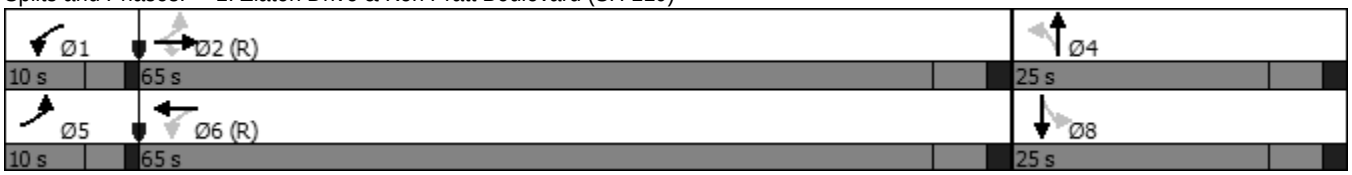
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	836	15	54	1422	2	30	0	70	1	0	2
Future Volume (vph)	33	836	15	54	1422	2	30	0	70	1	0	2
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	3433	1583	0	0	1668	0
Flt Permitted	0.135			0.293			0.756				0.859	
Satd. Flow (perm)	251	3539	1583	546	3539	0	2732	1583	0	0	1456	0
Satd. Flow (RTOR)			76					231			76	
Lane Group Flow (vph)	36	909	16	59	1548	0	33	76	0	0	3	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	10.0	65.0	65.0	10.0	65.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	65.0%	65.0%	10.0%	65.0%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	82.1	76.6	76.6	83.4	78.8		6.7	6.7			6.7	
Actuated g/C Ratio	0.82	0.77	0.77	0.83	0.79		0.07	0.07			0.07	
v/c Ratio	0.12	0.34	0.01	0.11	0.56		0.18	0.24			0.02	
Control Delay	2.5	5.5	0.0	2.1	6.8		45.8	1.7			0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.5	5.5	0.0	2.1	6.8		45.8	1.7			0.3	
LOS	A	A	A	A	A		D	A			A	
Approach Delay		5.3			6.6			15.1			0.3	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	3	101	0	4	225		10	0			0	
Queue Length 95th (ft)	8	143	0	11	307		25	0			0	
Internal Link Dist (ft)		627			1120			241			700	
Turn Bay Length (ft)	205			1000			100					
Base Capacity (vph)	298	2710	1230	531	2787		519	487			338	
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	0.12	0.34	0.01	0.11	0.56		0.06	0.16			0.01	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1703	77	162	1351	1	54	1	136	0	0	0
Future Volume (vph)	5	1703	77	162	1351	1	54	1	136	0	0	0
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	3433	1585	0	0	1863	0
Flt Permitted	0.171			0.060			0.757					
Satd. Flow (perm)	319	3539	1583	112	3539	0	2736	1585	0	0	1863	0
Satd. Flow (RTOR)			83					114				
Lane Group Flow (vph)	5	1851	84	176	1469	0	59	149	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	10.0	65.0	65.0	10.0	65.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	65.0%	65.0%	10.0%	65.0%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	70.6	63.0	63.0	81.1	77.2		8.9	8.9				
Actuated g/C Ratio	0.71	0.63	0.63	0.81	0.77		0.09	0.09				
v/c Ratio	0.02	0.83	0.08	0.60	0.54		0.24	0.61				
Control Delay	3.2	19.5	2.3	27.6	6.4		43.4	24.2				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	3.2	19.5	2.3	27.6	6.4		43.4	24.2				
LOS	A	B	A	C	A		D	C				
Approach Delay		18.7			8.6			29.6				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	437	0	50	126		18	21				
Queue Length 95th (ft)	3	623	19	#139	341		36	78				
Internal Link Dist (ft)		627			1120			241			700	
Turn Bay Length (ft)	205			1000			100					
Base Capacity (vph)	313	2229	1028	292	2731		519	393				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.02	0.83	0.08	0.60	0.54		0.11	0.38				

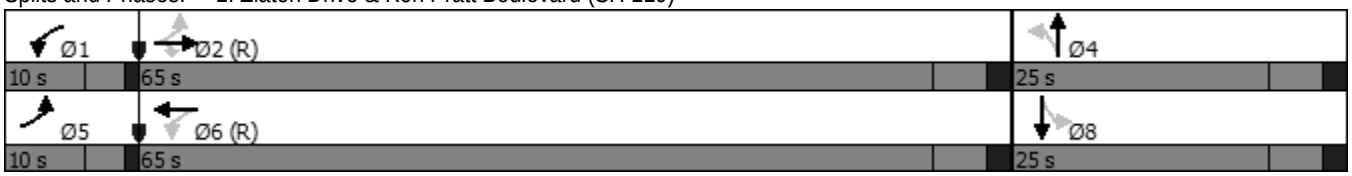
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



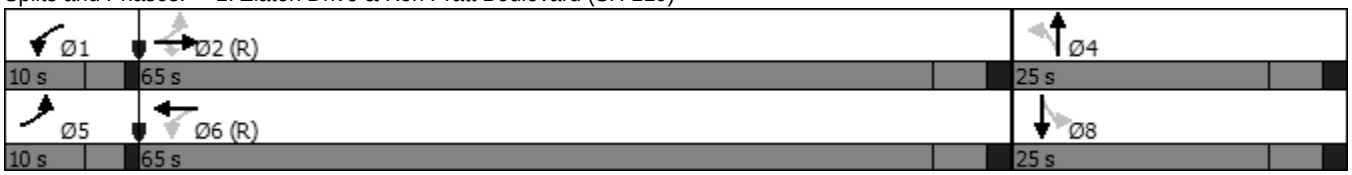
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1206	21	78	2051	3	44	0	101	2	0	3
Future Volume (vph)	48	1206	21	78	2051	3	44	0	101	2	0	3
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1583	0	0	1678	0
Flt Permitted	0.056			0.185			0.754				0.827	
Satd. Flow (perm)	104	5085	1583	345	5085	0	2725	1583	0	0	1416	0
Satd. Flow (RTOR)			76					151			76	
Lane Group Flow (vph)	52	1311	23	85	2232	0	48	110	0	0	5	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	10.0	65.0	65.0	10.0	65.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	65.0%	65.0%	10.0%	65.0%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	79.2	72.3	72.3	79.9	72.7		7.2	7.2			7.2	
Actuated g/C Ratio	0.79	0.72	0.72	0.80	0.73		0.07	0.07			0.07	
v/c Ratio	0.29	0.36	0.02	0.23	0.60		0.24	0.43			0.03	
Control Delay	7.9	6.0	0.0	3.3	8.1		46.3	8.4			0.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	7.9	6.0	0.0	3.3	8.1		46.3	8.4			0.4	
LOS	A	A	A	A	A		D	A			A	
Approach Delay		5.9			7.9			19.9			0.4	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	4	105	0	7	235		14	0			0	
Queue Length 95th (ft)	18	142	0	16	305		32	25			0	
Internal Link Dist (ft)		627			1120			241			700	
Turn Bay Length (ft)	205			1000			100					
Base Capacity (vph)	185	3677	1165	367	3694		517	423			330	
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	0.28	0.36	0.02	0.23	0.60		0.09	0.26			0.02	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	2456	111	234	1949	2	78	2	197	0	0	0
Future Volume (vph)	8	2456	111	234	1949	2	78	2	197	0	0	0
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1585	0	0	1863	0
Flt Permitted	0.078			0.065			0.757					
Satd. Flow (perm)	145	5085	1583	121	5085	0	2736	1585	0	0	1863	0
Satd. Flow (RTOR)			109					108				
Lane Group Flow (vph)	9	2670	121	254	2120	0	85	216	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	10.0	61.0	61.0	14.0	65.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	61.0%	61.0%	14.0%	65.0%		25.0%	25.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	64.7	57.1	57.1	77.5	73.5		12.5	12.5				
Actuated g/C Ratio	0.65	0.57	0.57	0.78	0.74		0.12	0.12				
v/c Ratio	0.05	0.92	0.13	0.77	0.57		0.25	0.74				
Control Delay	4.9	26.6	3.0	40.9	8.1		39.3	35.5				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	4.9	26.6	3.0	40.9	8.1		39.3	35.5				
LOS	A	C	A	D	A		D	D				
Approach Delay		25.5			11.6			36.6				
Approach LOS		C			B			D				
Queue Length 50th (ft)	1	557	3	100	172		25	66				
Queue Length 95th (ft)	6	#715	28	#278	379		44	137				
Internal Link Dist (ft)		627			1120			241			700	
Turn Bay Length (ft)	205			1000			100					
Base Capacity (vph)	191	2902	950	331	3736		519	388				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.05	0.92	0.13	0.77	0.57		0.16	0.56				

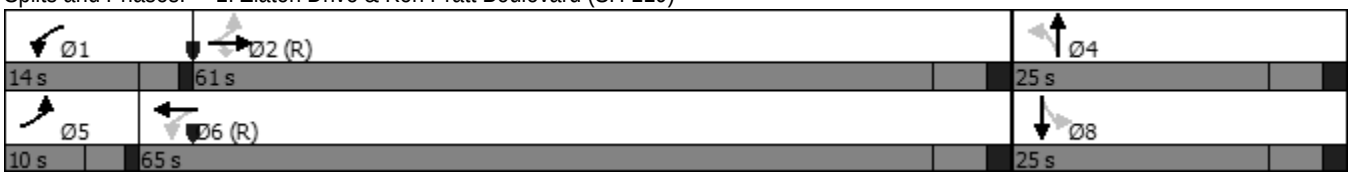
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)

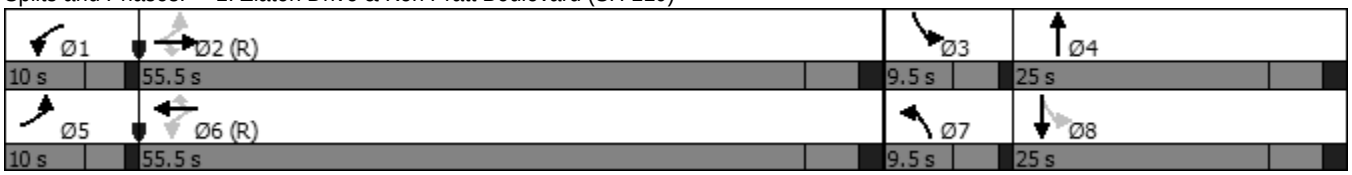


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	836	15	54	1422	65	30	14	70	64	13	65
Future Volume (vph)	96	836	15	54	1422	65	30	14	70	64	13	65
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	1630	0	1770	1630	0
Flt Permitted	0.096			0.282			0.950			0.612		
Satd. Flow (perm)	179	3539	1583	525	3539	1583	3433	1630	0	1140	1630	0
Satd. Flow (RTOR)			125			125		76			71	
Lane Group Flow (vph)	104	909	16	59	1546	71	33	91	0	70	85	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6				8		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	9.5	25.0		9.5	25.0	
Total Split (s)	10.0	55.5	55.5	10.0	55.5	55.5	9.5	25.0		9.5	25.0	
Total Split (%)	10.0%	55.5%	55.5%	10.0%	55.5%	55.5%	9.5%	25.0%		9.5%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	75.2	68.0	68.0	73.1	67.0	67.0	5.0	7.3		13.3	9.2	
Actuated g/C Ratio	0.75	0.68	0.68	0.73	0.67	0.67	0.05	0.07		0.13	0.09	
v/c Ratio	0.41	0.38	0.01	0.13	0.65	0.06	0.19	0.48		0.38	0.40	
Control Delay	9.7	10.1	0.0	5.0	15.3	0.5	48.3	22.3		40.8	19.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	9.7	10.1	0.0	5.0	15.3	0.5	48.3	22.3		40.8	19.6	
LOS	A	B	A	A	B	A	D	C		D	B	
Approach Delay		9.9			14.3			29.3			29.2	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	15	144	0	8	331	0	10	9		39	9	
Queue Length 95th (ft)	40	218	0	22	512	4	26	56		75	53	
Internal Link Dist (ft)		627			1120			241			143	
Turn Bay Length (ft)	205			1000		300	100					
Base Capacity (vph)	254	2407	1117	465	2371	1102	171	371		183	367	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.38	0.01	0.13	0.65	0.06	0.19	0.25		0.38	0.23	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	0	49	126	0	38
Future Vol, veh/h	104	0	49	126	0	38
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	53	137	0	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	163	122	0	0	190	0
Stage 1	122	-	-	-	-	-
Stage 2	41	-	-	-	-	-
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	828	929	-	-	1384	-
Stage 1	903	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	828	929	-	-	1384	-
Mov Cap-2 Maneuver	828	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	828	1384	-
HCM Lane V/C Ratio	-	-	0.137	-	-
HCM Control Delay (s)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	0	35	14	0	3
Future Vol, veh/h	35	0	35	14	0	3
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	38	15	0	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	49	46	0	0	53	0
Stage 1	46	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	1023	-	-	1553	-
Stage 1	976	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	960	1023	-	-	1553	-
Mov Cap-2 Maneuver	960	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1553	-
HCM Lane V/C Ratio	-	-	0.04	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1703	77	162	1351	55	54	12	136	52	12	52
Future Volume (vph)	59	1703	77	162	1351	55	54	12	136	52	12	52
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	1606	0	1770	1635	0
Flt Permitted	0.143			0.052			0.950			0.455		
Satd. Flow (perm)	266	3539	1583	97	3539	1583	3433	1606	0	848	1635	0
Satd. Flow (RTOR)			105			105		132			57	
Lane Group Flow (vph)	64	1851	84	176	1468	60	59	161	0	57	70	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6				8		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	9.5	25.0		9.5	25.0	
Total Split (s)	10.0	73.5	73.5	12.0	75.5	75.5	9.5	25.0		9.5	25.0	
Total Split (%)	8.3%	61.3%	61.3%	10.0%	62.9%	62.9%	7.9%	20.8%		7.9%	20.8%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	82.4	73.8	73.8	93.6	83.0	83.0	5.0	8.8		14.3	8.8	
Actuated g/C Ratio	0.69	0.62	0.62	0.78	0.69	0.69	0.04	0.07		0.12	0.07	
v/c Ratio	0.24	0.85	0.08	0.66	0.60	0.05	0.41	0.67		0.41	0.41	
Control Delay	7.0	25.2	1.5	37.9	12.8	0.4	65.0	27.7		51.3	24.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	7.0	25.2	1.5	37.9	12.8	0.4	65.0	27.7		51.3	24.3	
LOS	A	C	A	D	B	A	E	C		D	C	
Approach Delay		23.6			15.0			37.7			36.5	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	10	601	0	76	308	0	23	22		39	10	
Queue Length 95th (ft)	26	#818	15	#186	466	4	46	88		74	53	
Internal Link Dist (ft)		627			1120			241			143	
Turn Bay Length (ft)	205			1000		300	100					
Base Capacity (vph)	266	2175	1013	268	2446	1126	143	365		139	306	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.24	0.85	0.08	0.66	0.60	0.05	0.41	0.44		0.41	0.23	

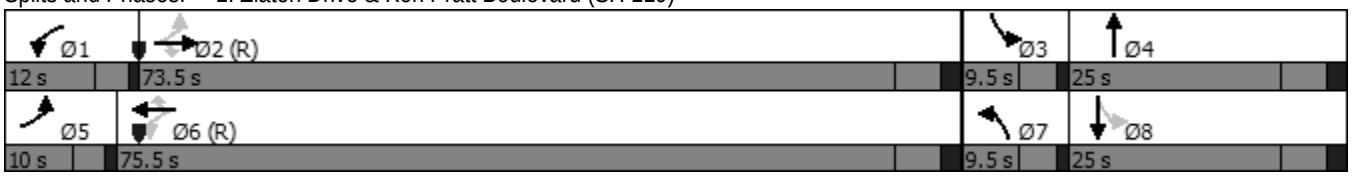
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	0	18	108	0	29
Future Vol, veh/h	87	0	18	108	0	29
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	20	117	0	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	111	79	0	0	137	0
Stage 1	79	-	-	-	-	-
Stage 2	32	-	-	-	-	-
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	886	981	-	-	1447	-
Stage 1	944	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	886	981	-	-	1447	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	991	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	886	1447	-
HCM Lane V/C Ratio	-	-	0.107	-	-
HCM Control Delay (s)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	0	7	11	0	0
Future Vol, veh/h	29	0	7	11	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	8	12	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	14	0	0	20	0
Stage 1	14	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1004	1066	-	-	1596	-
Stage 1	1009	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1066	-	-	1596	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1596	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

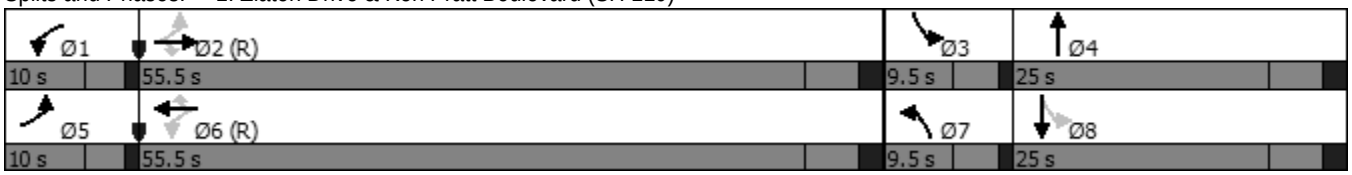
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1206	21	78	2051	66	44	14	101	65	13	66
Future Volume (vph)	111	1206	21	78	2051	66	44	14	101	65	13	66
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	1617	0	1770	1628	0
Flt Permitted	0.064			0.181			0.950			0.597		
Satd. Flow (perm)	119	5085	1583	337	5085	1583	3433	1617	0	1112	1628	0
Satd. Flow (RTOR)			125			125		110			72	
Lane Group Flow (vph)	121	1311	23	85	2229	72	48	125	0	71	86	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6				8		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	9.5	25.0		9.5	25.0	
Total Split (s)	10.0	55.5	55.5	10.0	55.5	55.5	9.5	25.0		9.5	25.0	
Total Split (%)	10.0%	55.5%	55.5%	10.0%	55.5%	55.5%	9.5%	25.0%		9.5%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	72.9	63.8	63.8	69.3	60.4	60.4	5.0	7.6		13.1	7.6	
Actuated g/C Ratio	0.73	0.64	0.64	0.69	0.60	0.60	0.05	0.08		0.13	0.08	
v/c Ratio	0.54	0.40	0.02	0.26	0.73	0.07	0.28	0.56		0.40	0.45	
Control Delay	22.4	10.7	0.0	6.5	17.1	0.5	50.1	20.9		41.0	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.4	10.7	0.0	6.5	17.1	0.5	50.1	20.9		41.0	21.4	
LOS	C	B	A	A	B	A	D	C		D	C	
Approach Delay		11.5			16.3			29.0			30.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	22	146	0	12	339	0	15	9		39	9	
Queue Length 95th (ft)	81	216	0	31	511	5	34	62		74	53	
Internal Link Dist (ft)		627			1120			241			143	
Turn Bay Length (ft)	205			1000		300	100					
Base Capacity (vph)	224	3243	1054	334	3072	1005	171	396		178	367	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.54	0.40	0.02	0.25	0.73	0.07	0.28	0.32		0.40	0.23	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	0	65	126	0	40
Future Vol, veh/h	104	0	65	126	0	40
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	71	137	0	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	140	0	0	208	0
Stage 1	140	-	-	-	-	-
Stage 2	43	-	-	-	-	-
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	806	908	-	-	1363	-
Stage 1	887	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	806	908	-	-	1363	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	806	1363	-
HCM Lane V/C Ratio	-	-	0.14	-	-
HCM Control Delay (s)	-	-	10.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	0	51	14	0	5
Future Vol, veh/h	35	0	51	14	0	5
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	55	15	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	68	63	0	0	70	0
Stage 1	63	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	937	1002	-	-	1531	-
Stage 1	960	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	937	1002	-	-	1531	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	937	1531	-
HCM Lane V/C Ratio	-	-	0.041	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	2456	111	234	1949	56	78	13	197	52	12	52
Future Volume (vph)	62	2456	111	234	1949	56	78	13	197	52	12	52
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	1600	0	1770	1635	0
Flt Permitted	0.065			0.058			0.950			0.348		
Satd. Flow (perm)	121	5085	1583	108	5085	1583	3433	1600	0	648	1635	0
Satd. Flow (RTOR)			141			105		136			57	
Lane Group Flow (vph)	67	2670	121	254	2118	61	85	228	0	57	70	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6				8		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	9.5	25.0		9.5	25.0	
Total Split (s)	10.0	70.5	70.5	15.0	75.5	75.5	9.5	25.0		9.5	25.0	
Total Split (%)	8.3%	58.8%	58.8%	12.5%	62.9%	62.9%	7.9%	20.8%		7.9%	20.8%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	74.5	66.1	66.1	89.8	79.3	79.3	5.4	12.6		17.7	12.6	
Actuated g/C Ratio	0.62	0.55	0.55	0.75	0.66	0.66	0.04	0.10		0.15	0.10	
v/c Ratio	0.41	0.95	0.13	0.78	0.63	0.06	0.55	0.79		0.40	0.31	
Control Delay	17.7	35.3	1.8	49.5	14.9	0.5	70.2	39.9		46.8	19.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.7	35.3	1.8	49.5	14.9	0.5	70.2	39.9		46.8	19.5	
LOS	B	D	A	D	B	A	E	D		D	B	
Approach Delay		33.5			18.1			48.1			31.7	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	13	708	0	138	361	0	34	69		37	9	
Queue Length 95th (ft)	42	#859	20	#346	468	4	#65	152		70	51	
Internal Link Dist (ft)		627			1120			241			143	
Turn Bay Length (ft)	205			1000		300	100					
Base Capacity (vph)	163	2802	936	324	3360	1081	154	367		142	306	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.95	0.13	0.78	0.63	0.06	0.55	0.62		0.40	0.23	

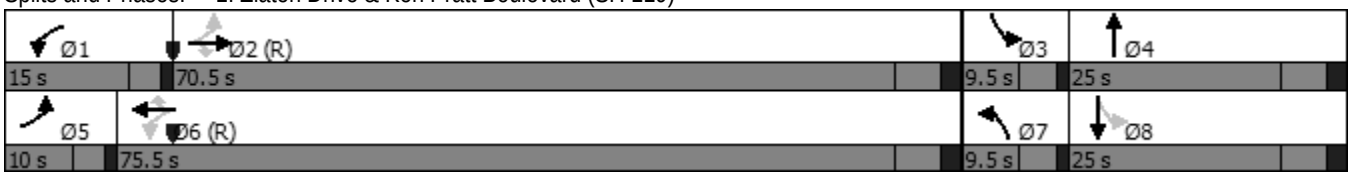
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Zlaten Drive & Ken Pratt Boulevard (SH 119)



Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	0	23	108	0	29
Future Vol, veh/h	87	0	23	108	0	29
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	25	117	0	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	116	84	0	0	142	0
Stage 1	84	-	-	-	-	-
Stage 2	32	-	-	-	-	-
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	880	975	-	-	1441	-
Stage 1	939	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	880	975	-	-	1441	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	991	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	1441	-
HCM Lane V/C Ratio	-	-	0.107	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	0	12	11	0	0
Future Vol, veh/h	29	0	12	11	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	13	12	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	19	0	0	25	0
Stage 1	19	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	997	1059	-	-	1589	-
Stage 1	1004	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1059	-	-	1589	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

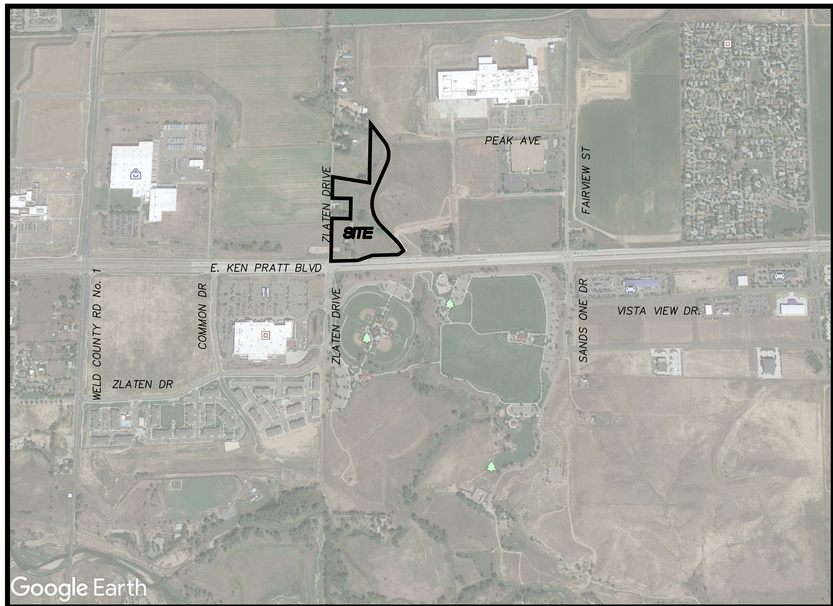
Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	1589	-
HCM Lane V/C Ratio	-	-	0.032	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

ZLATEN COMMERCIAL CENTER
REZONING MAP

A REZONING OF LOT 1, BLOCK 1, OUTLOT A, OUTLOT B, OUTLOT C AND OUTLOT D, ZLATEN COMMERICAL CENTER FIRST FILING, SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., CITY OF LONGMONT, COUNTY OF WELD, STATE OF COLORADO.

SHEET 1 OF 1



VICINITY MAP
NTS

LEGEND

- EASEMENT LINES
- PROPERTY LINE
- BOUNDARY LINE
- SECTION LINE
- FLOODPLAIN
- INDICATES SET No. 4 REBAR W/GREEN PLASTIC CAP LS 29766
- INDICATES FOUND REBAR AND CAP LS No. 25937
- INDICATES SECTION CORNER AS NOTED

LEGAL DESCRIPTION

PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LONGMONT, COUNTY OF WELD, STATE OF COLORADO

SAID DESCRIBED PARCEL OF LAND CONTAINS 503,327 SQUARE FEET OR 11.555 ACRES MORE OF LESS.

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION:

BEARINGS ARE BASED UPON THE WEST LINE OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., AS SHOWN ON THE RECORDED PLAT OF HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, WHICH BEARS N00°05'19"E AND IS MONUMENTED AT THE CENTER QUARTER CORNER BY A STONE WITH A CUT CROSS AND A STONE WITH A CUT CROSS AND AT THE SOUTH QUARTER CORNER BY A 3-1/4 INCH ALUMIUM CAP IN A MONUMENT WELL LS UNREADABLE.

THE LINEAL DIMENSIONS AS CONTAINED HEREIN ARE BASED UPON THE "U.S. SURVEY FOOT"

SURVEYOR'S STATEMENT:

I, HAROLD J. PONSERELLA BEING A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, HEREBY CERTIFY THAT THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND COMPLETED TO THE APPLICABLE STATE OF COLORADO REQUIREMENTS.

_____
HAROLD J. PONSERELLA, RLS No. 29766
FOR AND ON BEHALF OF COTTONWOOD SURVEYING AND ASSOC. INC.

NOTE:

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

FLOODPLAIN NOTE:

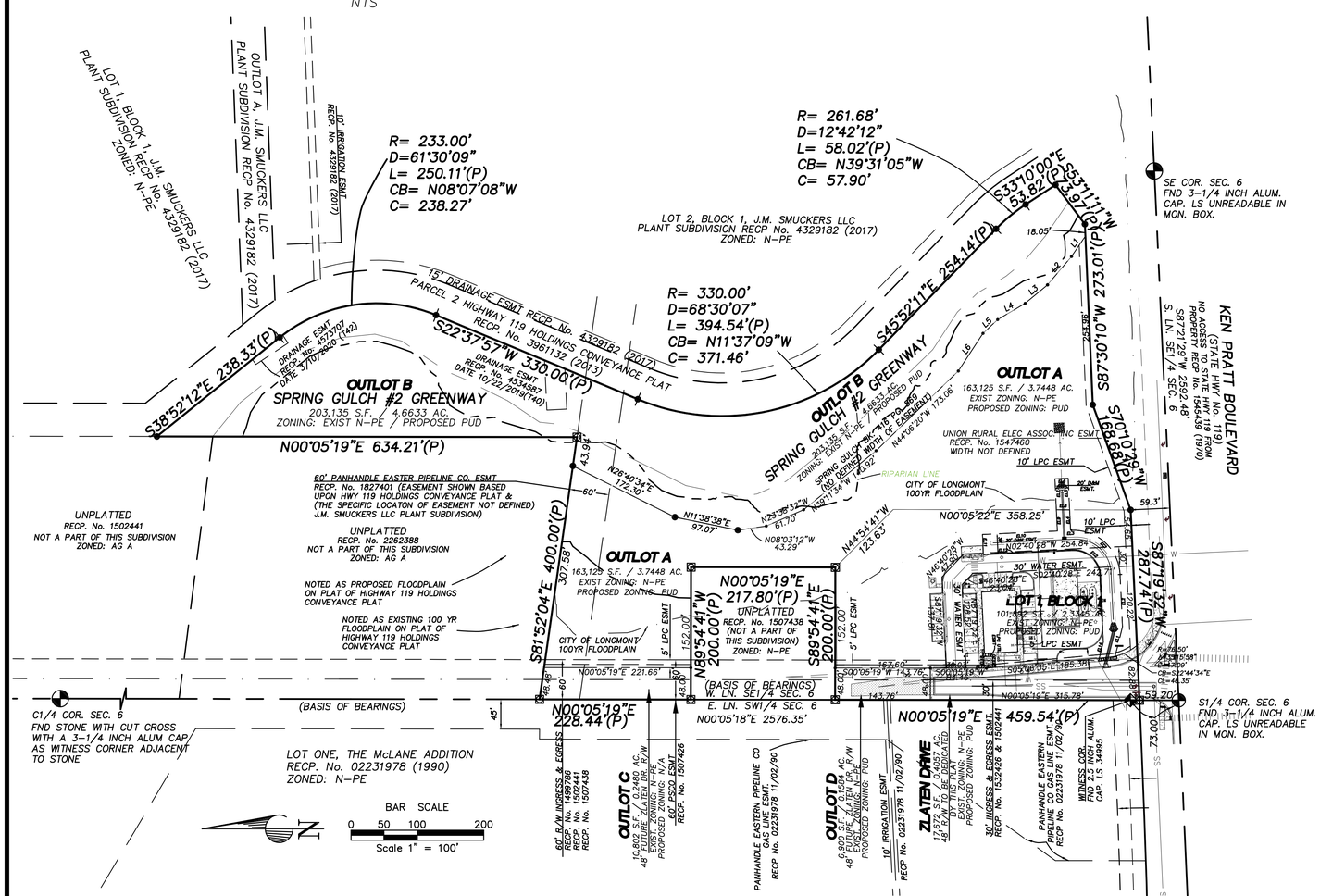
THE SUBJECT SITE IS WITHIN THE CITY OF LONGMONT'S REGULATED 100-YEAR FLOODPLAIN BOUNDARY, PER SPRING GULCH #2 FLOODPLAIN MAPPING CONVERSION, BY DREXEL, BARRELL & CO., DATED MAY 8, 2019 WITH A BASE FLOODPLAIN ELEVATION OF 4937.77 FEET (DBC2019 NAVD88).

MAYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAT OF THE ABOVE DESCRIBED PROPERTY IS APPROVED BY THE CITY OF LONGMONT, COLORADO, AND THAT THE MAYOR HEREBY ACCEPTS ALL PUBLIC STREETS, EASEMENTS, RIGHTS-OF-WAY, AND OTHER PLACES DESIGNATED OR DESCRIBED AS FOR PUBLIC USE FOR ALL PURPOSES INDICATED ON THIS PLAT.

_____
MAYOR, CITY OF LONGMONT

_____
ATTEST



EASEMENT LINE AND CURVE TABLES

LINE	BEARING	DISTANCE
EL1	S75°54'36"E	46.04'
EL2	N87°19'32"E	79.00'
EL3	N02°40'28"W	1.50'
EL4	N87°19'32"E	31.10'
EL5	N87°19'32"E	47.68'
EL6	N02°40'28"W	20.00'
EL7	S87°19'32"W	46.71'
EL8	S00°05'22"W	20.03'
EL9	S87°19'32"W	32.07'
EL10	N02°40'28"W	113.13'
EL11	S87°19'50"W	30.00'
EL12	S02°40'28"E	134.63'
EL13	S87°19'32"W	100.58'
EL14	N75°54'36"W	25.22'
EL15	S05°06'35"E	14.25'
EL16	S05°06'35"E	9.36'
EL17	N00°05'19"E	3.18'
EL18	S89°57'40"E	12.50'
EL19	S00°02'20"W	12.50'
EL20	N89°57'40"W	11.66'

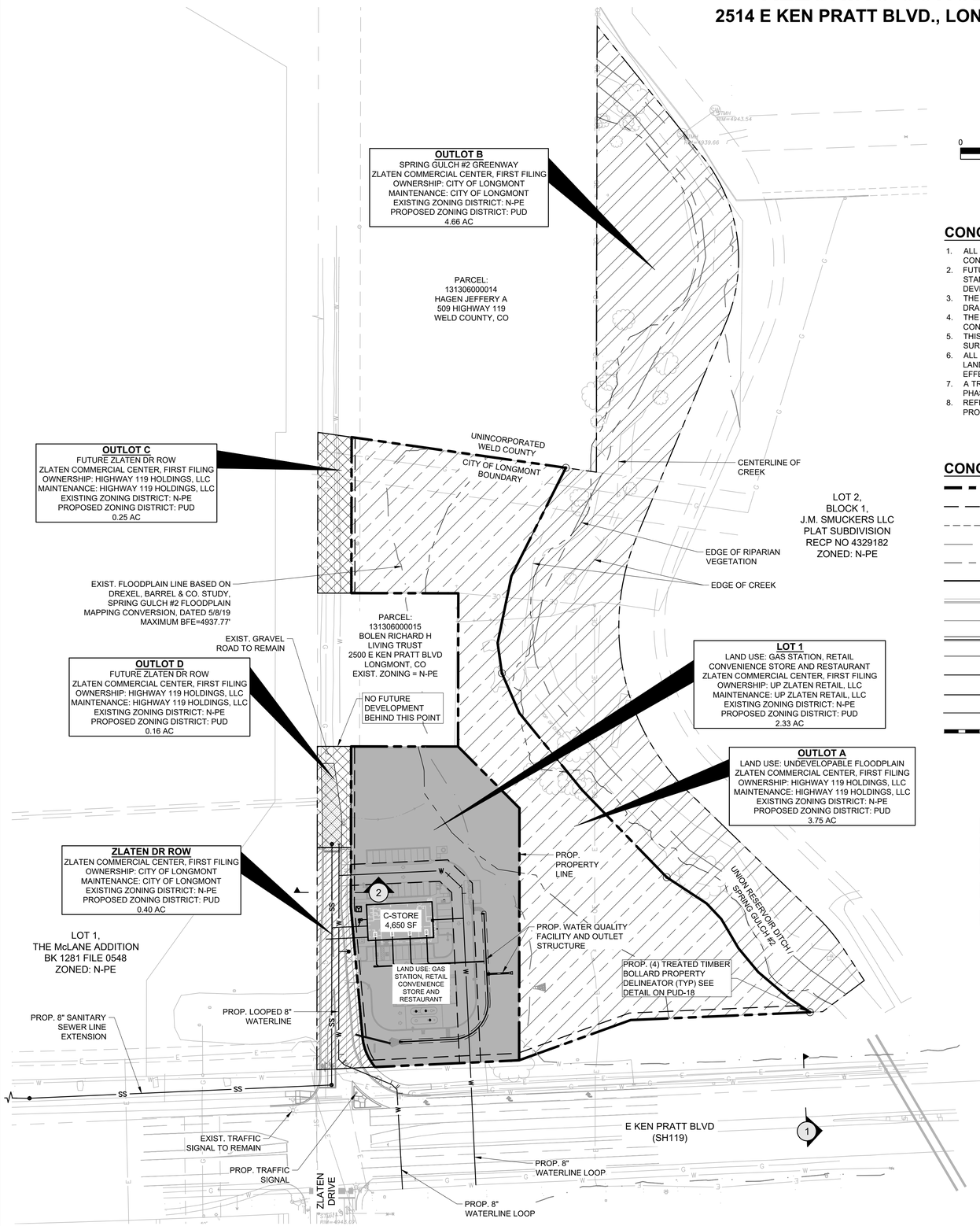
CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
EC1	70.00'	90°00'00"	109.96'	N42°19'32"E	98.99'
EC2	40.00'	90°00'00"	62.83'	S42°19'32"W	56.57'
EC3	76.50'	7°21'08"	9.82'	S08°47'09"E	9.81'

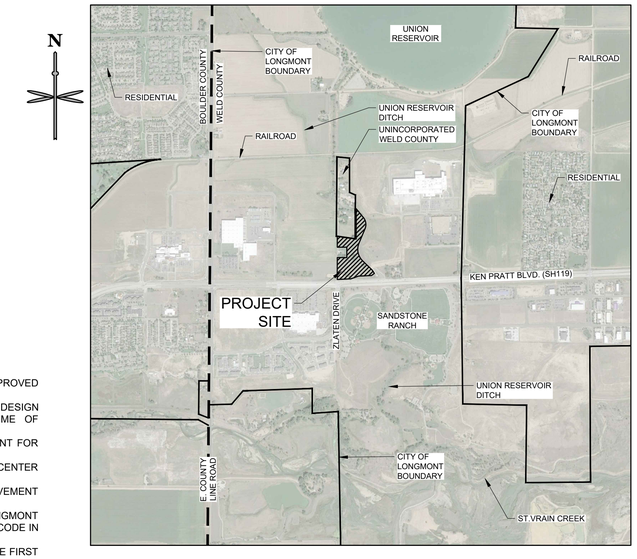
LINE TABLE SCHEDULE

LINE	BEARING	DISTANCE
L1	N55°44'09"W	37.16'
L2	N49°48'24"W	56.05'
L3	N39°38'29"W	43.99'
L4	N30°27'59"W	48.07'
L5	N43°18'49"W	30.48'
L6	N56°45'50"W	67.82'

COTTONWOOD SURVEYING AND ASSOC., INC.
P.O. BOX. 694, STRASBURG, CO 80136
PHONE: 303-549-7992 JOB No: 2019-42 DATE: 7/12/2020

ZLATEN COMMERCIAL CENTER
REZONING CONCEPT PLAN
2514 E KEN PRATT BLVD., LONGMONT, CO 80504





VICINITY MAP
1"= 1500'

CONCEPT PLAN NOTES

1. ALL FUTURE DEVELOPMENT OF THE PROPERTY WILL CONFORM TO THE APPROVED CONCEPT PLAN UNLESS AMENDED BY THE CITY COUNCIL.
2. FUTURE DEVELOPMENT WILL COMPLY WITH THE CITY OF LONGMONT DESIGN STANDARDS AND OPEN SPACE REQUIREMENTS IN PLACE AT THE TIME OF DEVELOPMENT.
3. THE PROPERTY WILL COMPLY WITH THE CITY OF LONGMONT'S REQUIREMENT FOR DRAINAGE.
4. THE PURPOSE OF THIS MAP IS FOR USE AS THE ZLATEN COMMERCIAL CENTER CONCEPT PLAN.
5. THIS PLAN IS CONCEPTUAL AND IS NOT A LAND SURVEY PLAT OR AN IMPROVEMENT SURVEY PLAN IN ACCORDANCE WITH SSA.
6. ALL LANDSCAPING WILL BE DESIGNED IN ACCORDANCE WITH CITY OF LONGMONT LANDSCAPE DESIGN STANDARDS AND THE LONGMONT LAND DEVELOPMENT CODE IN EFFECT AT THE TIME OF DEVELOPMENT.
7. A TRAFFIC STUDY FOR THE ENTIRE PROPERTY SHALL BE REQUIRED WITH THE FIRST PHASE OF DEVELOPMENT ON THE PROPERTY.
8. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS, PROPERTY BOUNDARY AND MONUMENTATION.

CONCEPT PLAN LEGEND

- PROPOSED PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED SETBACK OR BUFFER LINE
- FLOODPLAIN LINE (REFER TO NOTE)
- EDGE OF RIPARIAN VEGETATION AND BUFFER LINE
- PROPOSED BUILDING OUTLINE
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED EDGE OF PAVEMENT
- W — PROPOSED WATER LINE
- SS — PROPOSED SANITARY SEWER LINE
- G — PROPOSED GAS LINE
- PROPOSED STORM SEWER LINE
- PROPOSED SITE LIGHTING
- EXISTING / PROPOSED FIRE HYDRANT
- PROPOSED STM & SAN MANHOLES
- D S — PROPOSED STORM OUTLET STRUCTURE
- PROPOSED LOT 1 DEVELOPMENT AREA
- PROPOSED ZLATEN DRIVE RIGHT-OF-WAY DEDICATION
- PROPOSED OUTLOT A - RETAIN PRIVATE OWNERSHIP
- PROPOSED OUTLOT B - SPRING GULCH #2 GREENWAY DEDICATION
- PROPOSED OUTLOT C AND D - FUTURE ZLATEN DRIVE RIGHT-OF-WAY

LEGAL DESCRIPTION

PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LONGMONT, COUNTY OF WELD, STATE OF COLORADO.

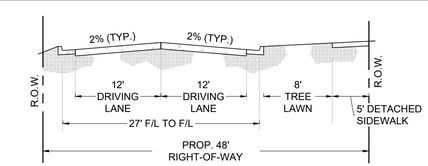
SAID DESCRIBED PARCEL OF LAND CONTAINS 503,327 SQUARE FEET OR 11.555 ACRES MORE OR LESS.

FLOODPLAIN NOTE

THE SUBJECT SITE IS WITHIN THE CITY OF LONGMONT'S REGULATED 100-YEAR FLOODPLAIN BOUNDARY, PER SPRING GULCH #2 FLOODPLAIN MAPPING CONVERSION, BY DREXEL, BARRELL & CO., DATED MAY 8, 2019 WITH A MAXIMUM BASE FLOODPLAIN ELEVATION FOR THIS DEVELOPMENT SITE OF 4937.77' (DBC2019 NAVD88).

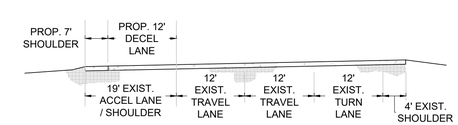
LAND USE SUMMARY TABLE

ZONING DATA	
EXISTING ZONING DISTRICT	N-PE (NEIGHBORHOOD - PRIMARY EMPLOYMENT)
PROPOSED ZONING DISTRICT	PUD (PLANNED UNIT DEVELOPMENT)
LOT AREA DATA	
EXISTING (OVERALL)	11.55 AC (503,326 SF)
ZLATEN DR. RIGHT-OF-WAY DEDICATION	0.40 AC (17,672 SF)
LOT 1 - DEVELOPMENT AREA	2.33 AC (101,692 SF)
OUTLOT A - RETAIN PRIVATE OWNERSHIP	3.75 AC (163,125 SF)
OUTLOT B - SPRING GULCH #2 GREENWAY DEDICATION	4.66 AC (203,135 SF)
OUTLOT C - ZLATEN DR. RIGHT-OF-WAY FUTURE DEDICATION	0.25 AC (10,802 SF)
OUTLOT D - ZLATEN DR. RIGHT-OF-WAY FUTURE DEDICATION	0.16 AC (6,900 SF)



ZLATEN DR. ROAD SECTION (2)
SCALE: N.T.S.

NOTE: PROP. ZLATEN DR. ROAD SECTION VARIES AT THE INTERSECTION WITH HWY 119 (SLOPE AND WIDTH). SEE PLAN FOR IMPROVEMENTS



SH119 ROAD WIDENING SECTION (1)
SCALE: N.T.S.

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21

PRELIMINARY NOT FOR CONSTRUCTION

EES ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

CONCEPT PLAN
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504
CONCEPT PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/12/2020

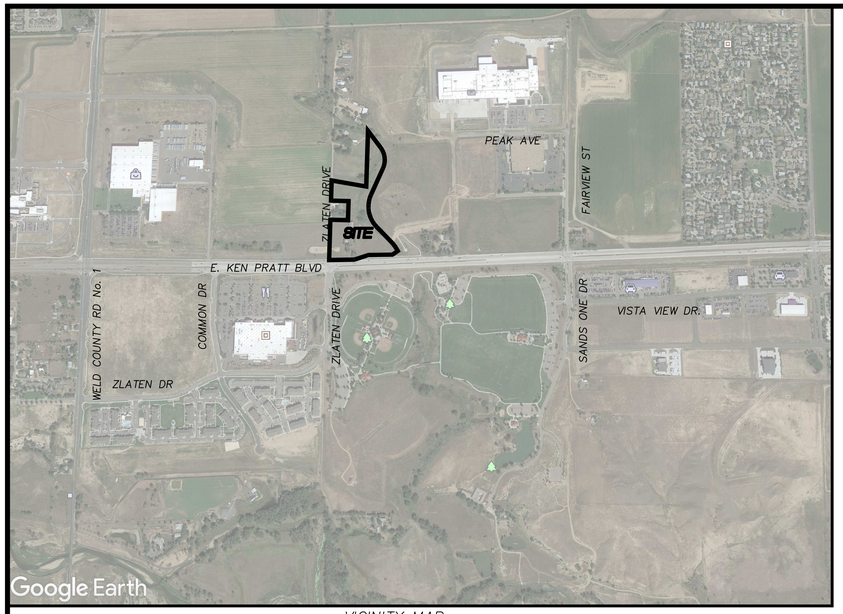
C-1

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\06 CAD\PUD REZONE\CONCEPT PLAN.DWG

PRELIMINARY PLAT
ZLATEN COMMERCIAL CENTER FIRST FILNG

A REPLAT OF PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT,
SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6,
TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., CITY OF LONGMONT
COUNTY OF WELD, STATE OF COLORADO.

SHEET 1 OF 3



VICINITY MAP
NTS

N

LEGAL DESCRIPTION

PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LONGMONT, COUNTY OF WELD, STATE OF COLORADO

SAID DESCRIBED PARCEL OF LAND CONTAINS 503,327 SQUARE FEET OR 11.555 ACRES MORE OF LESS.

PROPERTY OWNER DEDICATION AND ACKNOWLEDGMENT:

_____, BEING THE OWNER OF THE LAND DESCRIBED HEREIN (HAS/HAVE) CAUSED SAID LAND TO BE PLATTED UNDER THE NAME OF ZLATEN COMMERCIAL CENTER FIRST FILNG AND DEDICATE TO THE PUBLIC FOREVER ALL PUBLIC STREETS AND RIGHTS–OF–WAY, EASEMENTS, AND OTHER PLACES DESIGNATED OR DESCRIBED AS FOR PUBLIC USES ON THIS PLAT. ALL CONDITIONS, TERMS, AND SPECIFICATIONS DESIGNATED OR DESCRIBED ON THIS DOCUMENT SHALL BE BINDING ON THE OWNERS, AND THEIR HEIRS, SUCCESSORS, AND ASSIGNS.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS AND SEALS THIS ____ DAY OF _____, 20___.

_____
HIGHWAY 119 HOLDINGS CONVEYANCE PLAT
NAME
TITLE

NOTARY CERTIFICATE FOR PROPERTY OWNER ACKNOWLEDGMENT

STATE OF _____)
)SS
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ___ DAY OF

OF _____, 2020.

BY _____

NOTARY PUBLIC

COMMISSION EXPIRATION

MORTGAGEE'S CONSENT

THE UNDERSIGNED _____, AS A BENEFICIARY OF _____ WHICH CONSTITUTES A LIEN UPON THE DECLARANT'S PROPERTY, RECORDED UNDER RECEPTION NUMBER _____ WITH THE WELD COUNTY CLERK AND RECORDER, CONSENTS TO THE DEDICATION OF LAND TO STREETS, ALLEYS, ROADS, AND OTHER PUBLIC AREAS AS DESIGNATED ON THIS PLAT, AND FOREVER RELEASES SAID DEDICATED LANDS FROM THE LIEN CREATED BY SAID INSTRUMENT.

BENEFICIARY NAME SIGNATURE TITLE DATE

NOTARY CERTIFICATE FOR PROPERTY OWNER ACKNOWLEDGMENT:

STATE OF _____)
)SS
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20___

BY _____

NOTARY PUBLIC

COMMISSION EXPIRATION

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION:

BEARINGS ARE BASED UPON THE WEST LINE OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., AS SHOWN ON THE RECORDED PLAT OF HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, WHICH BEARS N00°05'19"E AND IS MONUMENTED AT THE CENTER QUARTER CORNER BY A STONE WITH A CUT CROSS AND A STONE WITH A CUT CROSS AND AT THE SOUTH QUARTER CORNER BY A 3–1/4 INCH ALUMIUM CAP IN A MONUMENT WELL LS UNREADABLE.

THE LINEAL DIMENSIONS AS CONTAINED HEREIN ARE BASED UPON THE "U.S. SURVEY FOOT"

ZONING

EXISTING ZONING N–PE
PROPOSED ZONING: PUD

FLOODPLAIN NOTE:

THE SUBJECT SITE IS WITHIN THE CITY OF LONGMONT'S REGULATED 100–YEAR FLOODPLAIN BOUNDARY, PER SPRING GULCH #2 FLOODPLAIN MAPPING CONVERSION, BY DREXEL, BARRELL & CO., DATED MAY 8, 2019 WITH A BASE FLOODPLAIN ELEVATION OF 4937.77 FEET (DBC2019 NAVD88).

STANDARD NOTES:

1. ARCHITECTURAL FEATURES SUCH AS PORCHES, OVERHANGS, CANTILEVERS, AND WINDOW WELLS SHALL NOT BE PERMITTED IN LPC EASEMENTS.

2. FENCES, LANDSCAPING WITH PLANTS, SHRUBS, WOODY PLANTS, NURSERY STOCK OR OTHER CROPS MAY BE LOCATED WITHIN LPC EASEMENT PROVIDED THEY DO NOT INTERFERE WITH THE USE OF, OBSTRUCT THE OPERATION OF OR ACCESS TO LPC EASEMENT. ANY FENCE, LANDSCAPING, OR OTHER UNAUTHORIZED IMPROVEMENTS THAT OBSTRUCT THE OPERATION OF OR ACCESS TO LPC EASEMENT MAY BE REMOVED BY GRANTEE WITHOUT LIABILITY FOR DAMAGES ARISING THEREFROM.

3. LPC AND/OR WATER EASEMENTS SHALL BE LOCATED ON PRIVATE PROPERTY IMMEDIATELY ADJACENT TO RIGHTS–OF–WAY. LPC AND/OR WATER EASEMENTS SHALL BE FOR THE PURPOSE OF SURVEYING, LOCATING, INSTALLING, CONSTRUCTING, USING, OPERATING, MAINTAINING, INSPECTING, REPAIRING, ALTERING, REMOVING AND REPLACING CABLE, CONDUIT, EQUIPMENT, VALVES, WATER METERS, FIRE HYDRANTS, AND ALL NECESSARY SUBSURFACE AND SURFACE APPURTENANCES OR OTHER USES APPROVED BY THE CITY OF LONGMONT. TOGETHER WITH A PERPETUAL RIGHT OF INGRESS AND EGRESS FOR INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND/OR REPLACEMENT OF SUCH.

4. INCLUDE A TABLE ON THE FINAL PLAT COVER SHEET DESCRIBING THE OWNERSHIP AND MAINTENANCE RESPONSIBILITY FOR EACH REGULATED AREA, INCLUDING ARTERIAL, COLLECTOR, AND LOCAL STREET RIGHTS–OF–WAY, PRIMARY AND SECONDARY GREENWAYS, PRIVATE AND COMMON AREA IMPROVEMENTS AND OUTLOTS, DETENTION PONDS, GATEWAYS, AND OTHER AREAS IDENTIFIED ON THE PLAT.

5. PRIMARY GREENWAYS SHALL BE DEDICATED TO THE CITY WITH THE FINAL PLAT AND SHALL BE CONSTRUCTED BY THE DEVELOPER ACCORDING TO CITY CODE AND CITY STANDARDS IN EFFECT AT THE TIME OF CONSTRUCTION. WHEN FINAL ACCEPTANCE IS GRANTED BY THE CITY, THE CITY SHALL ASSUME MAINTENANCE OBLIGATIONS FOR THE PRIMARY GREENWAY.

6. ARTERIAL RIGHTS–OF–WAY SHALL BE DEDICATED TO THE CITY WITH THE FINAL PLAT AND SHALL BE CONSTRUCTED BY THE DEVELOPER ACCORDING TO CITY CODE AND CITY STANDARDS IN EFFECT AT THE TIME OF CONSTRUCTION. THE ADJACENT PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE PERPETUAL MAINTENANCE OF THE ARTERIAL R.O.W. IMPROVEMENTS.

7. AN EASEMENT IS HEREBY GRANTED TO THE NATURAL RESOURCES / PARKS DEPARTMENT OVER AND ACROSS LOT ONE FROM ZLATEN DRIVE TO OUTLOT A FOR WEED MAINTENANCE.

SURVEYOR'S CERTIFICATE

I CERTIFY THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND COMPLETED ACCORDING TO APPLICABLE STATE OF COLORADO REQUIREMENTS.

DATE: _____

_____
HAROLD J. PONSERELLA , RLS NO. 29766

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

MAYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAT OF THE ABOVE DESCRIBED PROPERTY IS APPROVED BY THE CITY OF LONGMONT, COLORADO, AND THAT THE MAYOR HEREBY ACCEPTS ALL PUBLIC STREETS, EASEMENTS, RIGHTS–OF–WAY, AND OTHER PLACES DESIGNATED OR DESCRIBED AS FOR PUBLIC USE FOR ALL PURPOSES INDICATED ON THIS PLAT.

MAYOR, CITY OF LONGMONT

ATTEST

CLERK & RECORDER'S CERTIFICATE

STATE OF _____)
)SS
COUNTY OF _____)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN CLERK & RECORDER'S OFFICE AT ____ O'CLOCK, __.M. THIS _____ DAY OF _____, 20___, AND DULY RECORDED UNDER

RECEPTION NUMBER _____ BY

RECORDER FEES

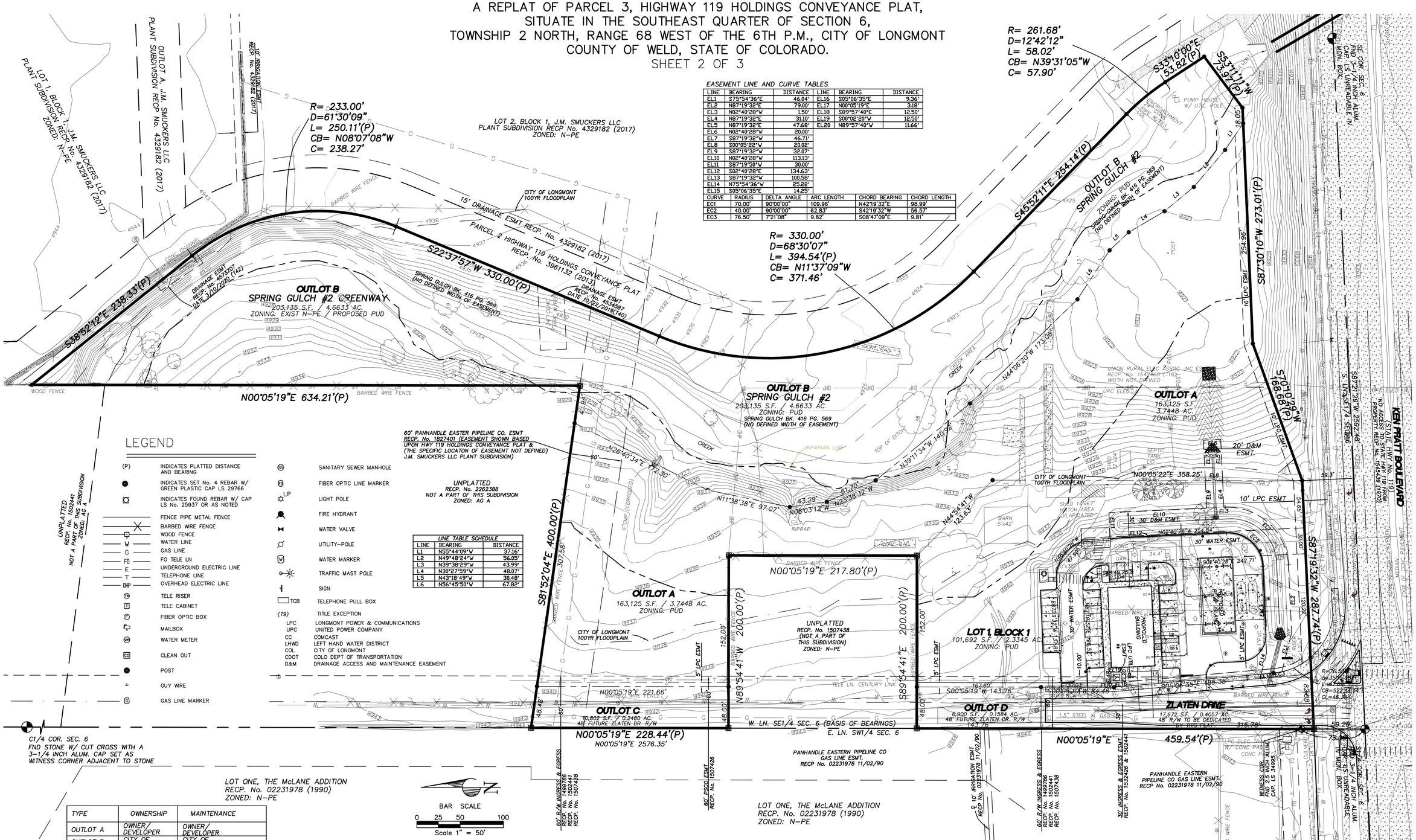
DEPUTY

COTTONWOOD SURVEYING AND ASSOC., INC.
P.O. BOX. 694, STRASBURG, CO 80136
PHONE: 303–549–7992 JOB No: 2019–42 DATE: 7/12/2020

PRELIMINARY PLAT
ZLATEN COMMERCIAL CENTER FIRST FILNG

A REPLAT OF PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT,
SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6,
TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., CITY OF LONGMONT
COUNTY OF WELD, STATE OF COLORADO.

SHEET 2 OF 3



EASEMENT LINE AND CURVE TABLES

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
EL1	S75°54'36"E	46.04'	EL16	S05°06'35"E	9.36'
EL2	N87°19'32"E	79.00'	EL17	N00°05'19"E	3.18'
EL3	N02°40'28"W	1.50'	EL18	S89°57'40"E	12.50'
EL4	N87°19'32"E	31.10'	EL19	S00°02'20"W	12.50'
EL5	N87°19'32"E	47.68'	EL20	N89°57'40"W	11.66'
EL6	N02°40'28"W	20.00'			
EL7	S87°19'32"W	46.71'			
EL8	S00°05'22"W	20.02'			
EL9	S87°19'32"W	32.07'			
EL10	N02°40'28"W	113.13'			
EL11	S87°19'50"W	30.00'			
EL12	S02°40'28"E	134.63'			
EL13	S87°19'32"W	100.58'			
EL14	N75°54'36"W	25.22'			
EL15	S05°06'35"E	14.25'			

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
EC1	70.00'	90°00'00"	109.96'	N42°19'32"E	98.99'
EC2	40.00'	90°00'00"	62.83'	S42°19'32"W	56.57'
EC3	76.50'	7°21'08"	9.82'	S08°47'09"E	9.81'

LINE TABLE SCHEDULE

LINE	BEARING	DISTANCE
L1	N55°44'09"W	37.16'
L2	N49°48'24"W	56.05'
L3	N39°38'29"W	43.99'
L4	N30°27'59"W	48.07'
L5	N43°18'49"W	30.48'
L6	N56°45'50"W	67.82'

LEGEND

- (P) INDICATES PLATTED DISTANCE AND BEARING
- INDICATES SET No. 4 REBAR W/ GREEN PLASTIC CAP LS 29766
- INDICATES FOUND REBAR W/ CAP LS No. 25937 OR AS NOTED
- FENCE PIPE METAL FENCE
- BARBED WIRE FENCE
- WOOD FENCE
- W WATER LINE
- G GAS LINE
- FO FO TELE LN
- E UNDERGROUND ELECTRIC LINE
- T TELEPHONE LINE
- OHP OVERHEAD ELECTRIC LINE
- TR TELE RISER
- T TELE CABINET
- F FIBER OPTIC BOX
- MB MAILBOX
- WM WATER METER
- CO CLEAN OUT
- POST
- GUY WIRE
- G GAS LINE MARKER
- SS SANITARY SEWER MANHOLE
- FB FIBER OPTIC LINE MARKER
- LP LIGHT POLE
- FIRE HYDRANT
- WATER VALVE
- UTILITY-POLE
- WM WATER MARKER
- TRAFFIC MAST POLE
- SIGN
- TCB TELEPHONE PULL BOX
- (T9) TITLE EXCEPTION
  - LPC LONGMONT POWER & COMMUNICATIONS
  - UPC UNITED POWER COMPANY
  - CC COMCAST
  - LHWD LEFT HAND WATER DISTRICT
  - COL CITY OF LONGMONT
  - CDOT COLO DEPT OF TRANSPORTATION
  - D&M DRAINAGE ACCESS AND MAINTENANCE EASEMENT

TYPE	OWNERSHIP	MAINTENANCE
OUTLOT A	OWNER/ DEVELOPER	OWNER/ DEVELOPER
OUTLOT B	CITY OF LONGMONT	CITY OF LONGMONT
OUTLOT C	HIGHWAY 119 HOLDINGS	HIGHWAY 119 HOLDINGS
OUTLOT D	HIGHWAY 119 HOLDINGS	HIGHWAY 119 HOLDINGS

NOTE: HIGHWAY 119 HOLDINGS WILL RETAIN OWNERSHIP AND PROVIDED MAINTENANCE IN THE INTERIM, UNTIL OUTLOTS C AND D ARE DEVELOPED AS ZLATHEN RIGHT-OF WAY

COTTONWOOD SURVEYING AND ASSOC., INC.
P.O. BOX. 694, STRASBURG, CO 80136
PHONE: 303-549-7992 JOB No: 2019-42 DATE: 7/12/2020

PRELIMINARY PLAT
ZLATEN COMMERCIAL CENTER FIRST FILNG

A REPLAT OF PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT,
SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6,
TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., CITY OF LONGMONT
COUNTY OF WELD, STATE OF COLORADO.

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OUTLOT C	HIGHWAY 119 HOLDINGS	HIGHWAY 119 HOLDINGS
OUTLOT D	HIGHWAY 119 HOLDINGS	HIGHWAY 119 HOLDINGS

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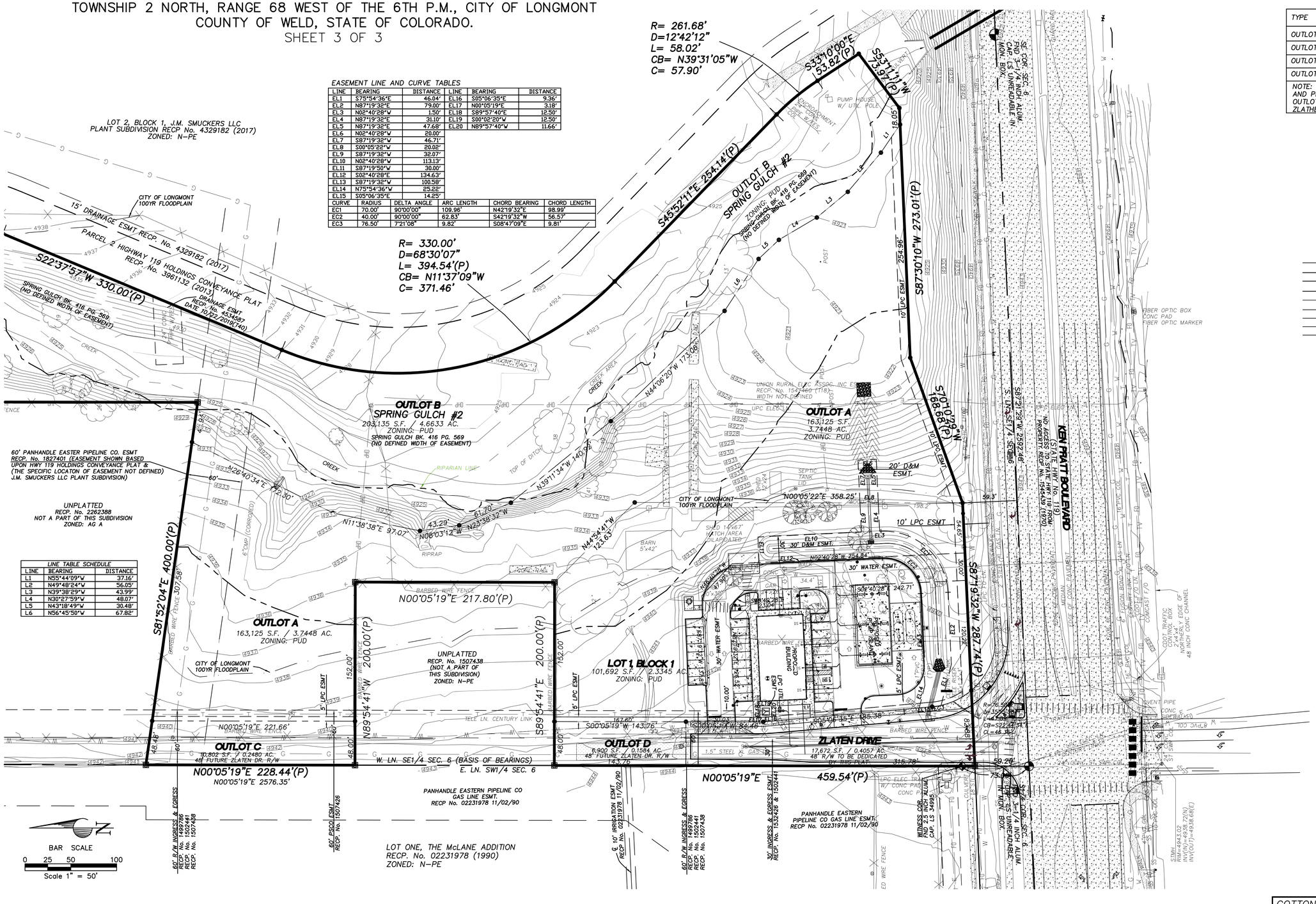

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LEGEND

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●	INDICATES SET No. 4 REBAR W/ GREEN PLASTIC CAP LS 29766
◘	INDICATES FOUND REBAR W/ CAP LS No. 25937 OR AS NOTED
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	BARBED WIRE FENCE
	WOOD FENCE
W	WATER LINE
G	GAS LINE
FO	FO TELE LN
E	UNDERGROUND ELECTRIC LINE
T	TELEPHONE LINE
OHP	OVERHEAD ELECTRIC LINE
TR	TELE RISER
T	TELE CABINET
F	FIBER OPTIC BOX
	MAILBOX
WM	WATER METER
CO	CLEAN OUT
●	POST
	GUY WIRE
G	GAS LINE MARKER
SS	SANITARY SEWER MANHOLE
FB	FIBER OPTIC LINE MARKER
LP	LIGHT POLE
	FIRE HYDRANT
	WATER VALVE
	UTILITY-POLE
W	WATER MARKER
	TRAFFIC MAST POLE
	SIGN
TCB	TELEPHONE PULL BOX
(T9)	TITLE EXCEPTION
LPC	LONGMONT POWER & COMMUNICATIONS
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CC	COMCAST
LHWD	LEFT HAND WATER DISTRICT
COL	CITY OF LONGMONT
CDOT	COLO DEPT OF TRANSPORTATION
D&M	DRAINAGE ACCESS AND MAINTENANCE EASEMENT

COTTONWOOD SURVEYING AND ASSOC., INC.
P.O. BOX. 694, STRASBURG, CO 80136
PHONE: 303-549-7992 JOB No: 2019-42 DATE: 7/12/2020

OVERALL PUD PLAN

2514 E KEN PRATT BLVD., LONGMONT, CO 80504

7-ELEVEN CONVENIENCE STORE / LAREDO TACO RESTAURANT WITH FUELING

OWNER
HIGHWAY 119 HOLDINGS, LLC
17701 COWAN, SUITE 400
IRVINE, CA
CONTACT: KEVIN BUTCHER
P: (719) 233-2313

DEVELOPER
UP ZLATEN RETAIL, LLC
1331 17TH STREET, STE 604
DENVER, CO 80202
CONTACT: ALICIA RHYMER
P: (720) 898-5947

GEOTECHNICAL ENGINEER
PROFESSIONAL SERVICE INDUSTRIES, INC.
1070 WEST 124TH AVENUE, SUITE 800
WESTMINSTER, CO 80234
ATTN: HANNAH TAWFIK
P: (303) 424-5578

ENGINEERING CONSULTANT
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S. CHERRY STREET, SUITE 300
DENVER, CO 80246
ATTN: CHARLIE OROPALLO
P: (856) 906-2932

SURVEYOR
COTTONWOOD SURVEYING
AND ASSOCIATES, INC.
P.O. BOX 694, STRASBURG, CO
ATTN: HAROLD PONSERELLA
P: (303) 549-7992

ARCHITECT
DIMENSION GROUP
5600 S. QUEBEC ST., SUITE 325 C
GREENWOOD VILLAGE, CO 80111
ATTN: LISA MYSZKOWSKI
P: 720-536-3180

LANDSCAPE ARCHITECT
VALERIAN LLC
970 YUMA ST. STE 130
DENVER, CO 80204
ATTN: NATE RONEY
P: (303) 865-4911

UTILITY CONTACTS

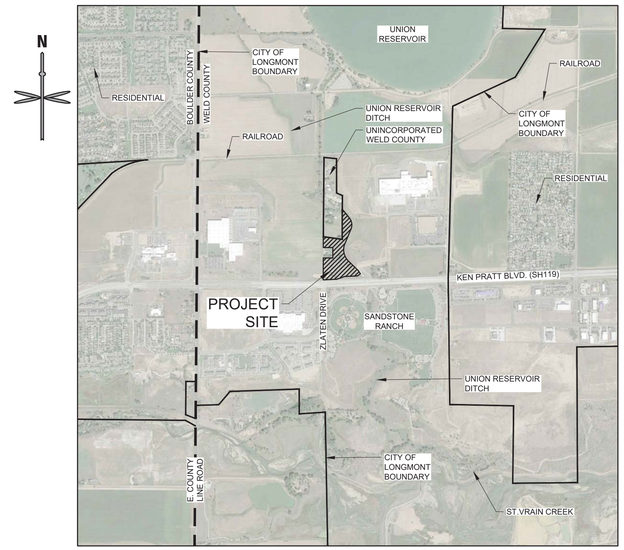
FIRE PROTECTION
LONGMONT FIRE PROTECTION
350 KIMBARK STREET,
LONGMONT, CO 80501
CONTACT: MARC SAMPSON
P: (303) 651-8434

WATER/SANITARY SEWER
CITY OF LONGMONT
385 KIMBARK STREET,
LONGMONT, CO 80501
CONTACT: DOUG GOSSETT
P: (303) 651-8922

ELECTRIC
LONGMONT POWER & COMMUNICATIONS
1100 S. SHERMAN ST.
LONGMONT, CO 80501
CONTACT: KRISTOPHER HOWARD
P: (303) 774-4559

STORM SEWER
CITY OF LONGMONT
385 KIMBARK STREET,
LONGMONT, CO 80501
CONTACT: ELA NELSON
P: (303) 774-4390

NATURAL GAS
XCEL ENERGY
6301 DIAGONAL HWY
BOULDER, CO 80301
P: (303) 245-2242



VICINITY MAP
1"= 1500'

SHEET INDEX

SHEET	SHEET TITLE
PUD-1	COVER SHEET
PUD-2	OVERALL DEVELOPMENT PLAN
PUD-3 & PUD-4	SITE DEVELOPMENT PLANS
PUD-5	BUILDING ELEVATIONS
PUD-6	BUILDING ELEVATIONS
PUD-7	BUILDING EXTERIOR RENDERINGS
PUD-8	BUILDING INTERIOR RENDERINGS
PUD-9	BUILDING FLOOR PLAN
PUD-10	UTILITY PLAN
PUD-11	GRADING PLAN
PUD-12	EMERGENCY ACCESS PLAN
PUD-13	TREE MITIGATION PLAN
PUD-14	LANDSCAPE PLAN
PUD-15	LANDSCAPE NOTES & DETAILS
PUD-16	PHOTOMETRIC PLAN
PUD-17	PHOTOMETRIC DETAILS
PUD-18	PUD DETAILS

SITE DATA TABLE

ZONING DATA		
EXISTING ZONING DISTRICT	N-PE (NEIGHBORHOOD - PRIMARY EMPLOYMENT)	
PROPOSED ZONING DISTRICT	PUD (PLANNED UNIT DEVELOPMENT)	
LOT AREA DATA		
EXISTING (OVERALL)	11.55 ACRES (503,326 SF)	
ZLATEN DR. RIGHT-OF-WAY DEDICATION	0.40 AC (17,672 SF)	
LOT 1 - DEVELOPMENT AREA	2.33 ACRES (101,692 SF)	
OUTLOT A - RETAIN PRIVATE OWNERSHIP & MAINTENANCE	3.75 ACRES (163,125 SF)	
OUTLOT B - SPRING GULCH #2 GREENWAY DEDICATION	4.66 AC (203,135 SF)	
OUTLOT C - ZLATEN DR. RIGHT-OF-WAY FUTURE DEDICATION	0.25 ACRES (10,802 SF)	
OUTLOT D - ZLATEN DR. RIGHT-OF-WAY FUTURE DEDICATION	0.16 ACRES (6,900 SF)	
LAND USE DATA (PROPOSED LOT 1 DEVELOPMENT AREA)	**AREA (SF)**	**PERCENTAGE**
BUILDING COVERAGE	0.18 AC (7,746 SF)	8%
PARKING AND DRIVE AREAS	0.63 AC (27,480 SF)	27%
PEDESTRIAN OPEN SPACE	0.06 AC (2,712 SF)	3%
LANDSCAPED OPEN SPACE	1.16 AC (50,846 SF)	49%
UNDISTURBED FLOODPLAIN OR RIPARIAN AREA	0.30 AC (12,912 SF)	13%
LANDSCAPE BUFFERS (PROPOSED LOT 1 DEVELOPMENT AREA)	**REQUIRED**	**PROVIDED**
STATE HIGHWAY 119	50'	50'
ZLATEN DRIVE	BUILDING SETBACK (0' FOR PUD)	<0'
NORTH PROPERTY LINE	20'	20'
EAST PROPERTY LINE	20'	20'
PARKING REQUIREMENTS (PROPOSED LOT 1 DEVELOPMENT AREA)	**ALLOWED**	**PROVIDED**
RESTAURANT (2,000 SF)	12 PER 1,000 SF (2,000 SF = 24 SPACES)	26 SPACES
VEHICLE FUELING STATION (2,650 SF RETAIL AREA)	1 PER FUEL PUMP PLUS 2 PER 1,000 SF RETAIL AREA (12 PUMPS; 2,650 SF = 17 SPACES)	21 SPACES
ADA ACCESSIBLE SPACES	2 SPACES (1 VAN)	2 SPACES (1 VAN SPACE)
TOTAL PARKING SPACES	41 SPACES REQUIRED	47 SPACES PROVIDED
BICYCLE PARKING SPACES	5% OF TOTAL VEHICLE PARKING (2 SPACES REQUIRED)	2 SPACES PROVIDED
TOTAL IMPERVIOUS AREA LOT 1 AND OUTLOTS A, B, C & D	1.13 AC (49,186 SF)	10% (503,327 SF)

NOTES:
PER CITY OF LONGMONT STANDARDS, NO SPECIFIC LOT AREA IS REQUIRED.

LEGAL DESCRIPTION
PARCEL 3, HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LONGMONT, COUNTY OF WELD, STATE OF COLORADO.

SAID DESCRIBED PARCEL OF LAND CONTAINS 503,327 SQUARE FEET OR 11.555 ACRES MORE OR LESS.

PROJECT BASIS OF BEARING
BEARINGS ARE BASED UPON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 68 WEST OF THE 6TH P.M., AS SHOWN ON THE RECORDED PLAT OF HIGHWAY 119 HOLDINGS CONVEYANCE PLAT, WHICH BEARS S87°28'34"W AND IS MONUMENTED AT THE CENTER QUARTER CORNER BY A STONE WITH A CUT CROSS AND A STONE WITH A CUT CROSS.

BENCH MARK
BENCH MARK 179, LOCATED AT THE SE CORNER OF HWY NO. 119 AND ZLATEN DRIVE AT 100 FEET SOUTH OF THE CENTER LINE OF HWY. NO 119 AND 75 FEET EAST OF THE CENTER LINE OF ZLATEN DRIVE. MONUMENT BEING A CAP IN THE S.E. CORNER OF AN IRRIGATION STRUCTURE. ELEV. 4940.86 NAVD 1988

FLOODPLAIN NOTE
THE SUBJECT SITE IS WITHIN THE CITY OF LONGMONT'S REGULATED 100-YEAR FLOODPLAIN BOUNDARY, PER SPRING GULCH #2 FLOODPLAIN MAPPING CONVERSION, BY DREXEL, BARRELL & CO., DATED MAY 8, 2019 WITH A MAXIMUM BASE FLOODPLAIN ELEVATION FOR THIS DEVELOPMENT SITE OF 4937.77' (DBC2019 NAVD88).

FIRE FLOW TABLE

FIRE FLOW AVAILABLE PER LONGMONT WATER DEPARTMENT	3,100 GPM
BUILDING CONSTRUCTION TYPE	VB
NFPA FIRE SPRINKLER SYSTEM TYPE	TYPE 13
FIRE AREA (TOTAL SQ. FOOTAGE OF ALL FLOORS WITHIN BUILDING WALLS INCLUDING THE AREA OF THE ROOF PROJECTION BEYOND THE WALLS)	4,650 SF
FIRE FLOW REQUIRED, PER IFC APPENDIX B	1,500 GPM
MINIMUM NUMBER OF HYDRANTS, PER IFC APPENDIX C	1
AVERAGE HYDRANT SPACING, PER IFC APPENDIX C	500 FT
MAXIMUM DISTANCE FROM HYDRANT TO ANY POINT ON STREET OR ROAD FRONTAGE, PER IFC APPENDIX C	250.FT

LPC NOTES
1. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING UTILITY LOCATES. CALL THE UTILITY NOTIFICATION CENTER OF COLORADO AT 1-800-922-1987.
2. THE CONTRACTOR SHALL ORGANIZE THE UTILITY CONSTRUCTION FROM DEEPEST TO SHALLOWEST; THIS INCLUDES PRIVATE LIGHTING AND IRRIGATION. SHOULD LPC MOBILIZE FOR CONSTRUCTION EFFORTS AND FIND CONFLICTS WITH SHALLOW INSTALLATIONS, THE SCOPE OF THE PROJECT MAY REQUIRE EXTRA CHARGES.
3. WHEN EXISTING UNDERGROUND LPC ELECTRIC CABLES RUN NEAR THE PROJECT WORK AREA, THEY CANNOT BE DE-ENERGIZED FOR CROSSING PURPOSES. THE CONTRACTOR MUST TAKE ALL PRECAUTION NECESSARY TO PREVENT DAMAGE TO THE CABLES OR INJURY TO THE CONSTRUCTION CREW. SHOULD THE CONTRACTOR DAMAGE THESE FACILITIES, CONTACT LONGMONT POWER & COMMUNICATIONS IMMEDIATELY AT 651-8386. LONGMONT POWER & COMMUNICATIONS WILL REPAIR THE FACILITIES AND BILL THE DEVELOPER FOR ALL ASSOCIATED COSTS.
4. WHERE OVERHEAD ELECTRIC FACILITIES EXIST IN THE DEVELOPMENT AREA, THE CONTRACTOR MUST KEEP ALL EQUIPMENT OPERATION A MINIMUM OF 10 FEET FROM EXISTING OVERHEAD ELECTRIC LINES. IF THIS IS NOT FEASIBLE, OR CONDITIONS WARRANT ADDITIONAL PROTECTION OR POLE STABILIZATION, THE CONTRACTOR MUST CONTACT THE LONGMONT POWER & COMMUNICATIONS CONSTRUCTION COORDINATOR AT 651-8386. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE PROTECTIVE COVERING AND OR POLE STABILIZATION, 48 HOURS IN ADVANCE. SHOULD THE ELECTRIC FACILITIES BE DAMAGED, THE CONTRACTOR MUST CONTACT LPC AT 651-8386. ADDITIONALLY, ALL COSTS ASSOCIATED WITH REPAIRS WILL BE THE RESPONSIBILITY OF THE DEVELOPER.
5. FOR COST EFFECTIVENESS, STREETS, PARKING SURFACES AND SIDEWALKS SHOULD NOT BE PAVED OR CONCRETE PLACED UNTIL THE CONDUIT CROSSING FOR USE BY LONGMONT POWER & COMMUNICATIONS HAS BEEN INSTALLED. THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR INSTALLING SLEEVES UNDER ROADWAYS, CULVERTS, DITCHES, SIDEWALKS AND EXISTING UTILITY FACILITIES FOR THE USE OF LONGMONT POWER & COMMUNICATION'S FACILITIES. NOTIFICATION AND COORDINATION OF THE DITCH CROSSINGS IS A DEVELOPER RESPONSIBILITY. REFER TO SECTION 700 IN THE CITY OF LONGMONT DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS.
6. WITH SUBMITTAL FOR CONSTRUCTION PERMIT ALL COMMERCIAL AND MULTI-FAMILY UNIT NUMBERS AS WELL AS HOUSE PANELS MUST BE CALLED OUT ON THE PERMIT. LPC WILL NOT APPROVE PERMIT SUBMITTALS WITHOUT PROPER ADDRESSING. FOR METER BADGING REQUIREMENTS PLEASE REFER TO SECTION 706.09 METERING REQUIREMENTS IN THE DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS.
7. CONCRETE TRANSFORMER PADS ARE PROVIDED BY THE DEVELOPER/CONTRACTOR. THE OWNERSHIP AND MAINTENANCE OF THE PAD IS THE LANDOWNER'S RESPONSIBILITY.
8. ELECTRIC METERS MUST BE ON THE OUTSIDE OF THE BUILDING AND CANNOT BE FENCED IN.

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/22/21

PRELIMINARY NOT FOR CONSTRUCTION

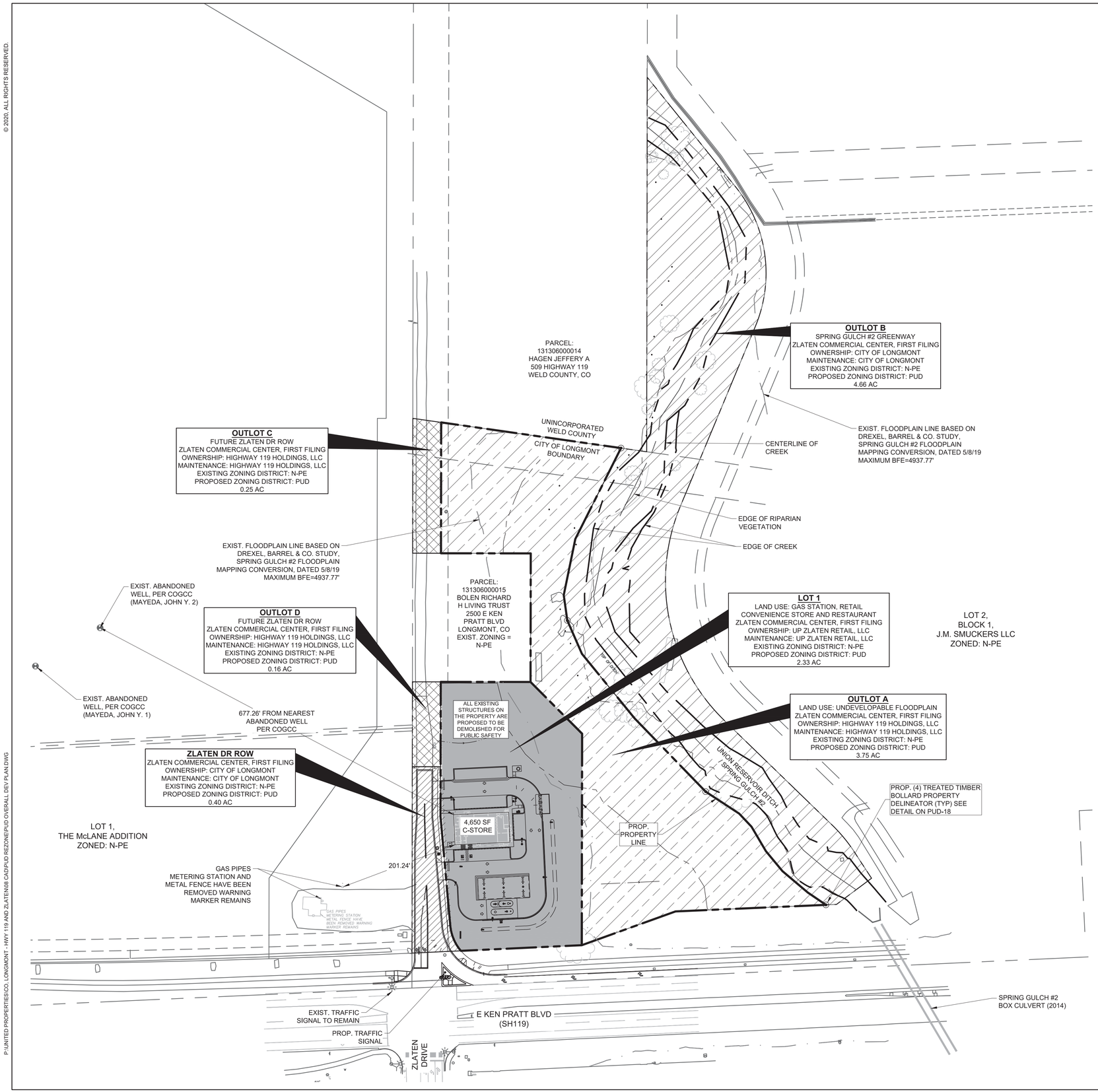
EES ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504
COVER SHEET

PROJECT NO: UPR012.01
DESIGNED BY: CRO
DRAWN BY: CRO
DATE: 08/12/2020

PUD-1



N

0 80 160

1 INCH = 80 FT.

OVERALL PLAN NOTES

1. EMERGENCY AND SERVICE TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
2. CARS/TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
3. HANDICAP PARKING AREAS PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED UNIFORM BUILDING CODE.
4. REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS SERVICE AREA DIMENSIONS AND ELEVATIONS.
5. MECHANICAL UNITS, DUMPSTERS AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE CITY OF LONGMONT ZONING ORDINANCE.
6. ALL SIGNAGE CONTINGENT UPON APPROVAL BY THE CITY OF LONGMONT.
7. ALL DIMENSIONS ARE MEASURED FROM FLOWLINE OF CURB UNLESS OTHERWISE NOTED.
8. ALL ACCESSIBLE RAMPS SHALL HAVE A MAXIMUM SLOPE OF 12:1.
9. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS, PROPERTY BOUNDARY AND MONUMENTATION.
10. THE DEVELOPER SHALL PROVIDE A NEST SURVEY NO SOONER THAN ONE WEEK (7 DAYS) BEFORE ANY STORMWATER CONSTRUCTION ACTIVITY PERMIT (SCAP) IS ISSUED FOR THE PROPERTY.
11. THE DEVELOPER SHALL FOLLOW ALL NESTING BIRD MITIGATION MEASURES RECOMMENDED BY COLORADO PARKS AND WILDLIFE SHOULD NESTING BIRDS BE DISCOVERED DURING THE NEST SURVEY.
12. THE DEVELOPER SHALL INSTALL ALL TREE PROTECTION FENCING AS SHOWN AND DETAILED ON SHEET PUD-13 OF THE PUD OVERALL DEVELOPMENT PLAN AND CALL TO HAVE IT INSPECTED BEFORE ANY STORMWATER CONSTRUCTION ACTIVITY PERMIT (SCAP) IS ISSUED FOR THE PROPERTY.

OVERALL SITE PLAN LEGEND

- PROPOSED PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED SETBACK OR BUFFER LINE
- FLOODPLAIN LINE (REFER TO NOTE)
- EDGE OF RIPARIAN VEGETATION AND BUFFER LINE
- PROPOSED BUILDING OUTLINE
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED EDGE OF PAVEMENT
- PROPOSED LOT 1 DEVELOPMENT AREA
- PROPOSED ZLATEN DRIVE RIGHT-OF-WAY DEDICATION
- PROPOSED OUTLOT A - RETAIN PRIVATE OWNERSHIP
- PROPOSED OUTLOT B - SPRING GULCH #2 GREENWAY DEDICATION
- PROPOSED OUTLOT C AND D - FUTURE ZLATEN DRIVE RIGHT-OF-WAY

REFER TO SHEET PUD-3 FOR PROPOSED EASEMENTS

REFER TO SHEET PUD-3 FOR LOT 1 DEVELOPMENT AREA

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/22/21

PRELIMINARY NOT FOR CONSTRUCTION

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501 S Cherry St, Suite 300
Denver, CO 80246
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UNITED PROPERTIES

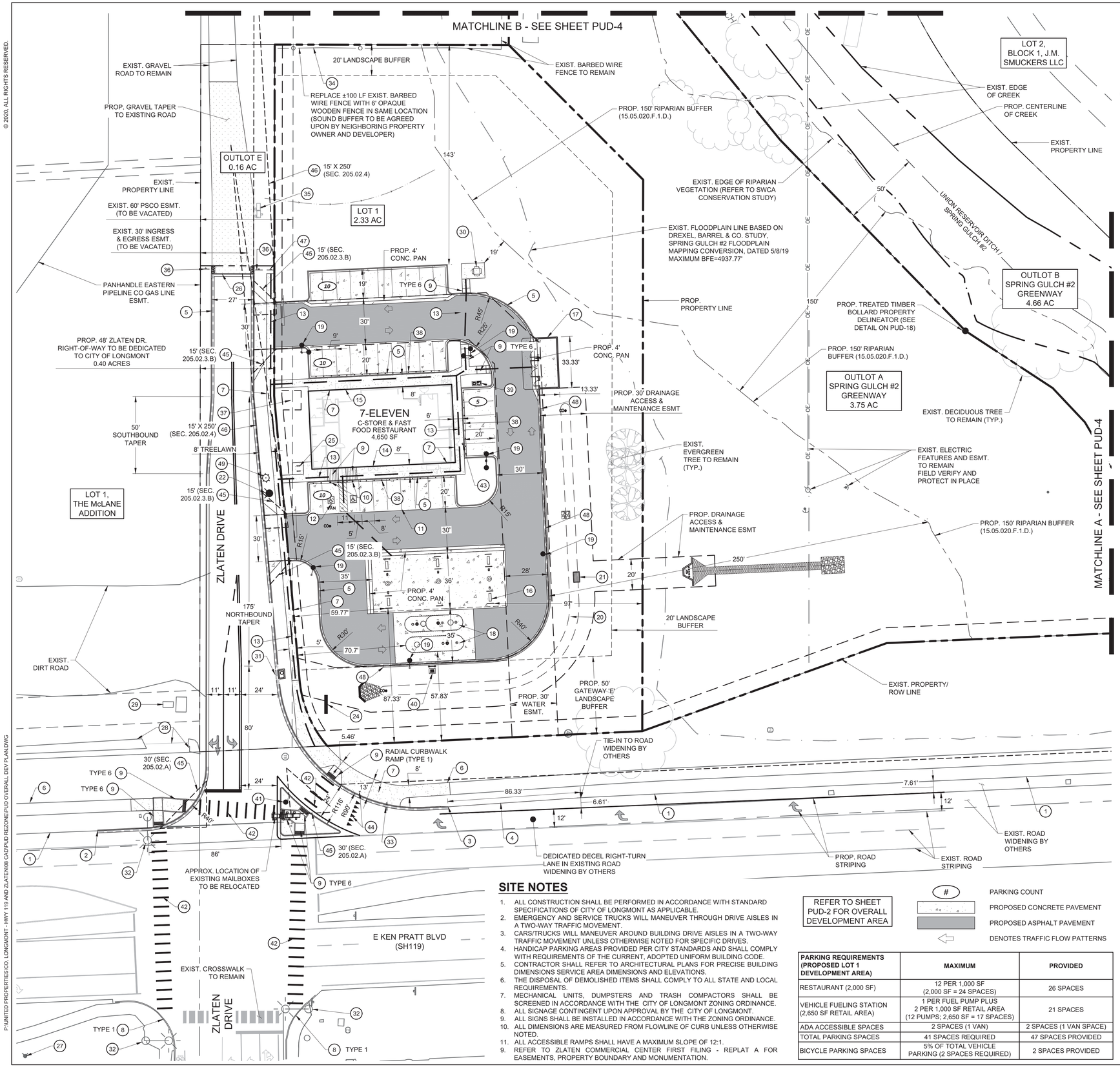
PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

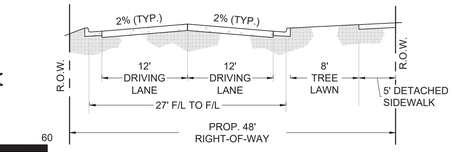
OVERALL DEVELOPMENT PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/12/2020

PUD-2

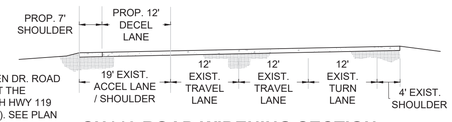
P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\PUD REZONE\PUD OVERALL DEV PLAN.DWG





ZLATEN DR. ROAD SECTION

SCALE: N.T.S.



NOTE: PROP. ZLATEN DR. ROAD SECTION VARIES AT THE INTERSECTION WITH HWY 119 (SLOPE AND WIDTH). SEE PLAN FOR IMPROVEMENTS

SH119 ROAD WIDENING SECTION

SCALE: N.T.S.

SITE PLAN SCHEDULE

1. EXISTING EDGE OF CONCRETE PAVEMENT.
2. PROPOSED CURB TAPER EXISTING EDGE OF CONCRETE.
3. PROPOSED CURB TAPER TO PROPOSED EDGE OF CONCRETE.
4. PROPOSED EDGE OF CONCRETE.
5. PROPOSED STANDARD 6" VERTICAL CURB PER CITY OF LONGMONT DETAIL NO. 200-07
6. EXISTING CONCRETE WALK TO REMAIN.
7. PROPOSED CONCRETE WALK.
8. EXISTING ADA RAMP TO REMAIN.
9. PROPOSED ADA RAMP.
10. PROPOSED ADA PARKING SIGN.
11. PROPOSED PAINT 4" SOLID WHITE PARKING PARKING STRIPE (TYP).
12. PROPOSED PAINT HC PARKING SYMBOL.
13. PEDESTRIAN ADA ROUTE.
14. FACILITY MAIN PUBLIC ENTRY.
15. SECONDARY BUILDING ENTRY.
16. PROPOSED 6 MPD STANDARD FUEL CANOPY
17. PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL PLAN FOR DETAILS AND SCREENING.
18. PROPOSED FUEL TANKS.
19. PROPOSED SITE LIGHTING. REFER TO PHOTOMETRIC PLANS FOR DETAILS.
20. PROPOSED WATER QUALITY RAIN GARDEN
21. PROPOSED WATER QUALITY OUTLET STRUCTURE.
22. PROPOSED FIRE HYDRANT.
24. PROPOSED MONUMENT SIGN.
25. PROPOSED BIKE RACK WITH REPAIR STATION. REFER TO DETAILS ON SHEET MTP-1.
26. PROPOSED DEPRESSED CURB ACCESS TO EXISTING GRAVEL ROAD
27. EXISTING FIRE HYDRANT TO REMAIN.
28. EXISTING PUBLIC DRAINAGE CHANNEL AND CULVERT TO REMAIN.
29. EXISTING UTILITY CABINETS TO REMAIN.
30. PROPOSED OUTDOOR PEDESTRIAN AREA WITH TABLE AND SEATING.
31. PROPOSED 5' TYPE R INLET.
32. EXISTING TRAFFIC SIGNAL TO REMAIN.
33. EXISTING ROAD SIGN TO BE RELOCATED.
34. PROPOSED 6' OPAQUE WOODEN FENCE.
35. RELOCATED MAIL BOXES (SUBJECT TO USPS APPROVAL)
36. PROPOSED NO OUTLET SIGN
37. PROPOSED ELECTRIC TRANSFORMER IN 12.5' X 12.5' POCKET EASEMENT EXTENDING TO ZLATEN R.O.W FOR LONGMONT POWER & COMMUNICATIONS.
38. PROPOSED 6" PARKING BOLLARD. SEE DETAIL ON SHEET PUD-18.
39. PROPOSED AIR VAC.
40. PROPOSED VENT RISER.
41. PROPOSED TRAFFIC SIGNAL.
42. PROPOSED CROSSWALK.
43. PROPOSED ELECTRIC VEHICLE CHARGING STATION.
44. PROPOSED YIELD ROAD STRIPING AND SIGNAGE.
45. PROPOSED OBSTRUCTION FREE ZONE.
46. PROPOSED SIGHT TRIANGLE.
47. PROPOSED END OF SIDEWALK SIGN.
48. PROPOSED 255 LF SLOTTED CURB PER MILE HIGH FLOOD DISTRICT STANDARDS AND DETAILS.
49. PROPOSED STREETLIGHT PER LONGMONT POWER AND COMMUNICATIONS DESIGN.

SITE NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD SPECIFICATIONS OF CITY OF LONGMONT AS APPLICABLE.
2. EMERGENCY AND SERVICE TRUCKS WILL MANEUVER THROUGH DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
3. CARS/TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT UNLESS OTHERWISE NOTED FOR SPECIFIC DRIVES.
4. HANDICAP PARKING AREAS PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED UNIFORM BUILDING CODE.
5. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS SERVICE AREA DIMENSIONS AND ELEVATIONS.
6. THE DISPOSAL OF DEMOLISHED ITEMS SHALL COMPLY TO ALL STATE AND LOCAL REQUIREMENTS.
7. MECHANICAL UNITS, DUMPSTERS AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE CITY OF LONGMONT ZONING ORDINANCE.
8. ALL SIGNAGE CONTINGENT UPON APPROVAL BY THE CITY OF LONGMONT.
9. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE ZONING ORDINANCE.
10. ALL DIMENSIONS ARE MEASURED FROM FLOWLINE OF CURB UNLESS OTHERWISE NOTED.
11. ALL ACCESSIBLE RAMPS SHALL HAVE A MAXIMUM SLOPE OF 12:1.
9. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS, PROPERTY BOUNDARY AND MONUMENTATION.

REFER TO SHEET PUD-2 FOR OVERALL DEVELOPMENT AREA

PARKING REQUIREMENTS (PROPOSED LOT 1 DEVELOPMENT AREA)	MAXIMUM	PROVIDED
RESTAURANT (2,000 SF)	12 PER 1,000 SF (2,000 SF = 24 SPACES)	26 SPACES
VEHICLE FUELING STATION (2,650 SF RETAIL AREA)	1 PER FUEL PUMP PLUS 2 PER 1,000 SF RETAIL AREA (12 PUMPS; 2,650 SF = 17 SPACES)	21 SPACES
ADA ACCESSIBLE SPACES	2 SPACES (1 VAN)	2 SPACES (1 VAN SPACE)
TOTAL PARKING SPACES	41 SPACES REQUIRED	47 SPACES PROVIDED
BICYCLE PARKING SPACES	5% OF TOTAL VEHICLE PARKING (2 SPACES REQUIRED)	2 SPACES PROVIDED

SITE PLAN LEGEND

- # — PARKING COUNT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- DENOTES TRAFFIC FLOW PATTERNS
- PROPOSED PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED BUILDING SETBACK
- PROPOSED BUILDING OUTLINE
- PROPOSED BUILDING OVERHANG
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF PAVEMENT
- PROPOSED CATCH CURB AND GUTTER
- PROPOSED SPILL CURB AND GUTTER
- PROPOSED EDGE OF PAVEMENT
- PROPOSED SIDEWALK
- DENOTES ADA ROUTE

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/22/21

PRELIMINARY NOT FOR CONSTRUCTION

EES ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

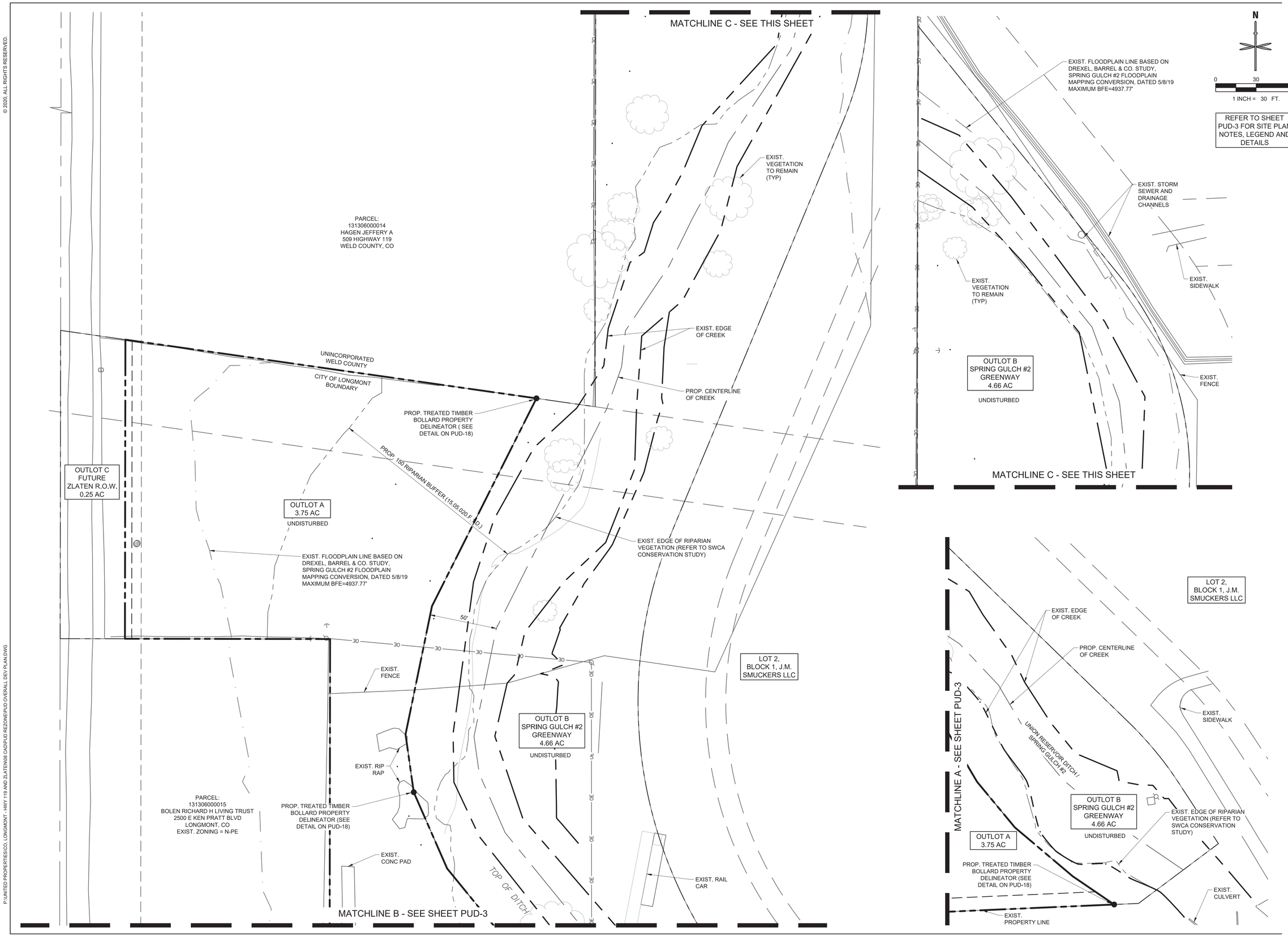
PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

SITE DEVELOPMENT PLAN

PROJECT NO: UPR012.01
DESIGNED BY: CRO
DRAWN BY: CRO
DATE: 08/12/2020

PUD-3

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\PUD REZONE\PUD OVERALL DEV PLAN.DWG



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No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/22/21

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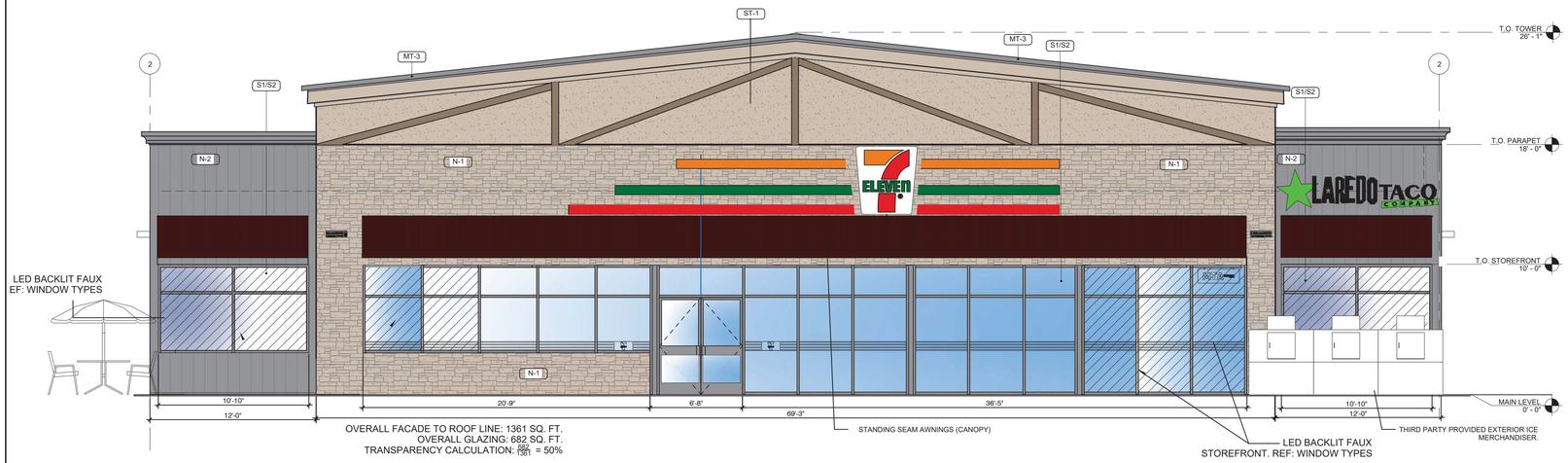
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

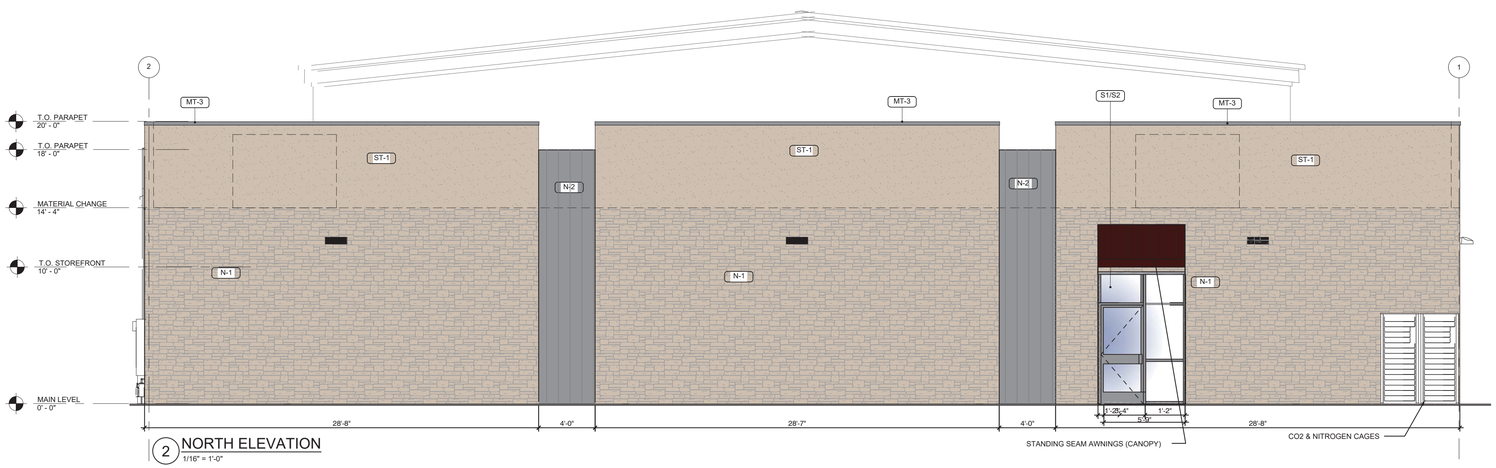
SITE DEVELOPMENT PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/12/2020

PUD-4

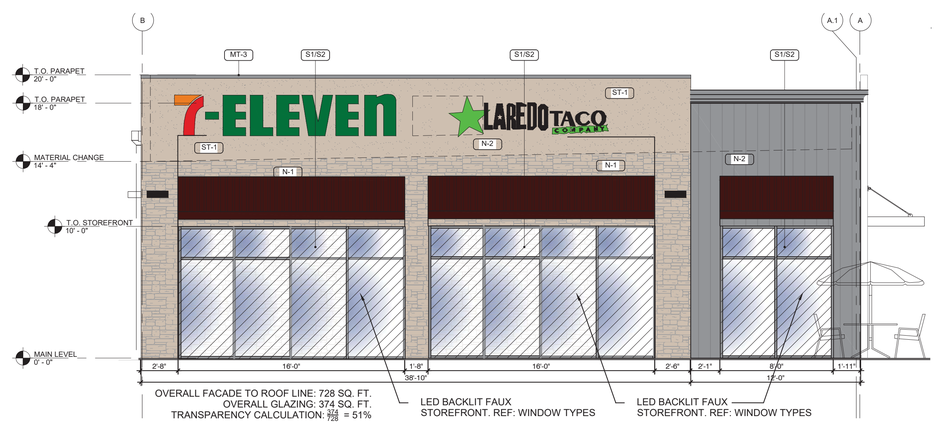


1 SOUTH ELEVATION
1/16" = 1'-0"



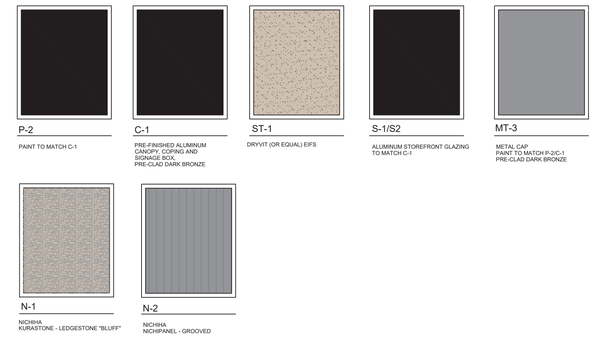
2 NORTH ELEVATION
1/16" = 1'-0"

3 EAST ELEVATION
1/16" = 1'-0"



4 WEST ELEVATION
1/16" = 1'-0"

MATERIALS SCHEDULE



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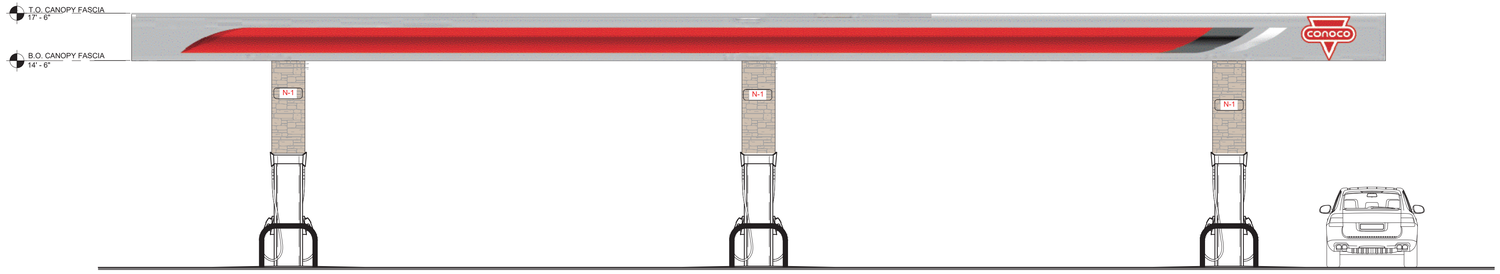
UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

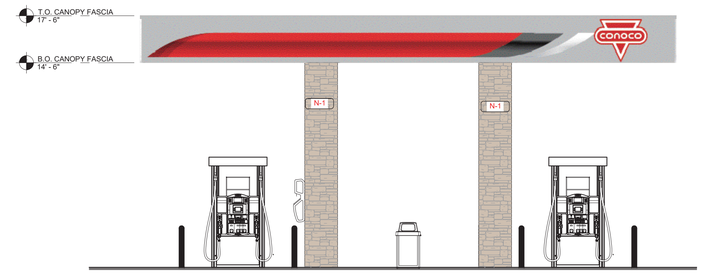
BUILDING ELEVATIONS

PROJECT NO:	UPR012.01
DESIGNED BY:	TK
DRAWN BY:	LM
DATE:	10/21/21

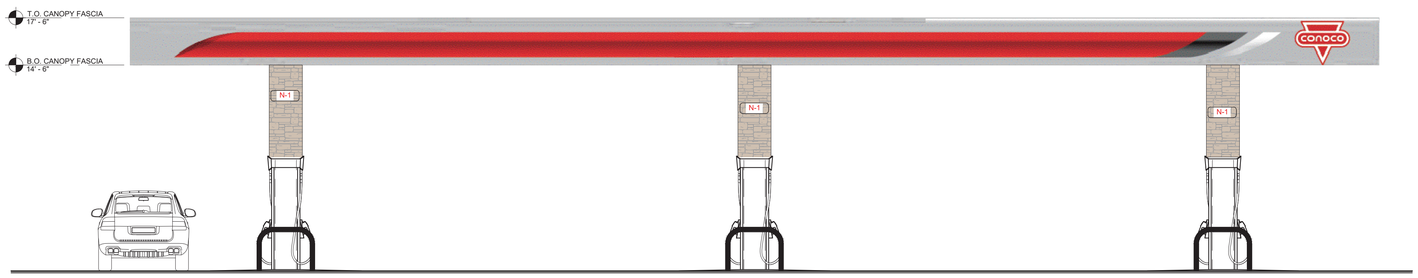
PUD-5



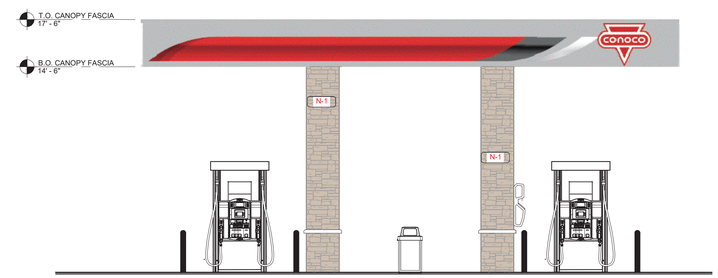
NORTH DIESEL CANOPY ELEVATION



EAST DIESEL CANOPY ELEVATION

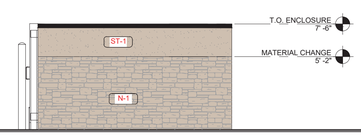


NORTH GASOLINE CANOPY ELEVATION

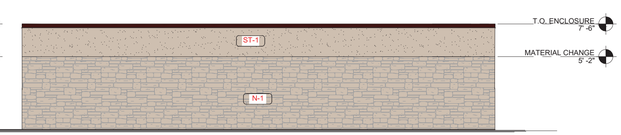


EAST GASOLINE CANOPY ELEVATION

FRONT TRASH ENCLOSURE ELEVATION

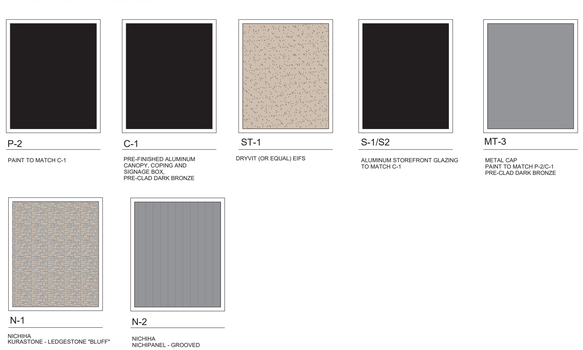


SIDE TRASH ENCLOSURE ELEVATION



REAR TRASH ENCLOSURE ELEVATION

MATERIALS SCHEDULE



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2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

BUILDING ELEVATIONS

PROJECT NO:	UPR012.01
DESIGNED BY:	TK
DRAWN BY:	LM
DATE:	10/21/21

PUD-6

CANOPY AND C-STORE RENDERING

STOREFRONT RENDERING

SITE RENDERING

STOREFRONT RENDERING

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/21/21

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UNITED PROPERTIES

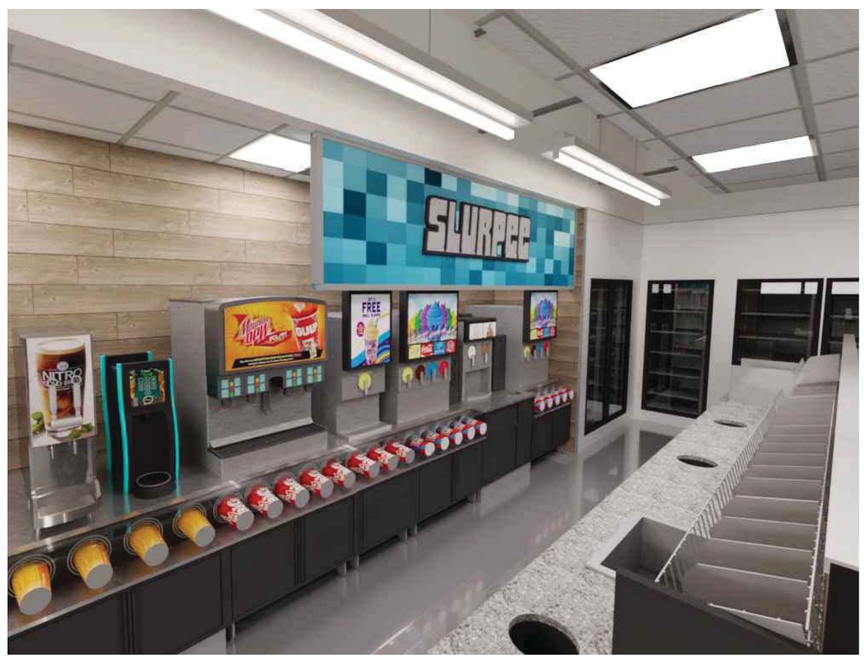
PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

BUILDING EXTERIOR RENDERINGS

PROJECT NO:	UPR012.01
DESIGNED BY:	TK
DRAWN BY:	LM
DATE:	10/21/21

PUD-7

BEVERAGE WALL RENDERING



BEVERAGE WALL RENDERING

LAREDO TACO RENDERING

No.	REVISION	BY	DATE
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2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/21/21

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UNITED PROPERTIES

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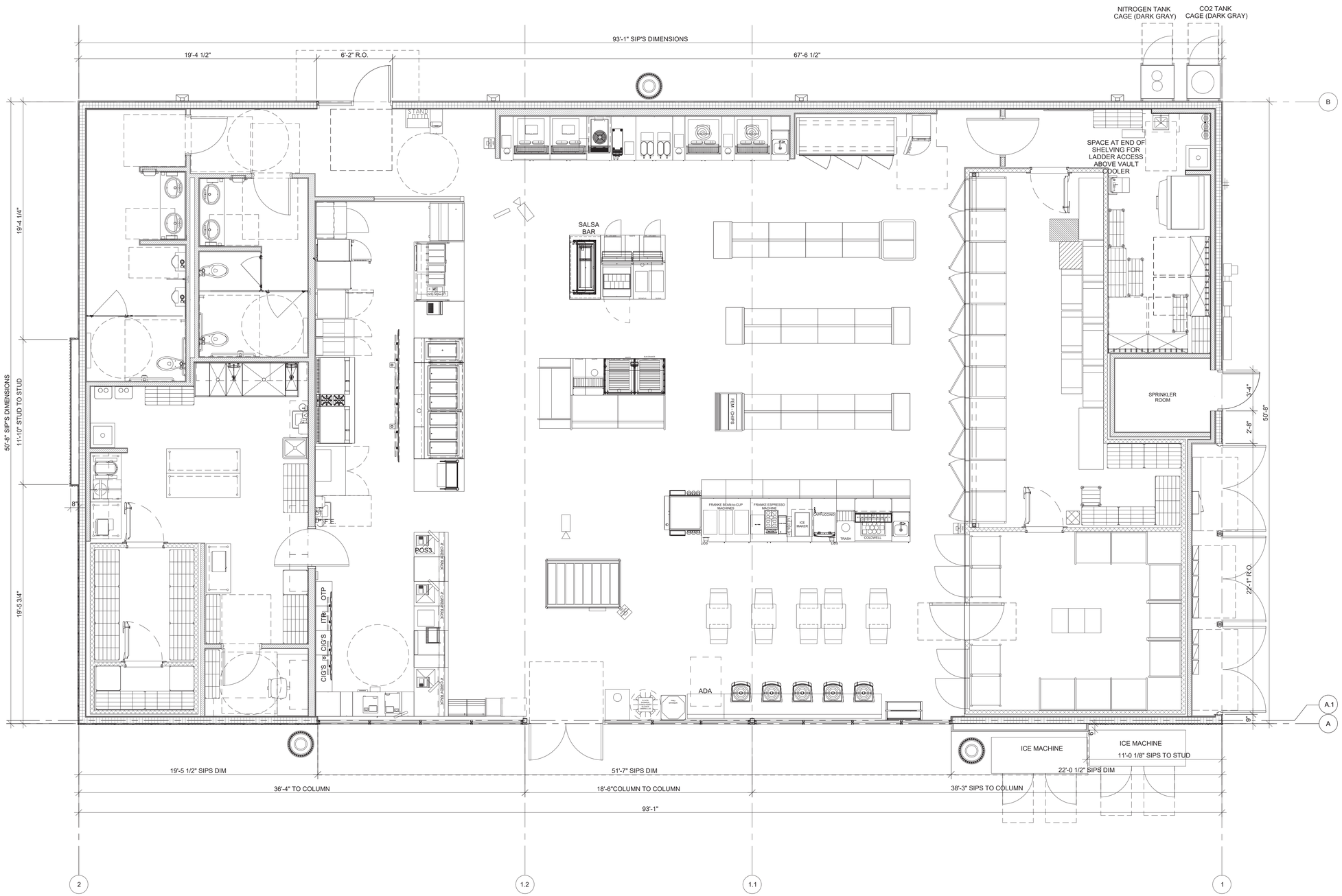
BUILDING INTERIOR RENDERINGS

PROJECT NO:	UPR012.01
DESIGNED BY:	TK
DRAWN BY:	LM
DATE:	10/21/21

PUD-8



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PUD OVERALL DEVELOPMENT PLAN
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2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

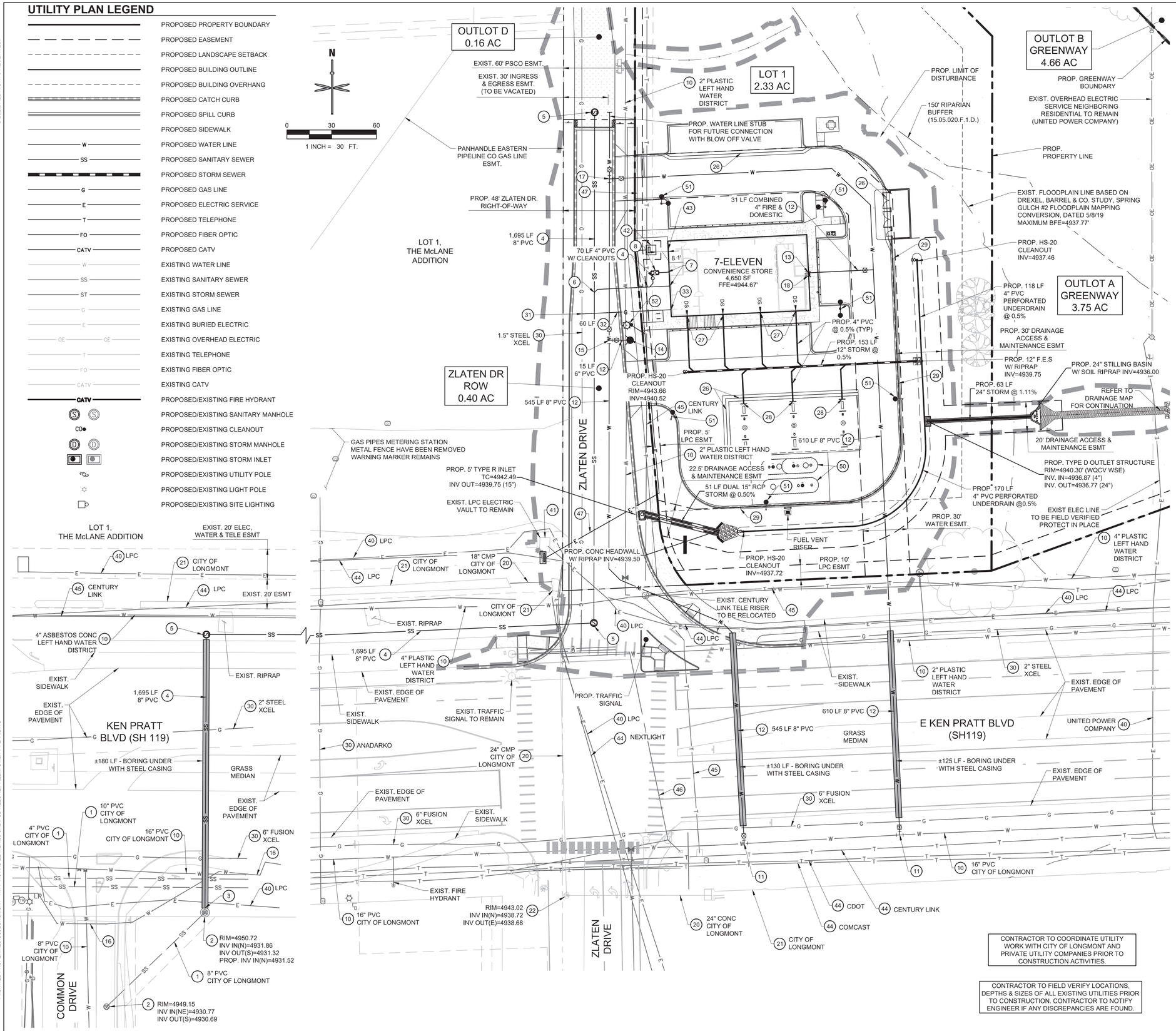
BUILDING FLOOR PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	TK
DRAWN BY:	LM
DATE:	10/21/21

PUD-9

UTILITY PLAN LEGEND

- PROPOSED PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED LANDSCAPE SETBACK
- PROPOSED BUILDING OUTLINE
- PROPOSED BUILDING OVERHANG
- PROPOSED CATCH CURB
- PROPOSED SPILL CURB
- PROPOSED SIDEWALK
- W — PROPOSED WATER LINE
- SS — PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- G — PROPOSED GAS LINE
- E — PROPOSED ELECTRIC SERVICE
- T — PROPOSED TELEPHONE
- FO — PROPOSED FIBER OPTIC
- CATV — PROPOSED CATV
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- ST — EXISTING STORM SEWER
- G — EXISTING GAS LINE
- E — EXISTING BURIED ELECTRIC
- OE — EXISTING OVERHEAD ELECTRIC
- T — EXISTING TELEPHONE
- FO — EXISTING FIBER OPTIC
- CATV — EXISTING CATV
- CATV — PROPOSED/EXISTING FIRE HYDRANT
- PROPOSED/EXISTING SANITARY MANHOLE
- CO — PROPOSED/EXISTING CLEANOUT
- PROPOSED/EXISTING STORM MANHOLE
- PROPOSED/EXISTING STORM INLET
- PROPOSED/EXISTING UTILITY POLE
- PROPOSED/EXISTING LIGHT POLE
- PROPOSED/EXISTING SITE LIGHTING



CONTRACTOR TO COORDINATE UTILITY WORK WITH CITY OF LONGMONT AND PRIVATE UTILITY COMPANIES PRIOR TO CONSTRUCTION ACTIVITIES.

CONTRACTOR TO FIELD VERIFY LOCATIONS, DEPTHS & SIZES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF ANY DISCREPANCIES ARE FOUND.

UTILITY NOTES

1. UTILITY SERVICE INSTALLATION AND MATERIALS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF LONGMONT SPECIFICATIONS.
2. ALL SEWER SERVICE PIPE SHALL BE POLYVINYL CHLORIDE GRAVITY PIPE (PVC) SDR 35, MINIMUM BURY DEPTH PER CITY OF LONGMONT.
3. CONTRACTOR TO FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION, WHETHER SHOWN ON THE PLANS OR NOT. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
4. AT PROPOSED UTILITY CROSSINGS, CONTRACTOR IS TO VERIFY THE REQUIRED GRADES AND CLEARANCES PRIOR TO COMMENCING CONSTRUCTION. ANY REQUIRED CHANGES ARE TO BE COORDINATED DIRECTLY WITH ENGINEER.
5. PIPE LENGTHS ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR.
6. UTILITY BURY DEPTH SHALL CONFORM TO CITY OF LONGMONT UTILITY STANDARDS.
7. REFER TO CITY OF LONGMONT UTILITY STANDARDS AND FOR SANITARY SEWER TRENCHING BACKFILL REQUIREMENTS.
8. ALL EXISTING UTILITIES TO REMAIN UNLESS OTHERWISE NOTED. PROTECT IN PLACE FROM DAMAGE.
9. SANITARY SEWER PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
10. CONTRACTOR RESPONSIBLE FOR THE CONSTRUCTION AND INSTALLATION OF ALL UTILITY WORK.
11. REFER TO MEP PLANS UNDER SEPARATE COVER FOR DIAGRAMMATIC LOCATIONS OF ELECTRICAL CONDUIT.

UTILITY SCHEDULE

SANITARY

1. EXISTING SANITARY SEWER MAIN TO REMAIN.
2. EXISTING SANITARY SEWER MANHOLE TO REMAIN.
3. PROPOSED 8" SANITARY CONNECTION TO EXISTING MANHOLE.
4. PROPOSED PVC SANITARY SEWER SERVICE.
5. PROPOSED 4' SANITARY SEWER MANHOLE PER LONGMONT DETAIL 400-01.
6. PROPOSED 4" SANITARY SEWER SERVICE WYE CONNECTION PER DETAIL 400-03.
7. PROPOSED 4" SANITARY SEWER STUB 5' OFF BUILDING PER DETAIL 400-06.
8. PROPOSED GREASE INTERCEPTOR. REFER TO MEP PLANS UNDER SEPARATE COVER FOR DESIGN AND DETAIL.

WATER

10. EXISTING WATERLINE MAIN TO REMAIN.
11. PROPOSED CONNECTION TO EXISTING WATERLINE PER DETAIL 500-01. 16" X 8" TEE W THRUST BLOCK, 16" GATE VALVE AND 8" GATE VALVE.
12. PROPOSED WATERLINE.
13. PROPOSED COMBINED WATERLINE CONNECTION TO BUILDING FIRE RISER ROOM PER LONGMONT DETAIL 500-22 WITH INTERNAL DOMESTIC WATER METER, REDUCED PRESSURE BACKFLOW AND INTERNAL IRRIGATION CONNECTION.
14. PROPOSED FIRE HYDRANT PER LONGMONT DETAIL 500-03.
15. PROPOSED 8" X 6" TEE W THRUST BLOCK AND 6" GATE VALVE.
16. EXISTING IRRIGATION LINE.
17. PROPOSED 8" X 8" TEE W THRUST BLOCK AND 8" GATE VALVE.
18. PROPOSED BUILDING FIRE DEPARTMENT CONNECTION.

STORM

20. EXISTING STORM SEWER TO REMAIN. PROTECT IN PLACE.
21. EXISTING CONCRETE DRAINAGE CHANNEL TO REMAIN. PROTECT IN PLACE.
22. EXISTING STORM SEWER MANHOLE TO REMAIN.
23. PROPOSED WATER QUALITY SAND FILTER.
24. NOT USED.
25. PROPOSED SIDEWALK CHASE.
26. PROPOSED 4' CONCRETE PAN.
27. PROPOSED UNDERGROUND CONNECTION TO DOWNSPOUT. REFER TO ARCHITECTURAL PLANS UNDER SEPARATE COVER.
28. PROPOSED UNDERGROUND CONNECTION TO DOWNSPOUT FROM FUELING CANOPY. REFER TO FUELING PLANS SEPARATE COVER.
29. PROPOSED 255 LF SLOTTED CURB PER MILE HIGH FLOOD DISTRICT STANDARDS AND DETAILS.

DRY UTILITIES

30. EXISTING GAS MAIN TO REMAIN. PROTECT IN PLACE.
31. APPROXIMATE LOCATION OF CONNECTION TO EXISTING GAS MAIN.
32. PROPOSED GAS SERVICE.
33. APPROXIMATE LOCATION OF PROPOSED GAS STUB 5' OFF BUILDING. REFER TO MEP PLANS UNDER SEPARATE COVER FOR CONTINUATION.
40. EXISTING UNDERGROUND ELECTRIC LINE.
41. APPROXIMATE LOCATION OF PROPOSED ELECTRIC CONNECTION TO LPC VAULT. CONTRACTOR TO COORDINATE WITH LPC PRIOR TO CONSTRUCTION.
42. PROPOSED ELECTRIC TRANSFORMER IN 12.5' X 12.5' POCKET EASEMENT EXTENDING TO ZLATEN R.O.W FOR LONGMONT POWER & COMMUNICATIONS.
43. PROPOSED ELECTRIC METER.
44. EXISTING FIBER OPTIC LINE.
45. EXISTING TELECOMMUNICATIONS LINE.
46. EXISTING TRAFFIC LINE.
47. PROPOSED ELECTRIC LINE PER LONGMONT POWER AND COMMUNICATIONS DESIGN.

OTHER UTILITIES

50. PROPOSED UNDERGROUND FUEL TANKS.
51. PROPOSED SITE LIGHTING. REFER TO PHOTOMETRIC PLAN FOR DETAILS.
52. PROPOSED STREETLIGHT PER LONGMONT POWER AND COMMUNICATIONS DESIGN.

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/22/21

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Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

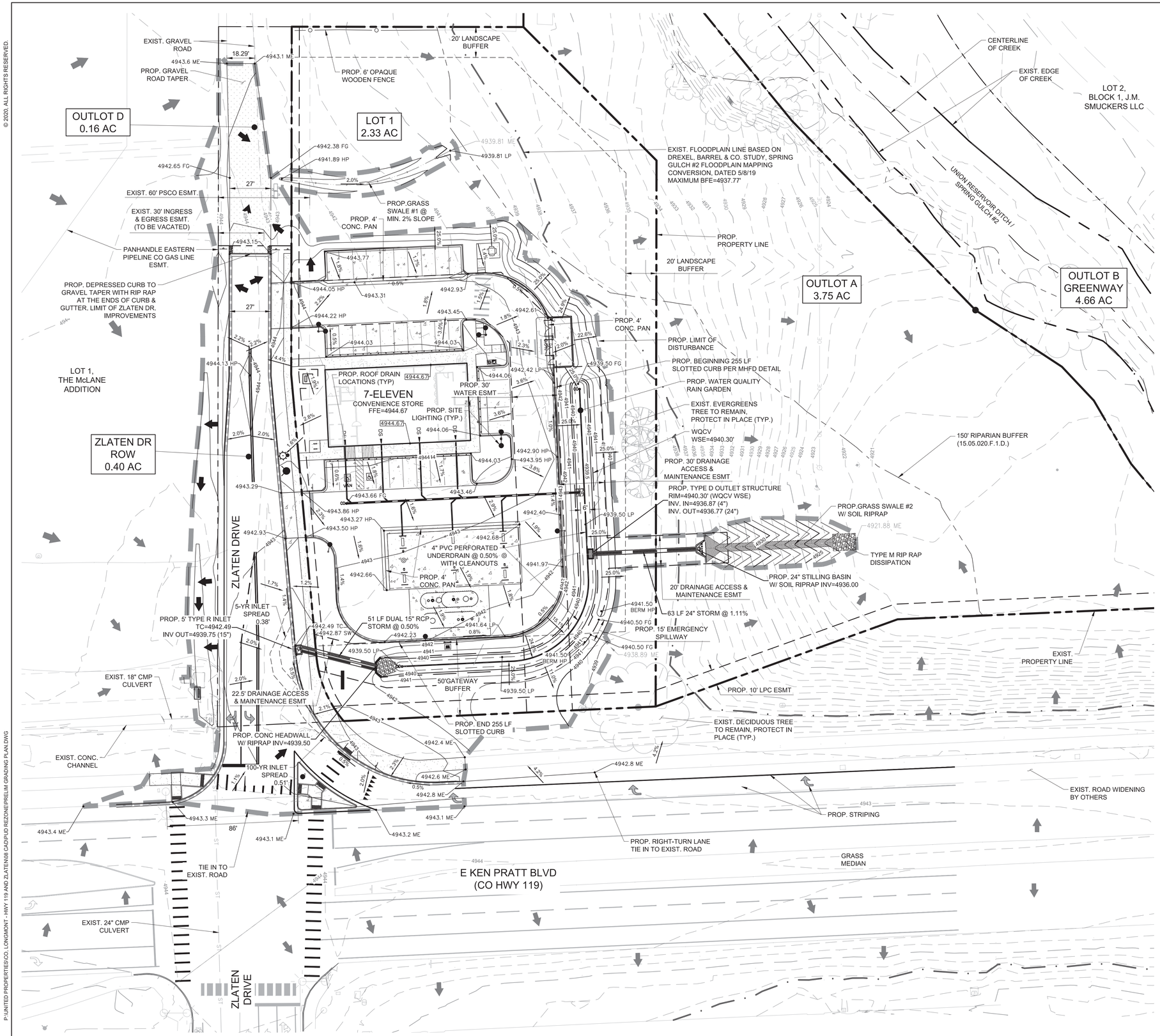
PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

UTILITY PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/12/2020

PUD-10

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\PUD REZONE\PRELIM UTILITY PLAN.DWG



N

0 30 60

1 INCH = 30 FT.

GRADING NOTES:

1. NO WORK IS TO BEGIN UNTIL ALL PERMITS HAVE BEEN OBTAINED.
2. FINAL GRADES ARE SUBJECT TO MINOR CHANGE BY CONTRACTOR. NO GRADE CHANGES IN EXCESS OF 0.05' WITHOUT ENGINEER APPROVAL.
3. ANY FILL MATERIAL REQUIRED TO BRING THE SITE TO GRADE SHALL BE CLEAN FILL APPROVED BY GEOTECHNICAL ENGINEER. SEE "SOIL PREPARATION NOTE" THIS SHEET.
4. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR MINIMIZING DEPOSITION OF ONSITE SEDIMENTS ONTO SURROUNDING PUBLIC STREETS DURING CONSTRUCTION.
5. SEE THE SITE SURVEY FOR SURVEY INFORMATION.
6. GRADES SHOWN ARE FLOWLINE UNLESS OTHERWISE NOTED.
7. GUTTER GRADES SHALL BE A MINIMUM 0.50%.
8. CONTRACTOR TO ENSURE SMOOTH TRANSITION BETWEEN PRIVATE DRIVE AND TRASH ENCLOSURE.
8. GRADES IN ALL AREAS SHALL PROVIDE PROPER DRAINAGE AND EASE OF MAINTENANCE OPERATIONS. GRASS SWALES SHALL DRAIN AT A MINIMUM SLOPE OF 2%. PAVEMENTS SHALL DRAIN AT A MINIMUM SLOPE OF 1%. BERMS AND OTHER SLOPES SHALL NOT EXCEED 4:1 FOR IRRIGATED TURN AREAS. BERMS AND OTHER SLOPES SHALL NOT EXCEED 3:1 FOR NATIVE GRASS AREAS (UNMOWED OR MOWED ONLY DURING ESTABLISHMENT) AND FOR SHRUB BEDS.
9. ALL WALKWAYS SHALL COMPLY WITH CURRENT AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS, INCLUDING LONGITUDINAL GRADES TO NOT EXCEED 5.0% AND TRANSVERSE GRADES NOT TO EXCEED 2.0% EXCEPT RAMPS IN CONFORMANCE WITH ADA.

REFER TO THE TREE MITIGATION PLAN BY VALERIAN FOR FURTHER INFORMATION ON TREES TO REMAIN AND BE PROTECTED IN PLACE, AND THOSE TO BE REMOVED.

GRADING PLAN LEGEND

	PROPOSED PROPERTY BOUNDARY
	PROPOSED EASEMENT
	PROPOSED LANDSCAPE SETBACK
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	PROPOSED BUILDING OUTLINE
	PROPOSED BUILDING OVERHANG
	PROPOSED CATCH CURB
	PROPOSED SPILL CURB
	PROPOSED WALL
	PROPOSED SIDEWALK
	PROPOSED STORM SEWER
ST	EXISTING STORM SEWER
D D	PROPOSED/EXISTING STORM MANHOLE
	PROPOSED/EXISTING STORM INLET
4937.77	PROPOSED FLOWLINE ELEVATION
4937.77	PROPOSED EXTERIOR GRADE AT FOUNDATION
4937.77	PROPOSED SIDEWALK ELEVATION
4937.77 ME	PROPOSED GRADE TO MATCH EXISTING
4937.77 FG	PROPOSED FINISHED GRADE
3.1%	FLOW ARROW AND GRADE

GRADING QUANTITIES

CUT*	390 CY
FILL*	4,000 CY
APPROX. TANK EXCAVATION (32' X 52' X 15')	925 CY
NET*	2,685 CY (FILL)

QUANTITIES ARE PRELIMINARY INCLUDING RAW VALUES FROM EXISTING GRADE TO FINISHED GRADE AND DO NOT ACCOMMODATE ANY PAVEMENT SECTIONS, OVER-EXCAVATION OR UTILITY TRENCHING EXCEPT FOR THE APPROXIMATED TANK EXCAVATION QUANTITY.

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UNITED PROPERTIES

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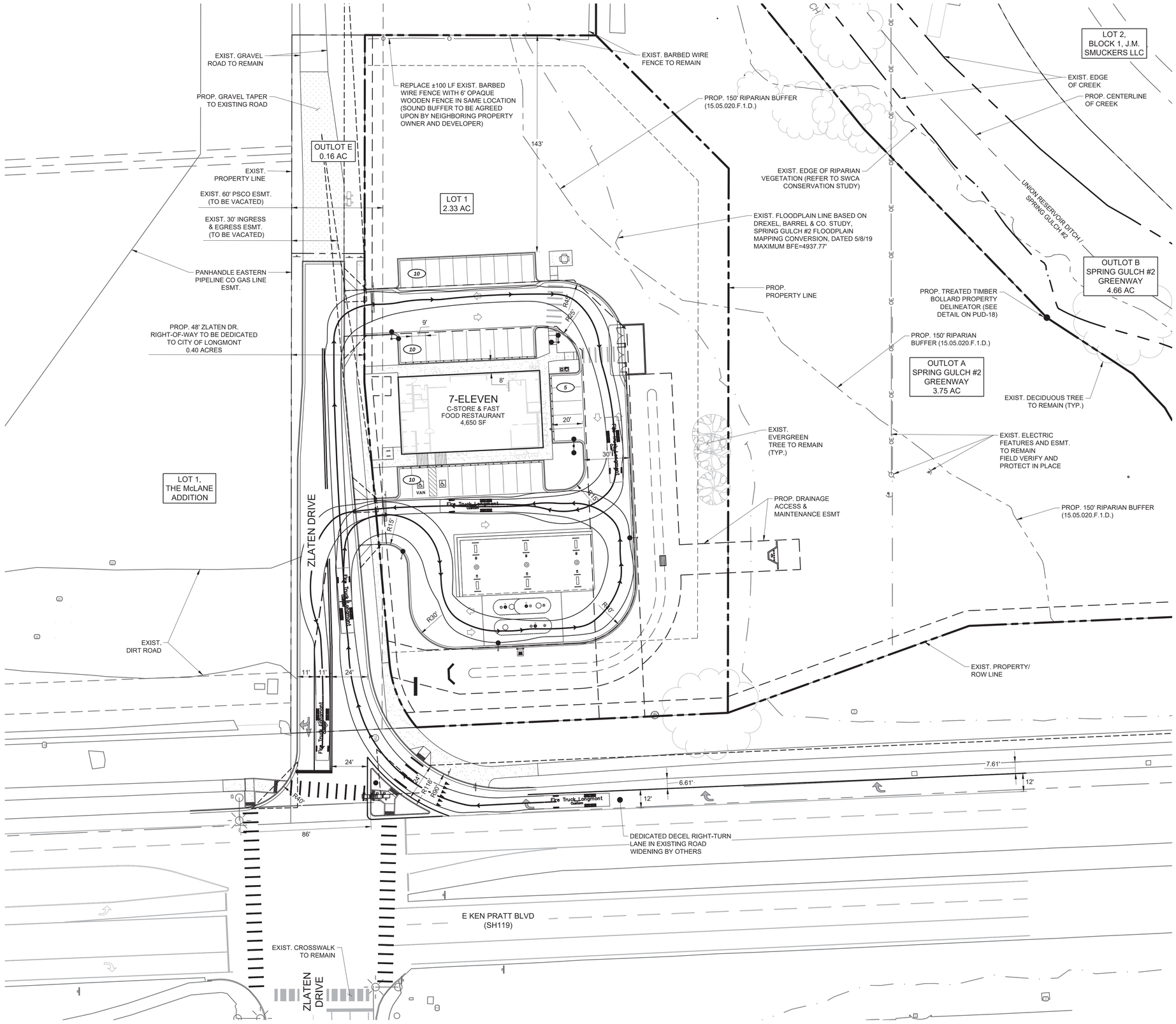
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

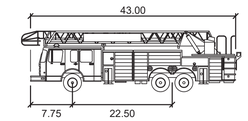
GRADING PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	08/12/2020

PUD-11

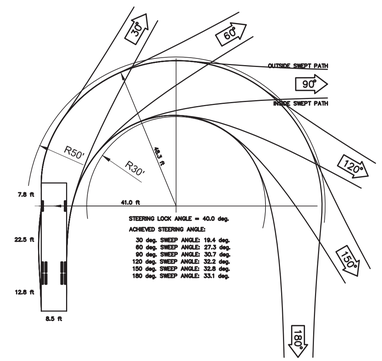
P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\PUD REZONE\PRELIM GRADING PLAN.DWG





Fire Truck Longmont

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.0



Fire Truck Longmont
Custom
[ft]

EMERGENCY ACCESS PLAN NOTES

1. EMERGENCY AND SERVICE TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
2. CARS/TRUCKS WILL MANEUVER AROUND BUILDING DRIVE AISLES IN A TWO-WAY TRAFFIC MOVEMENT.
3. HANDICAP PARKING AREAS PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT, ADOPTED UNIFORM BUILDING CODE.
4. REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS SERVICE AREA DIMENSIONS AND ELEVATIONS.
5. MECHANICAL UNITS, DUMPSTERS AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE CITY OF LONGMONT ZONING ORDINANCE.
6. ALL SIGNAGE CONTINGENT UPON APPROVAL BY THE CITY OF LONGMONT.
7. ALL DIMENSIONS ARE MEASURED FROM FLOWLINE OF CURB UNLESS OTHERWISE NOTED.
8. ALL ACCESSIBLE RAMPS SHALL HAVE A MAXIMUM SLOPE OF 12:1.
9. REFER TO ZLATEN COMMERCIAL CENTER FIRST FILING - REPLAT A FOR EASEMENTS, PROPERTY BOUNDARY AND MONUMENTATION.

LEGEND

- PROPERTY LINE
- OFF-SITE PROPERTY LINE
- PROPOSED BUILDING
- 9 — PARKING COUNT
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF ASPHALT
- PROPOSED 6" CURB AND GUTTER
- PROPOSED EDGE OF PAVEMENT
- PROPOSED SITE LIGHTING
- EXISTING/PROPOSED FIRE HYDRANT
- PROPOSED CONCRETE WALK
- DENOTES TRAFFIC FLOW PATTERNS

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EMERGENCY ACCESS PLAN

PROJECT NO:	UPR012.01
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DATE:	08/12/2020

PUD-12

1 TREE MITIGATION PLAN

0 30 60 90 feet
SCALE: 1" = 30'

NORTH

LEGEND

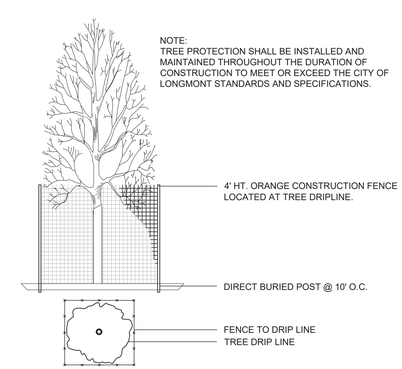
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO BE REMOVED
- EXISTING EVERGREEN TREE TO BE REMOVED

EXISTING TREE ASSESSMENT

#	CALIPER	SPECIES	CONDITION	ACTION	MITIGATION VALUE
20	42"Ø	COTTONWOOD	70%	REMOVE	$14,862
21	38"Ø	COTTONWOOD	60%	REMOVE	$9,894
22	53"Ø	COTTONWOOD	70%	REMAIN	NA
23	4"Ø	COTTONWOOD	30%	REMOVE	NA
24	5"Ø	COTTONWOOD	30%	REMOVE	NA
25	3"Ø	COTTONWOOD	30%	REMOVE	NA
26	5"Ø	COTTONWOOD	30%	REMOVE	NA
27	3"Ø	COTTONWOOD	30%	REMOVE	NA
28	19"Ø	COTTONWOOD	35%	REMOVE	NA
29	14"Ø	JUNIPER	25%	REMOVE	NA
30	5"Ø	COTTONWOOD	30%	REMOVE	NA
31	12"Ø	WILLOW	25%	REMOVE	NA
32	11"Ø	WILLOW	25%	REMAIN	NA
33	2"Ø	SPRUCE	65%	REMAIN	NA
34	2"Ø	SPRUCE	60%	REMAIN	NA
35	1"Ø	SPRUCE	50%	REMAIN	NA
36	1"Ø	JUNIPER	70%	REMOVE	NA
37	1"Ø	JUNIPER	70%	REMOVE	$1,414
58	3"Ø	WILLOW	NA	REMAIN	NA
59	3"Ø	WILLOW	NA	REMAIN	NA
60	3"Ø	WILLOW	NA	REMAIN	NA
61	5"Ø	WILLOW	NA	REMAIN	NA
62	2"Ø	WILLOW	NA	REMAIN	NA
TOTAL APPRAISED VALUE FOR TREES THAT WILL BE REMOVED					$26,170

TREE PROTECTION NOTES:

1. THE CHART INFORMATION ABOVE IS TAKEN FROM OF CITY FORESTER TREE ASSESSMENT REPORT INCLUDING SPECIES, CONDITION, AND MITIGATION VALUE.
2. ALL EXISTING TREES SCHEDULED TO REMAIN SHALL BE PROTECTED BY AN ORANGE CONSTRUCTION FENCE FOUR (4) FEET HIGH SECURED WITH STEEL T-POSTS AT THE DRIP LINE OF EACH TREE. SUFFICIENT POSTS SHALL BE USED TO MAINTAIN FENCE IN ERECT CONDITION AT ALL TIMES. NO GRADING SHALL COMMENCE WITHOUT CONSTRUCTION FENCING IN PLACE. HAND GRADING ONLY WILL BE ALLOWED WITHIN THE LIMITS OF CONSTRUCTION FENCING. NO MORE THAN SIX (6) INCH OF CUT OR FILL WILL BE ALLOWED WITHIN THE DRIP LINE OF ANY TREE SHOWN TO REMAIN ON THESE CONSTRUCTION PLANS.
3. PROTECTIVE FENCING SHALL BE SET UP TO VISIBLY SHOW THE TREE PROTECTION ZONE.
4. ALL EQUIPMENT, INCLUDING FOOT TRAFFIC SHALL REMAIN OUTSIDE OF THE TREE PROTECTION ZONE.
5. IF ROOTS GREATER THAN 1-INCH IN DIAMETER REQUIRE REMOVAL, A CLEAN CUT SHALL BE ACCOMPLISHED USING A SHARP HAND TOOL. A MAXIMUM OF TWO 3-INCH DIAMETER ROOTS PER TREE ARE PERMITTED FOR REMOVAL. THE REMOVAL OF ADDITIONAL ROOTS 3-INCHES OR GREATER IN DIAMETER REQUIRES APPROVAL OF THE CITY FORESTER OR DESIGNEE.
6. CLEAN UP OF TREES TO REMAIN AND LIMB REMOVAL SHALL BE PERFORMED BY A PROFESSIONAL, LICENSED COMPANY APPROVED BY THE CITY OF LONGMONT IN COORDINATION WITH THE CITY FORESTER.
7. DESIGNATE CONCRETE WASHOUT AREAS. THESE AREAS SHALL NOT FLOW INTO OR ACROSS THE TREE PROTECTION ZONE.
8. NO STOCKPILING OF SOIL IS PERMITTED WITHIN THE TREE PROTECTION ZONE.
9. NO VEHICLE PARKING IS PERMITTED WITHIN THE TREE PROTECTION ZONE.
10. THE SOIL SHALL NOT BE COMPACTED WITHIN THE TREE PROTECTION ZONE.



2 TREE PROTECTION
3/8" = 1'-0"

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UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
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TREE MITIGATION PLAN

PROJECT NO:	UPR012.01
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DRAWN BY:	NR
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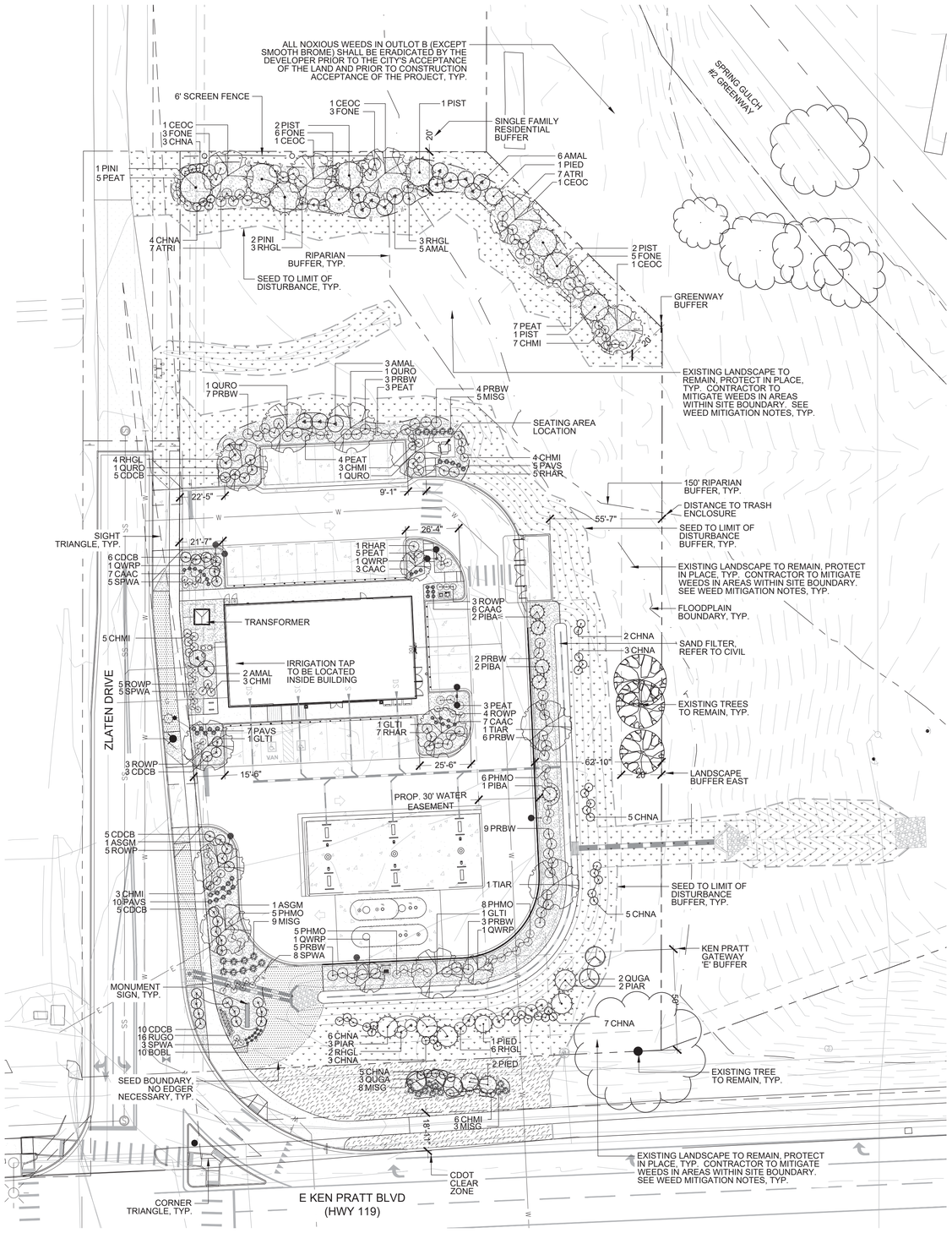
PUD-13



1 LANDSCAPE PLAN

0 30 60 90 feet
SCALE: 1" = 30'

NORTH

LEGEND

- DECIDUOUS TREE
- EVERGREEN TREE
- ORNAMENTAL TREE
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- ORNAMENTAL GRASS
- PERENNIALS
- VORTEX TEXAS BLUEGRASS SOD
- NATIVE SEED
- BUFFALO GRASS SEED (KEN PRATT BLVD ROW)
- 2-4" ROCK COBBLE MULCH
- LANDSCAPE EDGER

LANDSCAPE REQUIREMENTS:

	REQUIREMENT	QTY. REQ.	PROPOSED
GATEWAY 'E' - KEN PRATT BLVD			
TREES	*1 TREE / 1,000 SF OR (1 TREE / 50 LF)	10,776 SF (200 LF) = 11 TREES (4 TREES)	12 TREES
SHRUBS	*5 SHRUBS / 1,000 SF OR (5 SHRUBS / 50 LF)	10,776 SF (200 LF) = 54 SHRUBS (20 SHRUBS)	60 SHRUBS

*THE GATEWAY BUFFER REQUIREMENTS ARE BASED ON EITHER SF OR LF, WHICHEVER IS MORE STRINGENT.
THE SQUARE FOOTAGE CALCULATION IS MORE RESTRICTIVE AND THEREFORE USED IN THE CHART.

KEN PRATT BLVD ROW LANDSCAPE			
TREES	1 TREE / 1,000 SF	4,415 SF = 5 TREES	5 TREES
SHRUBS	5 SHRUBS / 1,000 SF	4,415 SF = 22 SHRUBS	11 SHRUBS & 11 GRASSES
ADJACENT LAND USE BUFFER			
SINGLE FAMILY RESIDENTIAL (NORTH)	1 TREE & 5 SHRUBS / 500 SF	2,989 SF = 6 TREES & 30 SHRUBS	9 TREES & 45 SHRUBS + PRIVACY FENCE**
ARTERIAL BUFFER (SOUTH)	1 TREE & 5 SHRUBS / 30 LF	128 LF = 4 TREES & 21 SHRUBS	9 TREES & 45 SHRUBS
CITY GREENWAY BUFFER (EAST)	1 TREE & 5 SHRUBS / 750 SF	9,645 SF = 13 TREES & 64 SHRUBS	16 TREES & 70 SHRUBS
LANDSCAPE BUFFER (WEST)	NA	NA	NA

**ENHANCED BUFFER LANDSCAPE INCLUDES THE INCREASED TYPE 'C' BUFFER AND 6'-0" PRIVACY FENCE TO PROVIDE ADDITIONAL SCREENING FOR ADJACENT RESIDENTIAL PROPERTY.

PARKING LOT LANDSCAPE			
NORTH FACING	1 TREE & 5 SHRUBS / 30 LF	91 LF = 3 TREES & 15 SHRUBS	4 TREES & 43 SHRUBS
SOUTH FACING	1 TREE & 5 SHRUBS / 30 LF	97 LF = 3 TREES & 16 SHRUBS	3 TREES & 21 SHRUBS
EAST FACING	1 TREE & 5 SHRUBS / 30 LF	46 LF = 2 TREES & 8 SHRUBS	2 TREES & 23 SHRUBS
WEST FACING	1 TREE & 5 SHRUBS / 30 LF	60 LF = 2 TREES & 10 SHRUBS	2 TREES & 17 SHRUBS
STORM WATER FACILITY PERIMETER			
LANDSCAPE PERIMETER	1 TREE & 5 SHRUBS / 50 LF	278 LF = 6 TREES & 28 SHRUBS	18 TREES & 80 SHRUBS

LANDSCAPE CHART NOTES:
1. WHERE LANDSCAPE REQUIREMENTS OVERLAP, THE SAME TREES AND SHRUBS ARE COUNTED TOWARD THE RESPECTIVE GATEWAY / BUFFER / PARKING LOT / STORM WATER LANDSCAPE REQUIREMENTS.
2. EXISTING TREES TO REMAIN ARE INCLUDED IN CHART CALCULATIONS. CALIPER SIZE OF EXISTING TREES TO REMAIN WERE NOT CONSIDERED IN COMPLIANCE CALCULATIONS, ONLY QUANTITY. IF CALIPER SIZE IS TO BE CONSIDERED, THE PLAN WILL FURTHER EXCEED REQUIREMENTS.
3. A PUD MODIFICATION IS REQUESTED TO WAIVE THE LANDSCAPE REQUIREMENTS FOR THE GREENWAY IN FAVOR OF A CASH DONATION TO BE DETERMINED BY THE DIRECTOR OF NATURAL RESOURCES.

SEED NOTES:

1. PROVIDE COMPLETE COVERAGE OF HYDROMULCH OVER ALL SEEDED AREAS WITH SLOPES LESS THAN 3:1. SLOPES GREATER THAN 3:1 NOT PERMITTED.
2. SEED IS RECOMMENDED BY PAWNEE BUTTES SEED INC. P.O. BOX 100, 605 25th ST., GREELEY CO. (800)782-5947.
3. APPLY FERTILIZER ACCORDING TO SOIL TEST RECOMMENDATIONS WHEN SOILS ARE REASONABLY UNIFORM AND PRECIPITATION IS ADEQUATE.
   CITY OF LONGMONT SEED MIX:

   CANADA WILDRYE 2.84 PLS POUNDS PER ACRE
   THICKSPIKE WHEATGRASS (CRITANA VARIETY) 0.71 PLS LBS. PER ACRE
   SLENDER WHEATGRASS (SAN LUIS OR PRYOR VARIETY) 2.05 PLS LBS. PER ACRE
   WESTERN WHEATGRASS (ARRIBA VARIETY) 1.98 PLS LBS. PER ACRE
   LITTLE BLUESTEM (CIMARRON OR PASTURA VARIETY) 0.84 PLS LBS. PER ACRE
   SWITCHGRASS (TRAILBLAZER, NEBRASKA 28, OR BLACKWELL VARIETY) 0.28 PLS LBS. PER ACRE
   ALKALI SACATON (SALADO VARIETY) 0.06 PLS LBS. PER ACRE
   SAND DROPSEED 0.02 PLS LBS. PER ACRE
   SIDE OATS GRAMA (VAUGHN VARIETY) 1.14 PLS LBS. PER ACRE
   BLUE GRAMA (ALMA, BAD RIVER, OR HACHITA VARIETY) 0.26 PLS LBS. PER ACRE
   BUFFALOGRASS 3.89 PLS LBS. PER ACRE

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LANDSCAPE PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	NR
DRAWN BY:	NR
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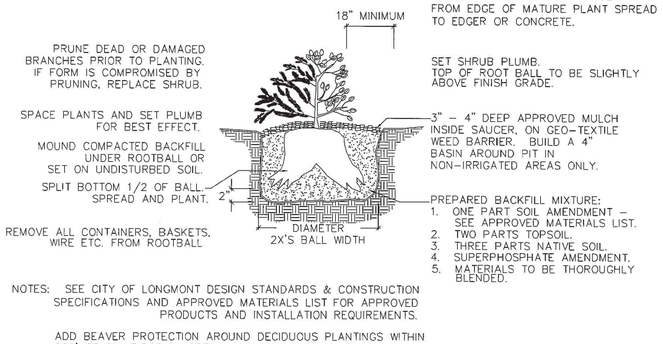
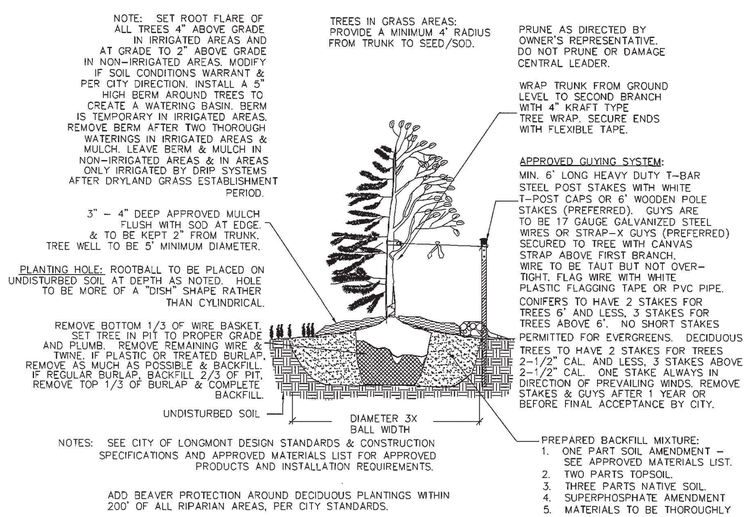
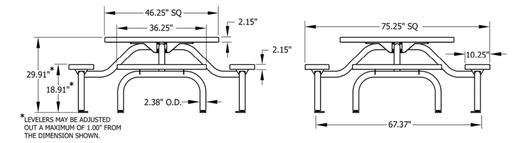
PUD-14







GENERAL NOTES:

1. VERIFY ALL EXISTING CONDITIONS PRIOR TO BEGINNING WORK. BE AWARE OF ANY UNDERGROUND UTILITIES. PROTECT ALL EXISTING SITE FEATURES TO REMAIN FROM POTENTIAL DAMAGE BY SITE CONSTRUCTION OPERATIONS. AVOID ANY WORK BEYOND SCOPE OF PROJECT AREA.
2. COORDINATE ALL DISCIPLINES AND SITE CONSTRUCTION THAT WILL BE NEEDED TO COMPLETE THE PROJECT IN THE TIME FRAME GIVEN AND WITHIN BUDGET. ALL ACCESS TO SITE, USE OF UTILITIES, STORAGE, AND OTHER REQUIREMENTS SHALL BE COORDINATED PRIOR TO BEGINNING WORK.
3. CONTRACTOR IS RESPONSIBLE TO INSPECT AND CONFIRM SITE CONDITIONS PRIOR TO BEGINNING WORK. COMMENCEMENT OF WORK SHALL SIGNIFY ALL CONDITIONS ARE ACCEPTABLE AND NO ALLOWANCE WILL BE MADE FOR UNRECOGNIZED CONDITIONS AFTER START OF WORK.
4. NOTIFY OWNER/LANDSCAPE ARCHITECT IMMEDIATELY UPON DISCOVERY OF UNFORESEEN SITE CONDITIONS OR PLAN DISCREPANCIES. NO CHANGE TO SPECIFIED WORK SHALL BE COMPLETED WITHOUT VERIFICATION OF EXISTING CONDITIONS AND WRITTEN APPROVAL OF MODIFICATION BY THE LANDSCAPE ARCHITECT.

CLEARING & GRADING:

1. ALL CONSTRUCTION MUST BE IN ACCORDANCE WITH ALL APPLICABLE MUNICIPAL CODES AND DEVELOPMENT STANDARDS; UNIFORM BUILDING CODES; PERMIT CONDITIONS; AND ALL OTHER APPLICABLE CODES, ORDINANCES, STANDARDS, AND POLICIES.
2. A COPY OF THE APPROVED PLANS MUST BE ON-SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY OTHER RELATED OR REQUIRED PERMITS PRIOR TO BEGINNING CONSTRUCTION.
4. ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD, THEREFORE, BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR (1) TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND (2) TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.

SOIL SPECIFICATIONS:

1. ANY PLANTING AREA THAT DOES NOT MEET THE FOLLOWING SOIL PREPARATION REQUIREMENTS ARE SUBJECT TO REJECTION AT OWNER/OWNERS REPRESENTATIVES DISCRETION.
2. LANDSCAPE CONTRACTOR IS REQUIRED TO NOTIFY OWNER/OWNERS REPRESENTATIVE A MINIMUM OF 24 HOURS PRIOR TO BEGINNING SOIL PREP WORK. SOIL PREP NOT INSPECTED BY OWNER/OWNERS REPRESENTATIVE IS SUBJECT TO REJECTION AT ANYTIME PRIOR TO INITIAL ACCEPTANCE.
3. LANDSCAPE CONTRACTOR SHALL SUBMIT DELIVERY (TRIP) TICKETS TO OWNER/OWNERS REPRESENTATIVE FOR ALL ORGANIC SOIL AMENDMENTS WITHIN 24 HOURS AFTER DELIVERY .
4. IMPORTED TOPSOIL SHALL BE FERTILE, FRIABLE, SANDY LOAM FROM THE 'A' HORIZON AND SHALL BE FREE OF STONES OVER .75" IN DIAMETER, REFUSE, PLANTS OR THEIR ROOTS, STICKS, NOXIOUS WEEDS, SALTS, SOIL STERILANTS, OR OTHER MATERIAL WHICH WOULD BE DETRIMENTAL TO PLANT GROWTH.
5. ORGANIC SOIL AMENDMENT SHALL CONSIST OF DRY, WELL-ROTTED, PULVERIZED, AGED MINIMUM ONE YEAR ORGANIC COMPOST CLASS I TYPE SUCH AS AVAILABLE FROM A-1 COMPOST, JENSEN SALES. PULVERIZED HORSE, SHEEP OR DAIRY COW MANURE ***NOT ACCEPTABLE***. SUBMIT DATED RECENT MATERIAL ANALYSIS TO OWNER/OWNERS REPRESENTATIVE TO GUARANTEE PRODUCT CONDITION AND PROOF NO LIVE WEED SEEDS AND CHEMICAL ADDITIVES ARE PRESENT.
6. SOIL PREPARATION FOR AREAS TO BE SODDED SHALL INCLUDE TOPSOIL AND ORGANIC MATTER ADDED AT A RATE OF FIVE CUBIC YARDS PER ONE THOUSAND SQUARE FEET AND TILLED EIGHT (8) INCHES INTO THE SOIL. ALL OTHER AREAS NOT COVERED BY IMPERMEABLE SURFACES SHALL BE AMENDED WITH CLASS 1 COMPOST AT A RATE OF 3 CY/1,000 SF (MIN).
7. PREPARED BACKFILL FOR TREE/SHRUB PLANTING SHALL BE A MIX OF 2/3 IMPORTED/ SALVAGED TOPSOIL AND 1/3 ORGANIC SOIL AMENDMENT. WHERE TREES AND SHRUBS ARE LOCATED IN LARGE BEDS PROVIDE SOIL AMENDMENT AT A RATE OF FIVE CUBIC YARDS PER ONE THOUSAND SQUARE FEET AND TILL EIGHT INCHES INTO THE SOIL THROUGHOUT THE ENTIRE PLANTING BED, NOT JUST IN EXCAVATED PLANTING HOLES.

PLANTING NOTES:

1. LANDSCAPE CONTRACTOR SHALL LOCATE ALL TREES, SHRUBS AND PLANTING BEDS ACCORDING TO LOCATIONS SHOWN ON DRAWINGS. ALL PLANTING LOCATIONS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO THE START OF PLANTING OPERATIONS. LANDSCAPE CONTRACTOR SHALL MAKE MODIFICATIONS IN LOCATIONS AS DIRECTED BY LANDSCAPE ARCHITECT.
2. THE PLANT SCHEDULE IS FOR CONTRACTOR'S CONVENIENCE ONLY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS AND REPORTING IN WRITING TO THE LANDSCAPE ARCHITECT ANY CONFLICTS RELATIVE TO IMPLEMENTATION OF THE LANDSCAPE CONSTRUCTION DOCUMENTS. VALERIAN LLC. SHALL NOT ASSUME ANY ERRORS OR OMISSIONS IN THE PLANT SCHEDULE LISTED HEREIN. THE PLANT SYMBOLS SHOWN ON THE LANDSCAPE PLAN SHALL PREVAIL SHOULD THERE BE ANY DISCREPANCIES IN QUANTITIES BETWEEN THE PLAN AND PLANT SCHEDULE.
3. LANDSCAPE CONTRACTOR SHALL PROVIDE PLANT PROTECTION AND MAINTENANCE THROUGHOUT INSTALLATION AND UNTIL FINAL ACCEPTANCE OF LANDSCAPE INSTALLATION AS FOLLOWS:
   - A) ALL PLANT MATERIAL SHALL BE PROTECTED, FROM TIME OF DIGGING TO TIME OF FINAL ACCEPTANCE, FROM INJURY, EXCESSIVE DRYING FROM WINDS, IMPROPER VENTILATION, OVER-WATERING, FREEZING, HIGH TEMPERATURES, OR ANY OTHER CONDITION DAMAGING TO PLANTS.
   - B) PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY IF POSSIBLE. ALL PLANTS NOT PLANTED ON THE DAY OF DELIVERY SHALL BE PLACED IN A TEMPORARY NURSERY AND KEPT MOIST, SHADED, AND PROTECTED FROM THE SUN AND WIND. EACH ROOTBALL SHALL BE COVERED ENTIRELY WITH MULCH. ALL PLANT MATERIALS SHALL BE INSTALLED PER THE PLAN DRAWINGS AND SPECIFICATIONS.
   - C) LANDSCAPE CONTRACTOR SHALL PROVIDE PLANT MATERIALS THAT COMPLY WITH THE REQUIREMENTS OF THE MOST RECENT ANSI Z 60.1 "STANDARDS FOR NURSERY STOCK"' UNLESS OTHERWISE SPECIFIED. CALIPER OF B&B TREES SHALL BE TAKEN 6 INCHES ABOVE THE GROUND UP TO AND INCLUDING 4 INCH CALIPER SIZE, AND 12 INCHES ABOVE THE GROUND FOR LARGER SIZES.
   - D) PLANTING MAINTENANCE SHALL INCLUDE WATERING, WEEDING, CULTIVATING, RESETTING PLANTS TO PROPER GRADES OR POSITION, REESTABLISHING SETTLED GRADES. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION.
   - E) PLANT MAINTENANCE SHALL INCLUDE THOSE OPERATIONS NECESSARY TO PROPER GROWTH AND SURVIVAL OF ALL PLANT MATERIALS. CONTRACTOR SHALL PROVIDE THIS WORK IN ADDITION TO SPECIFIC WARRANTY/GUARANTEES.
4. CONTRACTOR SHALL VERIFY AND MAINTAIN ALL SETBACKS, CLEAR ZONES AND SIGHT TRIANGLES REQUIRED BY ALL LOCAL AND MUNICIPAL CODES WHERE APPLICABLE.
6. DECIDUOUS AND EVERGREEN TREES TO BE PLANTED SO THAT THE UPPERMOST ROOT FLARE SITS 1 TO 2" ABOVE ADJACENT GRADE.
7. LANDSCAPE CONTRACTOR SHALL ENSURE THAT THE LANDSCAPE INSTALLATION IS COORDINATED WITH THE PLANS PREPARED BY OTHER CONSULTANTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE OR OTHER PROPOSED CONSTRUCTION DOES NOT CONFLICT WITH NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS AS DESIGNATED ON THIS PLAN.
8. ALL LANDSCAPE AREAS SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL BE PROPERLY ZONED TO SEPARATE PLANT MATERIAL BY WATER REQUIREMENT. ALL SHRUB BEDS AND TREES IN NATIVE SEED AREAS SHALL BE IRRIGATED BY USING LOW WATER/DRIP TECHNIQUES. ALL TURF AREAS SHALL BE IRRIGATED USING POP-UP SPRAY OR ROTOR APPLICATION.

NOTES: SEE CITY OF LONGMONT DESIGN STANDARDS & CONSTRUCTION SPECIFICATIONS AND APPROVED MATERIALS LIST FOR APPROVED PRODUCTS AND INSTALLATION REQUIREMENTS.

ADD BEAVER PROTECTION AROUND DECIDUOUS PLANTINGS WITHIN 200' OF ALL RIPARIAN AREAS, PER CITY STANDARDS.

606.02 SHRUB PLANTING DETAIL

REV. 10/07 NOT TO SCALE

MULCH

1. PLANTING BEDS (AS SPECIFIED) SHALL CONTAIN 2"-4" RIVER ROCK COBBLE MULCH OVER FABRIC AT A MINIMUM DEPTH OF 3" WITH A DOUBLE SHREDDED CEDAR MULCH RING AROUND EACH TREE, SHRUB, GRASS, AND PERENNIAL. WOOD MULCH RING SHALL BE 1.5X THE CONTAINER SIZE OF THE SHRUB, GRASS OR PERENNIAL. TREE MULCH RING SHALL BE GREEN INDUSTRY STANDARD SIZE.
3. GEOTEXTILE FABRIC (FILTER FABRIC) UNDERLAYMENT IN ROCK COBBLE PLANTING BEDS SHALL BE MIRAFI, MIRASCAPE, DUPONT TYPAR 3301 OR APPROVED EQUAL (SUBMIT SAMPLE).

SOD

1. KEEP ALL EQUIPMENT, VEHICLES AND FOOT TRAFFIC OFF ALL SODDED AREAS. ALL DAMAGED MATERIALS SHALL BE REPLACED AND ALL DAMAGED AREAS RESTORED TO ORIGINAL CONDITIONS.
2. ALL SOD SHALL BE VORTEX TEXAS BLUEGRASS FROM KORBY SOD LLC AS OUTLINED IN THE PLANT SCHEDULE OR APPROVED EQUAL. FOR SUBSTITUTION APPROVAL CONTACT THE OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT.
3. ALL SOD SHALL BE INSTALLED WITHIN 24 HOURS FROM THE TIME OF CUTTING ON A FIRM AND MOIST SUBGRADE. DO NOT PLANT IF SOD IS DORMANT OR THE GROUND IS FROZEN.
4. ALL SOD SHALL BE INSTALLED PARALLEL TO SLOPES TO FORM A SOLID MASS WITH TIGHTLY FITTED JOINTS. BUTT ENDS AND SIDES OF SOD STRIPS. DO NOT OVERLAP. STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES.

EDGING:

1. ALL EDGING SHALL BE 1/8" X 4" GREEN PAINTED "RYERSON TYPE" METAL EDGING WITH MILLED EDGE AND ANCHOR STAKES PER MANUFACTURE'S SPECIFICATIONS OR EQUAL

WEED MITIGATION:

1. ALL WEEDS (ANNUAL, BIENNIAL OR PERENNIAL) ARE TO BE CONTROLLED BY CONTRACTOR ON SITE WITHIN LOT LIMITS DURING PERIOD OF CONSTRUCTION, REFER TO CITY OF LONGMONT PUBLIC IMPROVEMENT DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS SECTION 602.05.
2. SPOT APPLICATION OF PRE-APPROVED HERBICIDES BY A CERTIFIED WEED CONTROL SPECIALIST ARE REQUIRED TO PREVENT SEEDING OR SPREAD OF WEED SPECIES.
3. ALL NOXIOUS WEEDS IN OUTLOT B (EXCEPT SMOOTH BROME) SHALL BE ERADICATED BY THE DEVELOPER PRIOR TO THE CITY'S ACCEPTANCE OF THE LAND AND PRIOR TO CONSTRUCTION ACCEPTANCE OF THE PROJECT.
4. MAINTENANCE OF ANNUAL, BIENNIAL AND PERENNIAL WEEDS SHALL CONTINUE UNTIL END OF FINAL ACCEPTANCE GRANTED BY THE CITY. THIS MAY INCLUDE SEVERAL MOWING OPERATIONS TO PREVENT SEED SET ON ANNUAL WEEDS AND SPOT HERBICIDE APPLICATIONS FOR BIENNIAL AND PERENNIAL WEEDS. HERBICIDES, APPLICATION RATES, AND TIMES OF APPLICATION WILL VARY DEPENDING UPON TARGETED WEED SPECIES.

CITY OF LONGMONT NOTES:

1. DESIGN INTENT STATEMENT: THE LANDSCAPE FOR THE PROPOSED 7-ELEVEN SITE AT THE CORNER OF HWY 119 AND ZLATEN DRIVE WILL SERVE TO ENHANCE THE AESTHETIC QUALITY OF THIS COMMERCIAL PROPERTY WHILE ALSO RETAINING SOME OF THE RURAL CHARACTER FOUND ALONG HIGHWAY 119. THE LANDSCAPE WILL PROVIDE A FOCUS ON SCREENING ADJACENT RESIDENTIAL PROPERTIES WITH NATIVE, LOW WATER USE PLANT SPECIES. PLANTINGS WITH COLOR AND TEXTURAL INTEREST WILL BE DIRECTED TOWARD THE ENTRIES OF THE SITE. AN EMPHASIS WILL ALSO BE PLACED ON PRESERVING AS MANY EXISTING TREES ON SITE AS POSSIBLE.
2. MAINTENANCE OBLIGATION STATEMENT: FORMER OUTLOT C HAS BEEN COMBINED WITH OUTLOT B ON THE REVISED PLANS. PER THE AGREEMENT FROM THE ON-SITE MEETING AND FOLLOW UP EMAIL WITH DAVID BELL, THE DEVELOPMENT WILL DEDICATE THE OUTLOT B GREENWAY AREA TO THE CITY AND MAKE A FORMAL REQUEST TO STAFF TO FORGO ALL GREENWAY IMPROVEMENTS ON BOTH SIDES OF THE SPRING GULCH. OUTLOT A WILL BE RETAINED AND MAINTAINED BY THE CURRENT PRIVATE PROPERTY OWNER HIGHWAY 119 HOLDINGS. OUTLOT B WILL BE MAINTAINED BY THE CITY WITH A BLANKET ACCESS EASEMENT PROVIDED ACROSS OUTLOT A FOR THE CITY TO ACCESS THE PROPERTY. OUTLOTS C AND D (FUTURE ZLATEN DR RIGHT-OF-WAY) WILL ALSO BE RETAINED AND MAINTAINED BY THE CURRENT OWNER HIGHWAY 119 HOLDINGS UNTIL THEY ARE READY TO BE DEDICATED TO THE CITY AS RIGHT-OF-WAY.
3. A 3/4" INCH TAP WILL SERVE THE 7-ELEVEN LANDSCAPE (PRIVATE IRRIGATION SYSTEM) WHICH WILL BE LOCATED INSIDE THE BUILDING (TAPPED OFF OF THE DOMESTIC LINE). A TAP FEE WAIVER WILL BE REQUESTED FOR THE KEN PRATT BLVD ROW IRRIGATION OF 3,861 SF.
4. POTABLE CITY WATER IS TO BE USED AS A SOURCE FOR IRRIGATION SYSTEM. THE TAP SIZING CALCULATION INCLUDES ALL SOD AREAS, DRIP AREAS, AND PERMANENTLY IRRIGATED SEED AREAS (EXCLUDING SEED AREAS FOR ESTABLISHMENT ONLY). THIS NUMBER ALSO INCLUDES THE KEN PRATT BLVD ROW SQUARE FOOTAGE AND IS AS FOLLOWS: 15,671 SF / 8 = 1,958.87 x 7.48 = 14,652.4 GALLONS PER CUBIC FEET PER WEEK. 14,652.4 GALLONS PER CUBIC FEET PER WEEK / 5 DAYS PER WEEK = 2,930.5 / 7 HOURS PER DAY = 418.64 / 60 = 6.98 GALLONS PER MINUTE.
5. LOCATION OF LANDSCAPE MATERIAL SHALL BE ALTERED TO PROVIDE ADEQUATE CLEARANCE FROM THE FINAL LOCATION OF THE ELECTRIC DISTRIBUTION FACILITIES TO THE SATISFACTION OF LONGMONT POWER & COMMUNICATIONS.
6. PRIMARY GREENWAYS SHALL BE DEDICATED TO THE CITY AT THE TIME OF FINAL PLATTING AND SHALL BE CONSTRUCTED BY THE DEVELOPER ACCORDING TO CITY LANDSCAPE REGULATIONS REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION. ONCE FINAL ACCEPTANCE IS OBTAINED, THE CITY SHALL ASSUME MAINTENANCE OBLIGATIONS FOR THE PRIMARY GREENWAY.
7. DEVELOPER SHALL INSTALL LANDSCAPING AND IRRIGATION ACCORDING TO THE MOST CURRENT LANDSCAPE REGULATIONS AND STANDARDS AND SPECIFICATIONS IN EFFECT AT THE TIME OF CONSTRUCTION.
8. DEVELOPER SHALL PRUNE EXISTING TREES WITHIN THE PROJECT LIMITS, IF THEY ARE TO REMAIN, ACCORDING TO CITY FORESTRY STANDARDS AND UNDER THE DIRECTION OF THE CITY FORESTER. A CURRENT LIST OF LICENSED CONTRACTORS IS AVAILABLE BY CALLING 303-651-8446.
9. ARTERIAL RIGHTS-OF-WAY SHALL BE DEDICATED TO THE CITY AT THE TIME OF FINAL PLATTING AND SHALL BE CONSTRUCTED BY THE DEVELOPER ACCORDING TO CITY LANDSCAPE REGULATIONS REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION. MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AND ITS SUCCESSORS OR CITY (AS APPLICABLE) AFTER FINAL ACCEPTANCE OF PUBLIC IMPROVEMENTS IS OBTAINED PER OF THE MUNICIPAL CODE.
10. ALL IRRIGATED TURF AREAS SHALL NOT EXCEED 4:1 SLOPES. NATIVE GRASS AND SHRUB BED AREAS SHALL NOT EXCEED 3:1 SLOPES.
11. ALL EXISTING TREES SCHEDULED TO REMAIN SHALL BE PROTECTED BY AN ORANGE CONSTRUCTION FENCE FOUR FEET (4') HIGH SECURED WITH STEEL T-POSTS AT THE DRIP LINE OF EACH TREE. SUFFICIENT POSTS SHALL BE USED TO MAINTAIN FENCE IN ERECT CONDITION AT ALL TIMES. NO GRADING SHALL COMMENCE WITHOUT CONSTRUCTION FENCING IN PLACE. HAND GRADING ONLY WILL BE ALLOWED WITHIN THE LIMITS OF CONSTRUCTION FENCING. NO MORE THAN SIX INCH (6") OF CUT OR FILL WILL BE ALLOWED.
12. INSTALLATION OF THE LANDSCAPING WITHIN THE ROW, ELECTRIC EASEMENTS AND IN THE VICINITY OF THE ON SITE ELECTRIC DISTRIBUTION SYSTEM CAN NOT BEGIN UNTIL THE INSTALLATION OF LONGMONT POWER & COMMUNICATION'S FACILITIES IS COMPLETE.

NOTES: SEE CITY OF LONGMONT DESIGN STANDARDS & CONSTRUCTION SPECIFICATIONS AND APPROVED MATERIALS LIST FOR APPROVED PRODUCTS AND INSTALLATION REQUIREMENTS.

ADD BEAVER PROTECTION AROUND DECIDUOUS PLANTINGS WITHIN 200' OF ALL RIPARIAN AREAS, PER CITY STANDARDS.

606.01 TREE PLANTING DETAIL

Rev. 10/07 NOT TO SCALE

PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL
ASGM	2	ACER SACCHARUM \`GREEN MOUNTAIN\`	GREEN MOUNTAIN SUGAR MAPLE	B & B	2"CAL
CEOC	5	CELTIS OCCIDENTALIS	WESTERN HACKBERRY	B & B	2"CAL
GLTI	3	GLEDITSIA TRIACANTHOS INERMIS \` SHADEMASTER\`	SHADEMASTER HONEYLOCUST	B & B	2"CAL
QURO	4	QUERCUS ROBUR	ENGLISH OAK	B & B	2"CAL
QWRP	4	QUERCUS X WAREI \`REGAL PRINCE\`	REGAL PRINCE OAK	B & B	2"CAL
TIAR	2	TILIA AMERICANA \`REDMOND\`	REDMOND LINDEN	B & B	2"CAL
TOTAL	20				
EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL
PIBA	5	PICEA PUNGENS \`BAKERI\`	BLUE SPRUCE	B & B	6\` HT
PIAR	5	PINUS ARISTATA	BRISTLECONE PINE	B & B	6\` HT
PIED	4	PINUS EDULIS	PINON PINE	B & B	6\` HT
PINI	3	PINUS NIGRA	AUSTRIAN PINE	B & B	6\` HT
PIST	6	PINUS STROBIFORMIS	SOUTHWESTERN WHITE PINE	B & B	6\` HT
TOTAL	23				
ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL
QUGA	5	QUERCUS GAMBELII	GAMBEL OAK	B & B	6\` CLUMP
TOTAL	5				
DECIDUOUS SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	
AMAL	16	AMELANCHIER ALNIFOLIA	SASKATOON SERVICEBERRY	#5	
ATRI	14	ARTEMISIA TRIDENTATA	TALL WESTERN SAGE	#5	
CHMI	31	CHAMAEBATIARIA MILLEFOLIUM \`FERNBUSH\`	FERNBUSH	#5	
CHNA	43	CHRYSOTHAMNUS NAUSEOSUS \`NAUSEOSUS\`	RABBITBRUSH	#5	
CDCB	34	COTONEASTER DAMMERI \`CORAL BEAUTY\`	CORAL BEAUTY COTONEASTER	#5	
FONE	17	FORESTIERA NEOMEXICANA	NEW MEXICO PRIVET	#5	
PEAT	27	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	#5	
PHMO	24	PHYSOCARPUS MONOGYNUS	MOUNTAIN NINEBARK	#5	
PRBW	39	PRUNUS BESSEYI	WESTERN SAND CHERRY	#5	
RHAR	13	RHUS AROMATICA \`GRO-LOW\`	GRO-LOW FRAGRANT SUMAC	#5	
RHGL	18	RHUS GLABRA \`CISMONTANA\`	ROCKY MOUNTAIN SUMAC	#5	
ROWP	20	ROSA X \`WINNIPEG PARKS\`	WINNIPEG PARKS ROSE	#5	
SPWA	21	SPIRAEA JAPONICA \`ANTHONY WATERER\`	JAPANESE SPIREA	#5	
TOTAL	317				
ORNAMENTAL GRASSES	QTY	BOTANICAL NAME	COMMON NAME	CONT	
BOBL	10	BOUTELOUA GRACILIS \`BLONDE AMBITION\`	BLUE GRAMA	#1	
CAAC	23	CALAMAGROSTIS X ACUTIFLORA \`KARL FOERSTER\`	KARL FOERSTER FEATHER REED GRASS	#1	
MISG	25	MISCANTHUS SINENSIS \`GRACILLIMUS\`	MAIDEN HAIR GRASS	#1	
PAVS	22	PANICUM VIRGATUM \`SHENANDOAH\`	SHENANDOAH SWITCH GRASS	#1	
TOTAL	80				
PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	CONT	
RUGO	16	RUDBECKIA FULGIDA \`GOLDSTRUM\`	BLACK EYED SUSAN	#1	
TOTAL	16				
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT @	
▨	3,860 SF	BUFFALO GRASS	SEED	SEED	
⊻	24,507 SF	NATIVE SEED MIX	SEED	SEED	
░	2,336 SF	VORTEX TEXAS BLUEGRASS	SOD	SOD	

LPC LANDSCAPE NOTES:

1. INSTALLATION OF THE LANDSCAPING WITHIN THE ROW, ELECTRIC EASEMENTS AND IN THE VICINITY OF THE ON SITE ELECTRIC DISTRIBUTION SYSTEM CAN NOT BEGIN UNTIL THE INSTALLATION OF LONGMONT POWER & COMMUNICATION'S FACILITIES IS COMPLETE.
2. LOCATION OF LANDSCAPE MATERIAL MAY BE ALTERED TO PROVIDE ADEQUATE CLEARANCE FROM THE FINAL LOCATION OF THE ELECTRIC DISTRIBUTION FACILITIES TO THE SATISFACTION OF LONGMONT POWER & COMMUNICATIONS, REFER TO SECTION 700 IN THE CITY OF LONGMONT DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS.

ANOVA®

211 North Lindbergh Blvd.
St. Louis, MO 63141
888.535.5005 tel
314.754.0835 fax
specify@anovafurnishings.com
anovafurnishings.com

L3015
ULTRA PICNIC TABLE
46" slotted steel picnic table, 4 flat bench seats with traditional edge, levelers, portable mount

Material
The table is 46.25" square and features four flat bench seats. The table top and seats are 12-gauge slotted steel with .38" width slots and feature a traditional edge. Table top and seats are protected by Fusion Advantage™, a plastisol coating with an average .125" thickness and a high-gloss powder coat. The table also features a 1.50" diameter umbrella hole in the center. The table top is designed to support 100 lbs per square foot and the seats will support 200 lbs per linear foot.

The frame and legs are made of 2.38" O.D. steel tubing protected by a fade resistant powder coat finish featuring a state of the art primer proven to prevent rusting. The frame is portable in design allowing for flexibility in placement. The legs feature adjustable feet that allow for leveling and have predrilled holes for surface mounting to prevent movement (mounting hardware is not included).

Finish
Fusion Advantage is a heat fused plastisol coating that creates an impervious rustproof barrier and resists UV deterioration, mildew, staining and fading.

The finish has been tested to the requirements of ASTM E1354 and is determined to be in compliance with California Uniform Fire Code 1103.2.1.4.2.

A state of the art primer is applied to all of the under supports, providing extreme rust fighting protection and durability. Treated components exceed the industry standard by 34% in testing by independant sources.

Color
See website or sales representative for color choices.

Accessories

8' Umbrella	**7LPU**
9' Umbrella	**9LPU**
15" Umbrella Base	**UB15**

Assembly
Table requires some assembly. Stainless steel assembly hardware is included.

Maintenance
The product is virtually maintenance-free and requires only periodic cleaning with a sponge and a solution of mild detergent and water to remove surface dirt. Do not clean with solvent or petroleum based products.

Warranty
20-year limited structural warranty with 7-year finish warranty from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.aspx.

PICNIC TABLE PROVIDED BY ANOVA MODEL #L3015 OR APPROVED EQUAL. COLOR TO BE DETERMINED BY OWNER.
QTY: 1

*LEVELERS MAY BE ADJUSTED OUT A MAXIMUM OF 1.00" FROM THE DIMENSION SHOWN.

Shipping Information

Unit Wt.	Unit Shipping Wt. UPS	Unit Shipping Wt. Truck (1+ Units)	Unit Ship Size w/Pallet	Max Units per Pallet	Pallet Wt. (48" x 48")	Total No. Pkgs	Shipping Class
274 lbs	N/A	300 lbs/unit	14 cu. ft.	2	50 lbs	3	150

Made in USA

Revised: 03/26/13-5

3 PICNIC TABLE

NOT TO SCALE

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	NR	3/29/21
2	PER CITY COMMENTS	NR	8/06/21
3	PER CITY COMMENTS	NR	10/18/21

PRELIMINARY
NOT FOR
CONSTRUCTION

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

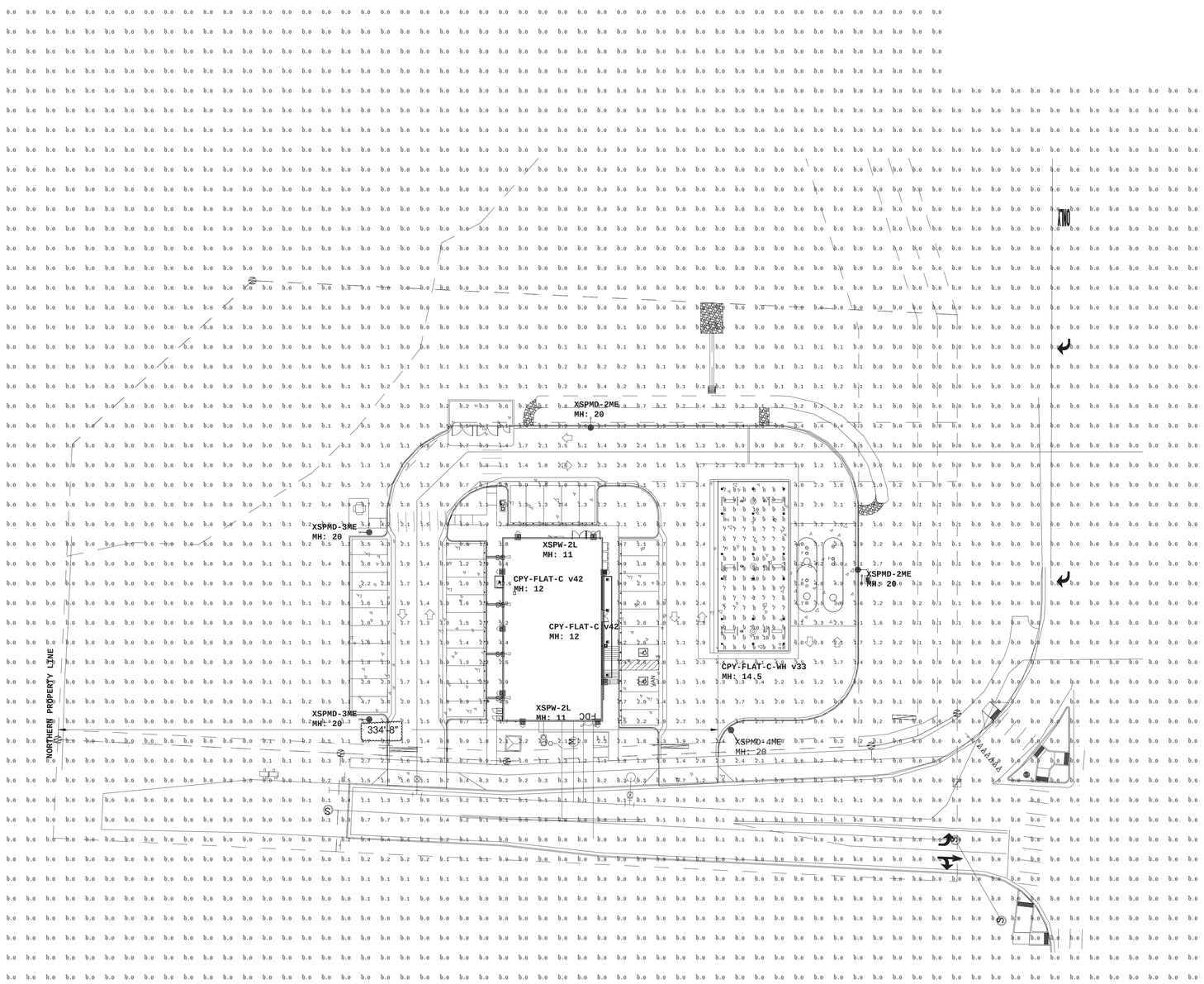
UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE
AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

LANDSCAPE NOTES & DETAILS

PROJECT NO:	UPR012.01
DESIGNED BY:	NR
DRAWN BY:	NR
DATE:	08/10/2020

PUD-15



Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	5	CPY-FLAT-C v42	SINGLE	1.000	3028	21	CPY250-B-DM-F-C-UL-57K-BZ-HZ-PML (v4.2)
	18	CPY-FLAT-C-WH v33	SINGLE	1.000	2396	17	CPY250-B-DM-F-C-UL-57K-WH-HZ-PML (v3.3)
	2	XSPMD-2ME	SINGLE	1.000	11025	85	XSPMD-D-HT-3ME-12L-57K7-UL-BZ-N-Q7
	2	XSPMD-3ME	SINGLE	1.000	11025	85	XSPMD-D-HT-3ME-12L-57K7-UL-BZ-N-Q7
	1	XSPMD-4ME	SINGLE	1.000	11025	85	XSPMD-D-HT-4ME-12L-57K7-UL-BZ-N-Q7
	9	XSPW-2L	WALL MOUNT	1.000	2490	19	XSPW-B-WM-3ME-2L-57K-UL-BZ

Calculation Summary; 1.00 LLF						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
All Calc Points	Fc	0.32	12.6	0.0	N.A.	N.A.
Gas Canopy & Fuel Tank Area	Fc	8.18	10	6	1.36	1.67
Paved Parking (Excluding Canopy) / Remainder of Site	Fc	1.98	6.1	0.6	3.30	10.17

Fixture Mounting Height: 20' AFG (17' Pole + 3.0' Base)

Pole Schedule
(5) SSS-4-11-17-CW-BS-OT-N-BZ (17' X 4" X 11ga STEEL SQUARE POLE, Tenon))

Proposed poles meet 120 MPH sustained winds.

Additional Equipment:
(5) PD-1H4BZ - (Single Square Internal Mount Horizontal Tenon)
(1) XA-SENSREM - (Hand-Held Remote - PML Option)

	BOM: Complete Part Description
18	CPY250-B-DM-F-C-UL-57K-WH-HZ-PML
05	CPY250-B-DM-F-C-UL-57K-BZ-HZ-PML
10	XSPW-B-WM-3ME-2L-57K-UL-BZ
02	XSPMD-D-HT-2ME-12L-57K-UL-BZ-N-Q7
02	XSPMD-D-HT-3ME-12L-57K-UL-BZ-N-Q7
01	XSPMD-D-HT-4ME-12L-57K-UL-BZ-N-Q7
06	SSS-4-11-17-CW-BS-OT-N-BZ
03	PD-1H4BZ
01	XA-SENSREM

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/21/21

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UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

PHOTOMETRIC PLAN

PROJECT NO:	UPR012.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/16/2020

PUD-16

L:\UNITED PROPERTIES\C20-094 119 & ZLATEN LONGMONT, CO\01 PRELIMINARY\DP DOCS\A1.0 - BUILDING & CANOPY ELEVATIONS.DWG

L:\UNITED PROPERTIES\03-094 119 & ZLATEN LONGMONT, CO\01 PRELIMINARY\OP DOCS\A1.0 - BUILDING & CANOPY ELEVATIONS.DWG

LIGHT POLE BASE

1"=1'

ADDITIONAL EQUIPMENT
(2) PS4S17CTBZ 17 x 4 x .125" SQUARE STEEL POLE
(2) PD-1H4 SINGLE TENON
POLE AND FIXTURE MEETS 140 MPH SUSTAINED WINDS

LIGHT POLE DETAIL

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/21/21

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EES
ENTITLEMENT AND
ENGINEERING
SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

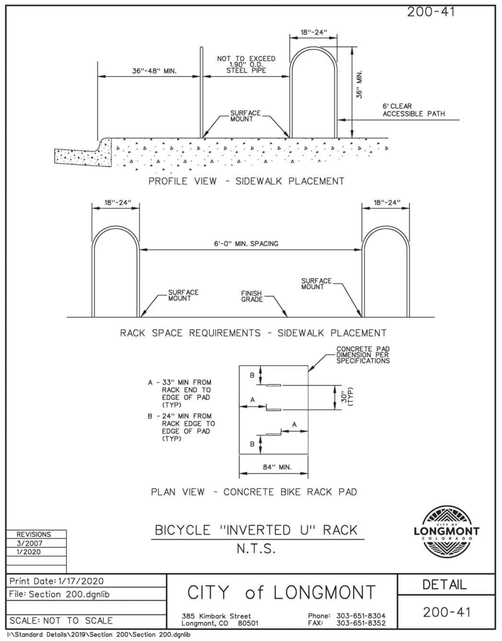
UNITED
PROPERTIES

PUD OVERALL DEVELENOPMENT PLAN
7-ELEVEN CONVENIENCE STORE
AND FUELING STATION
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

BUILDING DETAILS

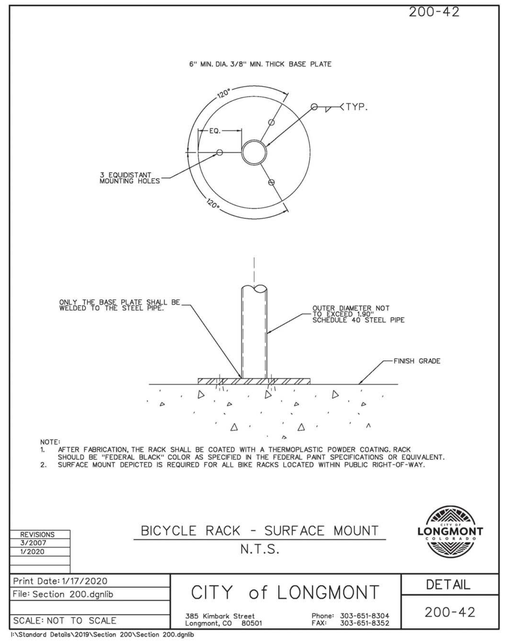
PROJECT NO: UPR012.01
DESIGNED BY: TK
DRAWN BY: LM
DATE: 10/21/21

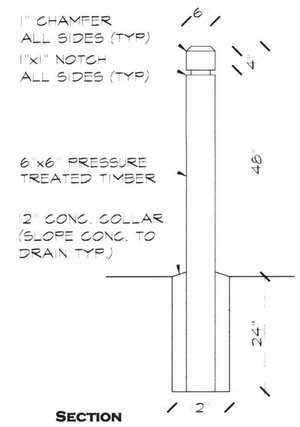
PUD-17



BIKE RACK DETAIL

SCALE=N.T.S.



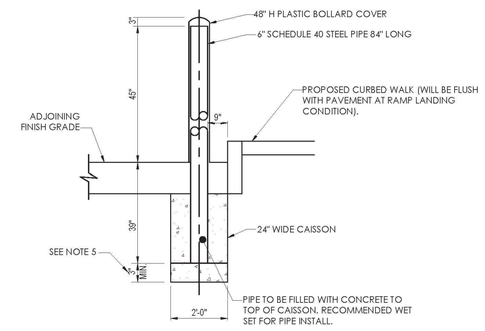


TREATED TIMBER BOLLARD DETAIL

SCALE = N.T.S.

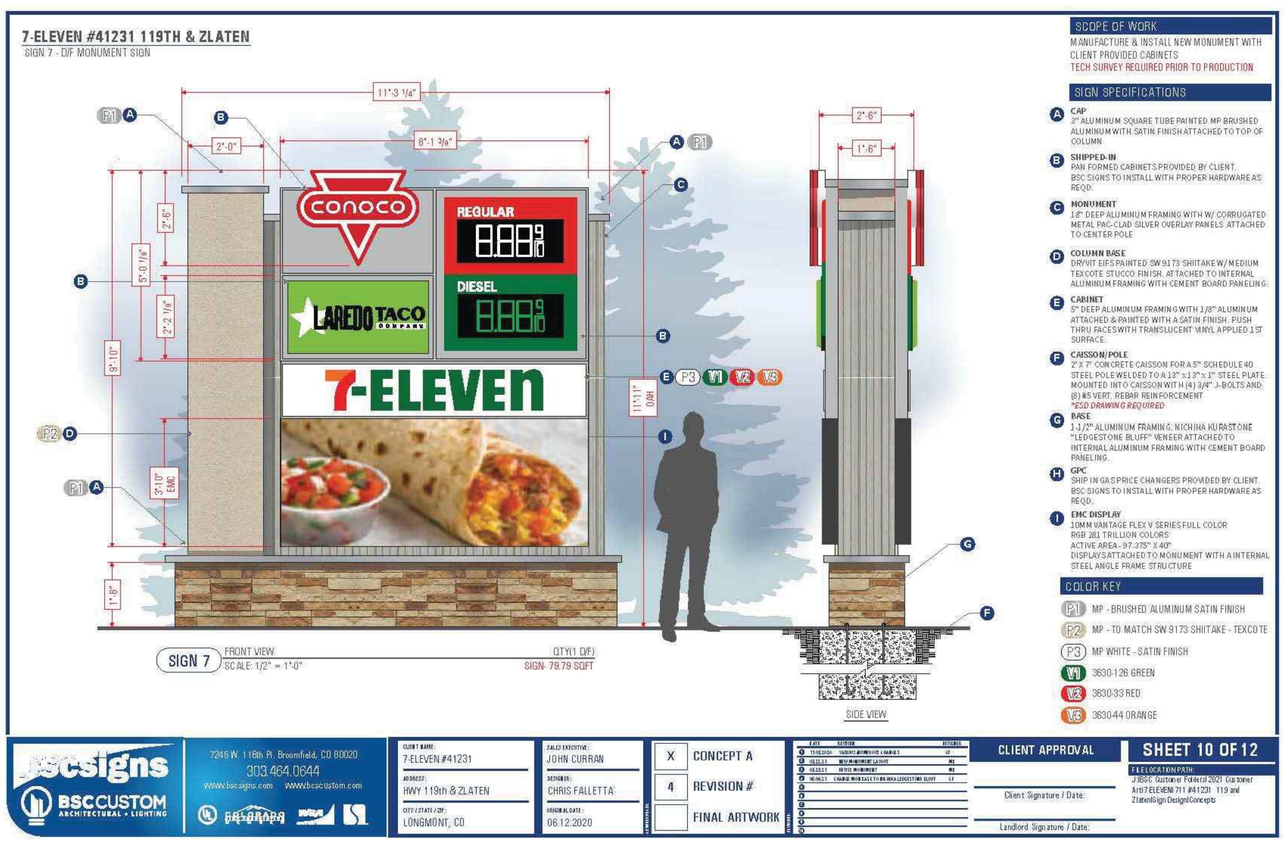
NOTE:

1. CONCRETE MUST BE A MINIMUM 4,000 PSI COMPRESSIVE STRENGTH WITH FIBER MESH.
2. PROVIDE PLASTIC BOLLARD COVER. COVER TO BE IDEALSHIELD (OR APPROVED EQUAL) 1/8" THICK, BROWN (PQ-44OC), 6" PIPE FIT, DOME TOP, 48" TALL.
3. DESIGN PARAMETERS:
   - 20 MPH
   - 5,000 LB VEHICLE
4. USE SONOTUBE IN SANDY OR OTHER SOILS THAT MIGHT CAVE IN.
5. INCREASE DEPTH OF CAISSON BELOW PIPE TO MEET LOCAL JURISDICTION MIN. FROST DEPTH REQUIREMENT. PIPE CAN STAY AT 39" BELOW PAVEMENT.
6. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY NO UTILITY CONFLICTS EXIST WHERE BOLLARDS ARE TO BE INSTALLED, PRIOR TO INSTALLATION.



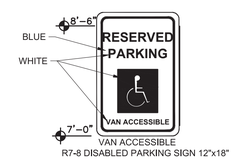
PARKING BOLLARD DETAIL

SCALE = N.T.S.



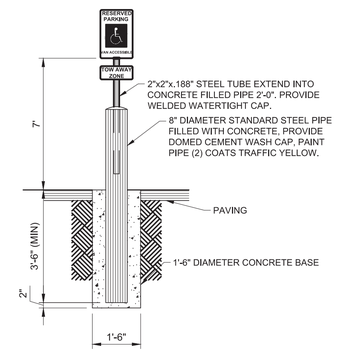
MONUMENT SIGN 'A' DETAIL

SCALE=N.T.S. (REFER TO THE LATEST SIGNAGE PLANS BY BSC SIGNS)

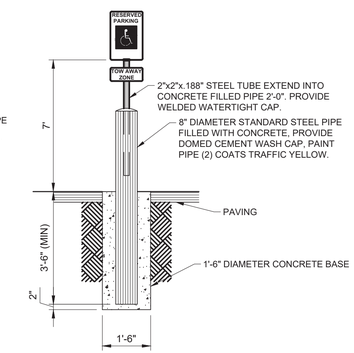


R7-8 DISABLED PARKING SIGN 12"x18"

R7-8 DISABLED PARKING SIGN 12"x18"



SIGN SET IN BOLLARD BASE



SIGN SET IN BOLLARD BASE

NOTES:

1. FABRICATE ALL SIGNS FROM 16ga. ALUM.
2. POST MOUNT: USE NON-CORRSIVE 3/8" DIA. MACHINE BOLTS W/WASHERS, 2 PER SIGN. 2"x2" GALV. STEEL TUBE.
3. ADA ACCESSIBLE SIGNS SHOWN AS EXAMPLE, SEE SITE PLAN AND INSTALL ACCORDINGLY.

ADA ACCESSIBLE SIGN DETAILS

SCALE=N.T.S

No.	REVISION	BY	DATE
1	PER CITY COMMENTS	CO	3/29/21
2	PER CITY COMMENTS	CO	8/6/21
3	PER CITY COMMENTS	CO	10/22/21

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UNITED PROPERTIES

PUD OVERALL DEVELOPMENT PLAN
7-ELEVEN CONVENIENCE STORE/LAREDO TACO RESTAURANT WITH FUELING
2514 E. KEN PRATT BLVD., LONGMONT, CO 80504

PUD DETAILS

PROJECT NO: UPR012.01
DESIGNED BY: CRO
DRAWN BY: CRO
DATE: 08/12/2020

PUD-18

P:\UNITED PROPERTIES\CO, LONGMONT - HWY 119 AND ZLATEN\08 CAD\PUD REZONE\PUD COVER.DWG