



**TOWN OF WELLINGTON
PLANNING COMMISSION**

July 10, 2023

6:30 PM

Leeper Center, 3800 Wilson Avenue, Wellington CO

REGULAR MEETING

Individuals wishing to make public comments must attend the meeting in person or may submit comments by sending an email to lundypa@wellingtoncolorado.gov. The email must be received by 3:00 p.m. Monday, July 10, 2023. After 3:00 p.m. on July 10, written public comments can not be accepted. The comments will be provided to the Commissioners at the meeting. Emailed comments will not be read during the meeting.

The Zoom information below is for online viewing and listening only.

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/85774431932?pwd=WVUrcGJGY0hUYWdtZTVRTVRVSFp3UT09>

Passcode: 901844

Webinar ID: 857 7443 1932

Or One tap mobile:

US: +17207072699,,87576162114# or +12532158782,,87576162114# Or Telephone: US:
+1 720 707 2699 or +1 253 215 8782 or +1 346 248 7799

-
1. CALL TO ORDER
 2. ROLL CALL
 3. ADDITIONS TO OR DELETIONS FROM THE AGENDA
 4. PUBLIC FORUM
 5. CONSIDERATION OF MINUTES
 - A. Meeting Minutes of June 5, 2023
 - B. Special Meeting Minutes of June 12, 2023
 6. NEW BUSINESS
 - A. Site Plan Review - Lot 3, Block 1, Bonfire Subdivision, 2nd Filing (8761 Bonfire Drive)
 7. COMMUNICATIONS
 - A. 2nd Quarter 2023 Residential Building Permit and Lot Inventory Report
 8. ADJOURNMENT



Planning Commission Meeting

Date: July 10, 2023
Submitted By: Patty Lundy, Planning Analyst
Subject: Meeting Minutes of June 5, 2023

EXECUTIVE SUMMARY

BACKGROUND / DISCUSSION

STAFF RECOMMENDATION

Move to approve the regular meeting minutes of the June 5, 2023 Planning Commission meeting, as presented.

ATTACHMENTS

1. Regular Meeting Minutes of June 5, 2023



**TOWN OF WELLINGTON
PLANNING COMMISSION
June 5, 2023**

**MINUTES
REGULAR MEETING – 6:30 PM**

1. CALL SPECIAL MEETING TO ORDER – 6:30 p.m.

The Planning Commission for the Town of Wellington, Colorado, met on June 5, 2023, at the Wilson Leeper Center, 3800 Wilson Avenue, Wellington, Colorado at 6:30 p.m.

2. ROLL CALL

Commissioners Present:

Eric Sartor, Chairperson
Lisa Chollet
Tim Whitehouse
Bert McCaffrey
Stephen Carman
Lowrey Moyer
Linda Knaack

Absent:

Town Staff Present:

Cody Bird, Planning Director
Paul Whalen, Planner III
Patty Lundy, Planning Analyst

3. ADDITIONS TO OR DELECTIONS FROM THE AGENDA

None

4. PUBLIC FORUM

None

5. CONSIDERATION OF MINUTES

A. Meeting Minutes of May 1, 2023

Commissioner Chollet moved to approve the meeting minutes of May 1, 2023.
Commissioner Whitehouse seconded.

Yeas – Carman, Whitehouse, McCaffrey, Moyer, Chollet, Knaack, Sartor

Nays – None

Motion carried

6. NEW BUSINESS

A. Connell Resources Site Plan Review (Continued from May 1, 2023)

Chairman Sartor thanked everyone for coming. He explained that this will be a long meeting. There are several presentations. There will also be breaks throughout the meeting. Please keep the noise level down as the meeting is being recorded.

Chairman Sartor asked if there were any conflicts of interest or any ex parte communications.

Commissioner Moyer said she was out of town for the last meeting and asked people to come to the meeting.

Commissioner Carman stated he was on the Board of Adjustments as an alternate when the variance request for the same site was presented.

Cody Bird, Planning Director said that this was originally submitted for the March 6th Planning Commission Meeting and subsequently it was tabled to allow additional time for the applicant to be gather answers to questions. It was tabled to May 1, 2023. At the May 1st meeting, the applicant requested additional time to finish putting that information together. There were challenges with the consultant's schedule to present the final reports and so that agenda item was also tabled to tonight.

Bird showed slides of where the 35 acre property was located which is at the north side of town along the west side of the railroad. The property is zoned Industrial for heavy industrial uses. A hot mix asphalt plant is a permitted land use within the industrial zone category. The applicant has gone through the variance process and was granted 2 variances with 6 conditions of approval from the Board of Adjustments. They were granted a variance to reduce the 1,000 foot separation setback to 800 feet and a variance for 70 foot silo structure height (from 45 feet). The 6 conditions are:

- 1) The site plan must be reviewed and approved by the Planning Commission,
- 2) the height variance is the silo only,
- 3) a 15 foot earthen berm and landscaping is required on the west side,
- 4) there is to be no signage on the silo,
- 5) there is to be signage and operator policies to disallow engine braking ("Jake Brakes") and
- 6) must comply with all applicable County and State permits for operation of an Asphalt Plant.

There was also a recommendation that the Town-supplied potable water should not be used for plant process operations.

Bird went over the process for Site Plan review. The Planning Commission is the final review and decision-making authority. The Planning Commission goes over the Findings for Approval which is in the Land Use Code. The Planning Commission has 3 options. They can approve the site plan, approve the site plan with conditions, or they can deny the site plan application. Shown on the screen was the findings for approval.

Carolyn White is the Land Use Counsel for the applicant. She explained that the applicant is a family-owned business that has 265 full-time employees and some of them live in Wellington. They are looking to relocate from Timnath to the proposed site at 3548 East County Road 66. The site is zoned for heavy industrial and has been since at least 2000. This is a site plan approval process. The question is does the site plan as presented meet the criteria in the code that Bird summarized. The question is not about setbacks as the Board of Adjustments has already decided that. She briefly went over the conditions that the Board of Adjustments made and highlighted the compliance with all applicable County and State permits for operation of an asphalt plant. Asphalt plants are heavily regulated both at the State and local level, referring to details in the packet showing this as well as reports of tests that are done to comply. Again, the purpose of the hearing is about the Site Plan which is consistent with the Comprehensive Plan and the intent stated in the Land Use Code. She showed on a slide what the reduced setbacks look like as well as the height of the silos to give reference to what has already been approved.

John Warren, Connell Resources shared a 6-minute video recording of a drone flyover of the existing Connell Resources operations at the Timnath site. He showed that the silos are the only thing on the property that will be 70 feet high. Not any of the other buildings. He showed the plant operating and that there was no particulate matter in the emission. It was 99% steam. The asphalt plant process is simply mixing 2 raw materials. It is aggregate and asphalt cement. It shows the aggregate on a conveyor belt going into a drum. He explained that the Wellington site will look much like the one in Timnath. He said that they listened to all the questions and comments from the May and March meetings and worked hard to address them all. That is why there are 1,100 pages of information in the packet. The company contracted to have all the studies completed to help answer some of the questions as well. He is committed to being a good neighbor and has talked with property owners close by. He said his trucks will stay off the local streets unless they need to deliver to a customer site in town. The truck route will go north up County Road 7 to I-25. The noise studies that were done showed that they would be expected to be below 55 decibels. The noise is primarily from the generators that are running. He showed more slides of what the existing Timnath operation looks like with their landscaping and explained that the berms at the Wellington location will be higher. The landscaping will be about 18.38% of the property. He showed what the different symbols on trucks mean and that his trucks have none of the hazardous materials classifications on them. There was a study done for wildlife impacts and it showed that there was little wildlife presence on or near the project area. He went through a summary chart of the permits that are required and the fines associated with them. He addressed a letter that shows the company was fined, and explained that he was doing a self-performed test on the stack and there were mechanical issues so they shut everything down not knowing that if they stopped a test it is considered a failed test.

Jill Burrell with Ditesco presented information about the stormwater design for the project. For any development project it is required that stormwater detention and treatment are handled per the Town of Wellington development standards. So that means the property cannot have a discharge of stormwater that is greater than what is currently being operated on that site. They must match the historic flow. So, if they pave a road, that becomes an impervious area and they have to offset that by building a detention pond that can capture the additional volume of water that would have previously percolated into the ground. They do this with a detention pond. Shown on the screen was a cross section of the outlet

structure. This is where debris and solids will be kept from going out when the water is discharged into the North Poudre Irrigation Company ditch.

Warren continued his presentation and explained that he has not had any complaints about any odor, but that he has 3 employees trained to use a tool called a “Nasal Ranger” that is used for detecting odors. He continued to go through a few more slides about the voluntary air quality studies. He showed that the plant operations are expected to be below any of the EPA screening values.

Stephen Zemba, PhD with Sanborn Head provided an overview of his company and credentials. They have a small office in Denver, and do lots of different environmental types of studies, including environmental radiation or contaminants in the environment as the company focus. He reviewed the air impact study prepared by Antea Group. He reminded everyone that it was a voluntary study, that this level of review is not required for State or County permitting requirements. There were 3 key locations used in the study which were the nearest residence, Wellington Community Park, and Eyestone Elementary School. He showed a slide with the scope of pollutants on it. The left side shows Criteria Pollutants which shows Particulate Matter smaller than 2.5 and beyond 10 are small. They also looked at nitrogen, oxides, nitrogen dioxide. There's an ambient standard for sulfur dioxide and also carbon monoxide are all subject to national quality standards. They are emitted by hot mix asphalt plants, but are also emitted by any combustion process, including our cars and the other sources that Warren had mentioned earlier. The list is shown on the right side of the slide. He showed a slide with the wind results from the study that shows the wind from every direction. He showed on the screen Table 3: Summary of AerMod Calculated Emissions and NAAQS. This is one table from the report looking at predictions for criteria pollutants, and these are not the ones he focuses on, but says there is some importance here, because criteria pollutants look at both long-term effects and short-term effects in particular. If you look at the NO_x and SO₂, they both have one-hour standards, and if you were worried about health effects such as asthma, those would be short-term stimulus. They could cause an asthma attack as an example. The third column shows the largest impact that could go from this plant for an hour in that year they modeled. He wanted to talk about ozone because we're near a non-attainment area for ozone in this region. He said that if we had one air quality issue of concern, it should be ozone. Ozone is not actually emitted by sources. It is created in the atmosphere from photochemical reactions. But 2 of the pollutants that will be released in small levels by this plant will be nitrogen oxides and volatile organic compounds (VOCs). Ozone is a regional issue and it counts all emissions from all the cars and other sources mentioned earlier. Since the plant is meeting the air quality it won't matter if the plant is moved. He shows on the screen the air modeling contours. The results depict long-term annual impacts for toluene. The red rings are the highest concentrations which is .0050. So even the very peak level is still hundreds and thousands of times lower for toluene than the level that would lead to some long-term health effect. So based on the modeling, toluene is not going to be a problem. He also said that other toxins are not expected to be a significant risk. They look at the risk of cancer. We all have a high chance of getting cancer in our lifetime. Males have an average risk of 41 out of 100 and for females it is 39 out of 100. Most are genetic factors, not environmental sources. For an average man, the chance of getting cancer is 410,000 in a million. If we look at an environmental project like Connell's plant, the allowable risk would typically be 1 to 100 per one million extra risk of getting cancer. So, if he took a one in a million risk, and added it to 410,000 in a million, the total cancer risk from just other sources, and the emissions from

this plant would increase from 410,000 in a million to 410,001 in a million. You couldn't measure that difference or notice that difference. This is something called a "de minimis" risk. If you are at or below that, usually this is an acceptable risk, it's very small. It's not going to add to someone's cancer risk. Just putting that in words again. If you take that one in a million, you add it to the 410,000, you get 410,001 per 1 million. There is very little differentiation between those 2 risks, adding a one in a million risk. It is different for every chemical, but if you look at the third column, it is low for them all. He says that emissions from the hot-mix asphalt plant will not present significant risks to human health and the highest incremental modeled concentrations will be small compared to existing background levels already existing from other sources.

White came back up to conclude the slide presentation and discussed the Site Plan and the Site Plan criteria. She showed a slide with all the things they will be doing to mitigate any site impacts, including: the Board of Adjustments conditions; the controls from other permitting agencies; and the cognizant site planning that has gone into this plan. She went over all the criteria set forth in section 2.12.3 of the Town's land use code.

She talked a little bit about each of the criteria. The first one being the future land use map. It is consistent with the Comprehensive Plan and the intent stated in the Land Use Code, and there are a couple of different ways that you measure consistency with the Comprehensive Plan. You look at the use itself, the future land use map and in fact, this is actually the only real parcel within the town that could accommodate a use like this within the town of Wellington, and that's probably one of the reasons why you decided several times to keep it zoned industrial over the last several years because of the proximity to the railroad. The vision for the town, and the code expresses the specific criteria and standards by which that vision will be measured. So, when we are talking about the Comprehensive Plan, we are talking about goals. When we talk about the Land Use Code, we are talking about standards.

Disruptions from talking and comments from the audience was interfering with the meeting progress. Chairman Sartor called a 10-minute recess.

Meeting resumed.

White continued with her explanation of the site plan evaluation criteria. Another is to develop a supportive business environment that aids in creating a thriving local economy. This site plan meets this goal by providing commercial land uses that provide job opportunities and needed services. The next one has to do with the size and lot dimensions being consistent with the final plat – In this case, it just so happens that the Site Plan is being considered before the final plat, so the reverse will actually be true. The final plat will be measured against the Site Plan, so that criteria will not be applicable in this instance. No buildings or structures infringe on the easements, nor will they. We heard about the drainage and how it will be worked on to the site and those requirements will be met. The density and dimensions shown conform with Article 4 of the code or the requirements. All of Section 5 of the code which is about 50 criteria. It has to do with landscaping, screening, and buffering, parking – all making sure that the site meets the parking requirements, architecture and building design, transportation, and connectivity. This Site Plan provides for safe and efficient transportation in and around the site and connections to the roadways and properties outside the site, and the staff has found that all of these are met, and that this criterion is met overall.

Lea Schneider, Larimer County Environmental Health Planner came to talk about air quality. Their agency is one of the regulatory agencies involved in the air quality protection. She went over 6 criteria pollutants and the health impacts. She shows the table that the State Division of Air Pollution Control uses to evaluate permits for air pollution sources. The column on the left are the volatile or criteria pollutants. Carbon monoxide, sulfur dioxide and oxides of nitrogen are not technically a criteria pollutant, but they are an ingredient for one of our criteria pollutants, which is ozone. So, it is highly regulated because it can impact the ozone criteria pollutants. The proposed site is located within an attainment area for everything particulate matter, carbon monoxide, sulfur dioxide, oxides and nitrogen. The State permit thresholds are a little different than the EPA standards. She showed a slide of Connell Resource's permits based on 2021 permits. Connell's thresholds are below the Hazardous Air Pollutant requirements. The asphalt plant is not over 10 tons per individual or combined over 2,510 ton per year. Connell had an air dispersion modeling for criteria and noncriteria pollutants of Hazardous Air Pollutants/Air Toxics done to evaluate community risk and determine if the planned controls were adequate. The data for the modeling included the maximum pollutant emissions rates from Connell's current 2021 permit, control equipment and local meteorology. The air dispersion model for criteria pollutants and Hazardous Air Pollutants were determined to be below both the chronic and acute levels known to cause harmful health impacts under Federal and State screening values and health guidelines. She shows several slides with the results on them which showed low values for each pollutant. She showed a slide with a thermometer on it with different thresholds. She wanted to show that just because someone might be near a threshold, it does not mean to panic and that everyone will get cancer. Good is the range is below the health advisory levels. You should not experience health impacts in the range. Connell is at the top of this level. Caution is in this range, numbers above the health advisories do not always mean you will experience health impacts. The Hazard category is in this range there is greater concern for health impacts. Even at this level of exposure there are other factors that determine which groups are more vulnerable to health impacts, including genetics, pre-existing conditions, and overall health.

Commissioner Chollet asked what was the height of the building elevation included in the site plan. Bird said it was 17 feet. Warren said the maintenance shop is about 22 feet and the lean-to is 16 feet. Commissioner Chollet also wanted to know if the berm by the railroad tracks would be considered a natural buffer. Warren said it is about 22 feet higher than the site.

Commissioner Carman asked if the proposed administration building is also behind a berm. Warren replied there was a 10 foot berm around it that was requested. Bird explained that staff had asked for a landscape berm for visual interest and landscaping, but did not want to completely obscure the administration building.

Commissioner Carman asked if the berm was going to affect the stormwater drainage by the street. Burrell said that it still matches the current historic flow and that the stormwater on the southwest side will go into the pond.

Commissioner Moyer asked about the image on page 36 of the packet and asked can you confirm and explain why we are measuring setbacks for the 800 ft. and the 1,000 ft. and the illustration of the 2,640 ft. radius from the highest point of activity on the site, but we

measure marijuana stores setbacks from the property lines. Bird replied no, it is not from the property line that marijuana stores are measured is the answer to the question. What was looked at was the industrial land use and what is the operational element of an asphalt plant. The offices and the buildings are not the more intense use for which the greater setbacks are applied. That is the reason why staff specifically asked the applicant to locate the office and other structures on the west side of the site, to help mitigate and buffer from the most intense uses to offices, mechanical shops, landscaping, and screening to help transition that down to the adjacent land uses. But marijuana setbacks are measured from the nearest wall of the building to the other protected use in accordance with the marijuana ordinance.

Commissioner Chollet wanted to know if this site plans have been approved by the Town Engineers. Bird said that site plan will change and some things will move. Town Engineer comments required some additional information and they will keep reviewing so that the Town standards will be met. There is still coordination ongoing before final engineering plans will be accepted..

Commissioner Carman wanted to know if the maintenance shop will serve as screening more like a berm. Bird replied that it would be since there could not be an actual berm located there due to the pond.

Commissioner Chollet asked if the buildings would move. Bird said it was a possibility for the buildings to move, but that they would not move significantly.

Commissioner Chollet asked why the signs will be done differently as there have been signs as part of this process in the past. Bird replied that monument sign locations are reviewed by the Planning Commission, but since plans have not been approved yet, the applicant decided to wait before considering signs since signs are so expensive. The applicant has committed that there will not be any signage on the silos.

Commissioner Chollet asked about the photometric plan as there is a letter saying that all lighting is for the safety of the employees. Warren said that night operations are very limited. Last year they only worked a total of 6 nights, and the lighting stays the same.

Commissioner Chollet was concerned if there was a spill who is responsible. Warren said if they did it, they will clean it up.

Commissioner Chollet wanted to know if the earth berms were adequate. Warren replied that he will be putting in a 15-foot berm on the west side which was a condition of approval by the Board of Adjustments. The berm cannot go all the way around because of the pond.

Commissioner Chollet was interested to know if there could be a bicycle lane and protective bollards on County Road 66. Bird was unsure if that could be done and meet all applicable safety standards, but that staff would investigate it.

Commissioner Whitehouse asked about where the process water would be trucked from. Warren said they had 2 locations adjudicated that they could pull from.

Commissioner Whitehouse asked about the expected timeline for construction. Warren replied that his goal is to be under construction late 2023 and be operational by April 2025.

Commissioner Whitehouse asked if the County Health Department supports the results of the air dispersion study. Schneider said it is the same as the company's existing permit, and they will be adding some equipment improvements that will be cleaner than the existing operations.

Commissioner Chollet asked about the noise modeling. Warren said that the background noise was higher than in Timnath but is confident the berms will work.

Chairman Sartor explained that he had received a list of all the individuals that had signed up wanting to speak and would call names in the order they signed up. He said that if there were people wanting to speak that had not yet signed up, he would allow for others at the end to come up.

Public comment period opened.

Jarod Cordell – called, but chose not to speak.

Matt Goepel wanted to know if asphalt plants go in, do they increase the property values and if not, is that in line with the vision of the Planning Commission. Photometrics and truck pollution will be increased. He talked to John Warren about talking to Harvest Farm (Denver Rescue Mission, located on County Road 7) and Warren did not talk to them. It is a residential area though. Goepel asked if the Planning Commission purpose statement could be repeated.

Erin Lines says EPA does recognize that asphalt plants do have toxic chemicals. Yet all the information tonight says they are not harmful. She cited a study she found that property values do go down for homes close to asphalt plants. The setbacks are not enough.

Andrea Taillacq saw in the slides the site plan showed discharge to the North Poudre Irrigation lateral and wanted to know whether that water was actually being shepherded to the natural waterway or whether that would be diverted by North Poudre Irrigation. She asked if the water that was described as being trucked in from the adjudicated source was adjudicated for this site.

Richard Clark – called, but chose not to speak.

Matt Mullett is a business owner in Town. He believes this will be good for the Town. He thinks home values will go up because this will bring more businesses to town which will increase the value of the homes. He thinks that Connell has gone above and beyond by doing extra studies and talking and working with the people.

Donna Rodriguez has lived here for 23 years and there were many unpaved roads. She has worked for Connell Resources for 27 years. She had no health issues. There are many things that have toxins that are close by. Like diesel trains have a lot of the same chemicals. Buffalo Creek Subdivision is right next to a dairy. Connell had 1 non-compliance because of stopping a test. The emissions from their trucks have low emissions.

Reesa Conrey asked why there is heavy industrial by residential. Why was it 1000-foot setback and reduced to 840 feet. The setbacks changed in October of 2022, and no one knew. The communication should have been better. On some of the tests the winds reported did not seem right for Wellington. She asked if the noise reported was from just a single day. She said this is not a good location.

Lisa Clay is the owner of the property where Connell would like to be located. The property has been zoned industrial since before Buffalo Creek was created. The property was not listed for sale. Connell came to them interested in the property. Connell had looked at the zoning and found their business was an allowed permitted use for that location. This is not about the money – it is about the principle. Clay said her company has been in Wellington for over 40 years. They bought the land around them to build a buffer of industrial land from the expanding residential. She believes that Connell has presented a nice plan and that it would not be harmful. They have employees that live in Buffalo Creek and would not want to do anything that would cause harm to them. She asked, why, if someone had an issue with the industrial zoning, why would they buy a house in Buffalo Creek when this industrial property was already there?

Nancy McKay said she and others will be filing a lawsuit against the Board of Adjustments. The previous lady had said that the zoning has already been decided and the right for an asphalt plant has already been decided. She said that is not true. 15 foot berms don't matter. The letter from the owner of the property is unreal.

Commissioner Sartor explained that this is the Planning Commission considering the site plan and that they are not the Board of Adjustments.

McKay continued to make comments from the back of the room. Commissioner Sartor reminded McKay that her public comment time limit had ended.

Gerry Brown – called, but chose not to speak.

Melissa Whitehouse explained she was not there to discuss the site plan, or the environmental projections. She wanted to talk about the growth management area. On page 34 she couldn't figure out what it was that was disturbing her about the big star in the middle. It is in the middle of instead of the outer limits of the growth management area that has been current practice by Connell. For the last 20 plus years they have been on the outer limits of the growth management area for where they go. Connell is violating their own precedent. On page 38, it shows 95% of the trips will go to Owl Canyon Road which is outside the growth management area. Why change the precedent now.

Dawn Burch – called, but chose not to speak.

Kayla Burgett is a nurse who is concerned about the health implications of the asphalt plant. She read a CDC letter that mentioned that headache clusters are present close to asphalt plants. How can we consider the air quality report valid when it was done at one time of the year.

Tom Peterson is the director of the Colorado Asphalt Pavement Association. When comments have been raised with respect to toxins, cancer causing pollutants – it is quantified and defined in your permits. That's where it is stipulated and restricted and measured and monitored and required by the operator. If you go back years to what you see today, Connell's plan is state of the art and utilizes best management practices, including the "Big 4", and they have all 4 – counterflow drums, emission recovery system, natural gas fuel, bag house systems. Connell is committed to being a good neighbor. Asphalt is a heavily regulated industry. The permit is to ensure clean air and to protect public health. There are 65 asphalt plants in 42 counties around Colorado. Nearly every plant in Colorado is either near a school, a subdivision, a home or a stream and all of them ensure public health.

Jason Waldo showed on the map where he lives and stated he is the nearest resident to the proposed development. He did research and had meetings with John Warren. He was worried about the dust in the area and Warren said they would have water trucks. He was worried about "Jake Brakes," and Warren said he would put up signs on the county roads to restrict Jake Braking. They are doing landscaping to make the location better than it is. The hours of operation are Monday through Friday and some months they are closed. He supports this development proposal as a good neighbor.

Ben Trabing asked for an additional 4-5 minutes of speaking time. Chairman Sartor agreed that he could give 6 minutes. Trabing introduced himself as a meteorologist and an atmospheric scientist and is more qualified to talk about the air emissions studies. Page 11 of the packet seems to still question whether asphalt plants should trigger the Land Use Code for the production and curation of toxic chemicals. From the staff comments it says that all the ingredients that liquid asphalt as well as the aggregates that go into making hot asphalt are not considered dangerous and that is true, but you could also make the same statement for ingredients that go into a Molotov cocktail or an explosive device. That isn't necessarily a true statement, and it does not make the devices any less dangerous. If you look at the air dispersion modeling study, it shows that the site is not large enough to contain all the fumes produced by the plant. With the batch plant confined to the northeast corner of the property, their proposal cannot be accepted because it does not actually meet the Land Use Code, by keeping all the fumes and toxins remain on site. He believes that the model does not show the actual values since the plant will not be open year around and does not operate 24/7 like was used for the calculations. So, the values will be higher during the time they are emitting any pollution. Also the results are presented as yearly averages for the park, the school and the residential areas to the west. This does not adequately assess the risk for toxins. Also, the data that was used in the study was from 2006 and there is a better atmospheric data today. The only thing this emission study truly proves is that hazardous airborne pollution is produced. It is emitted and goes off-site to the property, and that is in violation of the Land Use Code. One of the conditions for the setback reduction to 800 feet is that this Planning Commission actually approves the Site Plan. But you need to reject the Site Plan because it is directly in contrast to the Land Use Code. It is too close to the residential areas given the toxicity and the emissions are not going to be confined to the site itself.

Jade Cowan – called, but chose not to speak.

Sarah Mickschl sees Wellington as a developing community that has become a very desirable place to live. However, an asphalt plant does not help our community to grow. Releasing toxins into the air does not help our community. It does not help the value of our homes. There is a better use for the land and I cannot believe the land is still zoned heavy industrial. She has spoken to a couple of people that live in town and have worked at asphalt plants in other States. They warned of the vastly negative impacts the plant would have on our community. She would like to see the land used for something else like recreation items or other businesses that would attract residents to the town. The aggregate is already coming from Carr. They should open the plant there.

Chad Mickschl said the Land Use Code section 101.1 states that the zoning regulations are designed to promote the health, safety, values and general welfare of the town residents. An asphalt plant does not meet that goal. Section 4.03.21 Industrial and Manufacturing, Heavy shall be at least 1,000 feet from any residential district. This part was not adhered to and a variance was granted. What decision making went into this? The section then says that the facilities producing toxic chemicals shall be located 2,640 feet from residential districts. The Connell plant curates toxic chemicals and adds them to produce asphalt. They also emit them into the air. No additional analysis is needed. It produces a toxic chemical. Also there has been a lack of transparency. He never received any mailings about zoning changes or notifications to attend a meeting. He believes that Wyatt Knutson on the Board of Adjustments had a conflict of interest since he works for CTL Thompson which was hired by Connell. Also Mr. Carman was on the Board of Adjustments and should he be allowed to vote on this now being on the Planning Commission.

Erin Ramler wants the application denied. Our Land Use Code does not distinguish between minor chemicals. It just says toxic chemicals. They should meet the setbacks in the Land Use Code. Would like to see this project sent back to the Board of Adjustments. She added since the Connell lawyer nicely mentioned adhering to the Town's vision for the Comprehensive Plan, the Town's 2022-2024 Strategic plan vision statement states that this town strive to make Wellington one of the best small towns in America, to live, work and raise a family. And no one wants to raise their family in a toxic town.

Brittany Cowan does not believe this is meeting the Land Use Code health, safety, values and general welfare and the chemicals will not be confined to the site. The Board of Adjustments did not grant approval because one of the conditions is the Planning Commission approval.

Ayla Leistikow page 250 of the packet it says it does produce toxins and it does not matter because the Land Use Code says there are locations in Larimer County and in Greeley. It should not be 800 feet from residential and the variance has not been approved. The Planning Commission has the power to apply any condition to the site plan and they should right the wrong and apply the correct setback. One question is the thresholds for the toxic air dispersion studies for those for healthy adults, elderly children, or infants.

Ben Leistikow said this board participated in the Town's Comprehensive Plan, and thought the community cohesion part was outstanding, and it states we take pride in our community by providing safe and attractive neighborhoods, oriented around parks, trails, amenities, and public spaces, and by offering for our community to shop, gather and celebrate. A key call out from that Comprehensive Plan was to promote air quality in and around Wellington to ensure air quality is maintained and we continue to grow. The air dispersion study seems to

be old and does not seem to be indicative of a good partner for air quality. Connell, at best is a push in the Comprehensive Plan, and at worst fails to meet the goals. The only way to truly help the town is for Connell to be required to get the right variances. The Planning Commission should add a condition requiring Connell to seek a variance for producing and curating toxic chemicals.

Rachel Hayes – called, but chose not to speak.

Debbie Condos says it does not matter how many permits they have, stuff happens and then what? Why didn't everyone get notified? There is about 75% to 80% of the residents that do not know what is going on. People do not know. She found out with a letter under her door mat from a neighbor.

Chairman Sartor asked if there was anyone else who would like to speak that did not get signed up to do so. No one responded so he closed the public comments.

Public comment period closed.

Chairman Sarot asked the Commissioners if they had any questions or comments.

Commissioner Moyer repeated what she shared at the March meeting. The role of the Planning Commission is to form recommendations based on the promotion of the community's health, safety and welfare in the future. Consider all research and information when forming a recommendation or making a decision, respect all views, and treat everyone equally. Give citizens a meaningful opportunity to participate. Focus on the bigger picture goal setting for the Commission in order to achieve long-term accomplishments. Commissioner Moyer also shared some of the findings that are in the packet that she is not sure we comply with at this time. The zoning and uses of properties nearby, public health, safety and welfare by the possible diminution in value of applicant's property as compared to the hardship imposed on the applicant if the request is denied, opposition or support of neighborhood residents, conformance of the requested change to the Town's Master or Comprehensive Plan. Commissioner Moyer also wanted to share her notes on section 4.03.21 about the toxic chemicals for her – Toxic chemicals come up multiple times on several pages. She said there are potential health risks and the risks for you are not mine to take.

Chairman Sartor asked Schneider to come back up and address any of the questions or comments she heard that she would like.

Schneider said that Connell was not required to do the air dispersion modelling because the limits coming from their plant do not require this type of modeling. She said that there are a lot of asphalt plants out there. Some use older technology and some use newer technology. She said that the chemicals that are being used could cause cancer. Higher winds for these tests would dilute the chemicals in the area so the static conditions were evaluated to illustrate worst case scenario is chemicals were pooling in the area due to lack of wind.

Commissioner Carman asked if Ms. Schneider if she works independently from Connell research group. Schneider said yes, she is an inspector on behalf of the State.

White made closing statements. She suggested bringing everything back to the reason we are here which is for Site Plan review. It states in the Land Use Code these zoning regulations are designed to promote health, safety, values, and general welfare of the town residents. It is the standard which all other standards in the code follow. All the comments tonight about the chemicals gets lost in the fact that the regulations themselves rely on the State system for issuing the permits for this use. The Larimer County Health Department chart which showed the EPA standards across the board all of the numbers in the air dispersion modeling study were way lower than the maximum safe recommended levels. Some of the chemicals in question are emitted by a gas station or a fast food restaurant that have already been allowed within the town and they are allowed to be less than 2,640 feet from residential. The point is that if you are going to apply the Land Use Code here, you need to apply uniformly to all potential sources of emissions, no matter how small. These proceedings can have anything introduced. Anyone can say anything they want. Anyone can introduce anything that they want to as evidence. There is no restriction on what comes in. Rather, you all get to weigh the credibility of all the evidence that is presented to you, and decide whether it weighs in favor of the finding that the criteria are met versus not finding that the criteria are met, and you get to decide how much weight to give credentialed experts who have provided data and reports, and have presented themselves to answer questions. The opposition is presenting the equivalent of Google research on the Internet. Some of the information presented that falls into the category of the latter is about irrelevant sites, because they are in China, or they might be bigger. They might be smaller. They might be totally different. We have presented actual data about this actual site in this location. Based on actual studies presented by experts. We thank you for that opportunity to present this information to you and for your consideration to this matter, and again ask for your approval of the Site plan.

Bird wanted to address some of the items he heard that had not already been addressed. There was a question about why the property is zoned Industrial and located next to residential. It has been this way for years and prior other code adoption, there was not a separation requirement. There was a question about not having an environmental or remediation plan and the Town does not require one. The question about why the entire town wasn't notified. The Town publishes in the Coloradoan, there are signs on the property, there were notices that went to properties that are within 500 feet of the proposed property, and the meeting is on our website. A public hearing is not required for Site Plan review.

Commissioner Moyer asked what options they had. Bird said they can approve, approve with conditions, or deny the application.

Chairman Sartor would like to hear the intent of the code about pollutants, vapors, and dust that several community members brought up. Bird said the intent would be to mitigate all that can be mitigated through site planning controls.

Commissioner McCaffrey was wondering what would happen if one of the Connell trucks gets hit by a train what happens. Warren said their products are not flammable or explosive, it is just hot. Commissioner Carman asked the same about the silos and tanks. Warren said it is the same.

Commissioner Whitehouse was interested in knowing if this could go back to the Board of Adjustments to redo the setbacks. Can there be clarification as if it can go back since the Board of Adjustments has already ruled. Bird said no, since the Board of Adjustments, has already ruled, that question does not get sent back. The legal process would be that question would be appealed in a court of law. Bird does not think the Planning Commission has the ability to say that the Board of Adjustments did things right or wrong – that is their purview and only their purview. If the decision by the Board of Adjustments wants to be looked at that is appealed to District Court, not the Planning Commission.

Commissioner Carman said that the Board of Adjustments knew there was a site plan going to the Planning Commission and it was hard to see which should have come first. Bird said the Board of Adjustments knew it had to go to the Planning Commission so it was included as a condition of approval.

Commissioner Whitehouse asked if the time frame to appeal the Board of Adjustments decision had ended. Bird said that was correct.

Commissioner Chollet wanted to know if there was a remediation plan if the owner picks up and leaves. Warren says they have reclamation plans with the State and since he has not introduced anything here yet, one option would be to have a bond on the property while he owns it.

There was discussion about water usage. Warren said that Town-treated water was going to be for the interior office and building facilities, not the operations.

Chairman Sartor asked if anyone had a motion.

Commissioner Whitehouse moved to approve the site plans for Connell Resources subject to conditions identified in the staff report including conditions on page 20 paragraph 15.

Motion seconded by Commissioner Knaack.

There was a discussion about having an amended motion to include water restrictions. The discussion ended and roll call took place.

Yeas – Carman, Whitehouse, McCaffrey, Chollet, Knaack, Sartor

Nays – Moyer

Motion carried

7. COMMUNICATIONS

None

8. ADJOURNMENT

Chairman Sartor adjourned the regular meeting at 11:19 PM.

Approved this _____ day of _____, 2023

Recording Secretary



Planning Commission Meeting

Date: July 10, 2023
Submitted By: Patty Lundy, Planning Analyst
Subject: Special Meeting Minutes of June 12, 2023

EXECUTIVE SUMMARY

BACKGROUND / DISCUSSION

STAFF RECOMMENDATION

Move to approve the special meeting minute of June 12, 2023 Planning Commission meeting, as presented.

ATTACHMENTS

1. Special Meeting Minutes of June 12, 2023



**TOWN OF WELLINGTON
PLANNING COMMISSION
June 12, 2023**

**MINUTES
SPECIAL MEETING – 6:30 PM**

1. CALL SPECIAL MEETING TO ORDER – 6:30 p.m.

The Planning Commission for the Town of Wellington, Colorado, met on June 12, 2023, at the Wilson Leeper Center, 3800 Wilson Avenue, Wellington, Colorado at 6:30 p.m.

2. ROLL CALL

Commissioners Present:

Eric Sartor, Chairperson
Lisa Chollet
Tim Whitehouse
Stephen Carman
Lowrey Moyer
Linda Knaack

Absent:

Bert McCaffrey

Town Staff Present:

Cody Bird, Planning Director
Paul Whalen, Planner III
Patty Lundy, Planning Analyst

3. ADDITIONS TO OR DELECTIONS FROM THE AGENDA

None

4. PUBLIC FORUM

None

5. NEW BUSINESS

A. Rezone and Preliminary Plat – Replat Saddleback Subdivision

Chairman Sartor asked if there were any conflicts of interest or any ex parte communications.

Chairman Sartor said he sits on his HOA board that has connections with the applicant for the proposed development changes. It will not impact is judgement of the proposed project.

Cody Bird, Planning Director showed the location of the proposed rezone and replat and explained that it is existing with R-2 Residential Low Density zoning. It is proposed to be rezoned as R-3 Residential Medium Density along with the replat of the subdivision which will run concurrently. The reason for the changes is that we have updated the Land Use Code and the Zoning Map and this will achieve smaller lot sizes and narrow lot widths to accommodate an additional 58 more lots. The proposed project density is 3.72 dwelling units per acre that is consistent with the Comprehensive Plan recommendations for

Residential Low Density areas identified on the Future Land Use Map. Open spaces will have low-water native plants. The findings for approval are in the staff report in detail. Staff assessment is to rezone and replat the subdivision. This is a different way of looking at this area and rethinking having smaller lots. The reduction in lot size will allow more area to be dedicated for open space and utilize native vegetation that requires less irrigation water treated by the Town. The reduction in lot size will allow for more efficient use for the Town's water resources.

Commissioner Carman asked if the water concern was only for irrigation. Bird said more homes is also more indoor demand. But when a permit is pulled the builder must provide raw water. The Town can provide irrigation water, but we do not think it is appropriate use of Town water resources. Commissioner Carman also wanted to know how much the open space has increased from the original proposal. Bird did not have the exact numbers but said it is in the staff report and believes that it is about 4.5 acres of increase for the open areas.

Commissioner Chollet was interested in knowing what the minimum lot size is for R-2. Bird said it is 6,600 square feet for detached units.

Commissioner Whitehouse wanted to mention that the Town has been limiting building permits to about 100 a year and that the water and wastewater plants will be coming online around the time these lots would be ready and the development lots will be needed.

Commissioner Knaack wanted to know what the 53 more lots would do for impact fees. Bird said it will increase the revenue side but we also have to provide the town services that they are paying for.

Tom Dugan with SH Holding of Colorado shared maps of the existding plat and then he also shared the new proposed plat. The average lot size on the old plat is about 11,000 square feet and the average size of the lots on the new proposal is 6,500 square feet.

Commissioner Chollet wanted to know if the applicant had looked at lot sizes like 6,600 square feet. Dugan said it was based on what builders were interested in building their homes on. Commissioner Chollet asked if there would be more than one builder. Dugan said there were no contracts yet, but that DR Horton was interested.

Commissioner Moyer asked if there were going to be any road improvements. Dugan said that Ronald Reagan would be paved going east to the entry of the subdivision with sidewalks and curb and gutter. G.W. Bush Ave. would be paved to the east to the edge of the property line with the same improvements.

Commissioner Carman asked about Outlots A, B, and C. Dugan said they are not part of this plat. Bird said that Outlot C is not a change, as there is someone that has subsurface mineral rights. Dugan provided a letter that the developer received from the mineral interest holder saying that they did not object to the proposed plat.

Commissioner Carman asked how the 4.5 acres of open space came about. Dugan said it was the park interior as well as the backside of some of the lots that got smaller.

Commissioner Knaack asked if the property values would be higher or lower than what they have going now. Dugan said he estimates that they should not be lower. He believes

the homes will be in the \$500,000 range.

Commissioner Chollet asked who approves the builders. Dugan said that the developer Daren Roberson, approves the builders and does so in accordance with restrictive covenants and neighborhood standards.

Chairman Sartor opened the floor for public comment.

Nick Johnson thinks that the water issue is a moot point. He believes that there will be a negative impact on the current property values in the area. Other than profits he would like to know why it needs to change.

Bill Emery is concerned that the 211 more homes accessing only 2 roads to the frontage road and the already long backup to get on to I-25 is a mess and adding more cars won't help. Will they fix this. Also, will the drainage east of McClelland and Ronald Reagan get fixed?

Chris LaPole was wondering like Emery how it will look getting in and out of the neighborhood and if the Town will improve the interchange at I-25.

Tom Childers is worried since they are already reduced to water 2 days a week and traffic is already an issue about what that will look like in the future. Also did we design the new water and wastewater plant projects to accommodate all the growth.

Christy Wagner said the traffic is already bad. There is a lot of water that flows through the subdivision and with more homes there will be less places for the water to get soaked up naturally. Also, there is no fire department on the east side of the I-25 which is a huge concern especially if we will be adding more homes. She asked if the proposed pocket park have anything for the children?

Chairman Sartor said that this was everyone that had signed up to speak during the public comment but asked if there was anyone else who would like to speak. There were no further public comments.

Following the public comment Chairman Sartor allowed staff and the applicant to address any of the questions that they heard.

Bird addressed some of the items that he heard. The Town required a traffic impact study update for both the original proposal and the new one and there was not a requirement identified for any other roads to be improved. The existing development agreement contemplates improving Ronald Reagan Ave. and G.W. Bush Ave. . The I-25 interchange is something the Town has asked to be on CDOT's review. The drainage will be addressed with a U-shaped channel. The Town has to approve any changes to the plat. The new plants being built right now were sized for growth for the next 15-20 years. It is true that there is not currently a fire station on the east side. The fire department does have land on that side just south of Bomgaars. The increase in lots will have the same setbacks. There will be access to a park and to a trail system.

Commissioner Moyer said that this is a 4 to 6 year build out. Daren Roberson with SH Holding of Colorado LLC said it will depend on the market. He also said that the builders will do the landscaping of the front and side yards. Depending on the market, he sees this being about 60 homes per phase.

Commissioner Chollet asked if multi-family can be developed on this property. Bird said that multi-family cannot be developed on this lot configuration proposed with the replat. Commissioner Chollet also wanted to know who has the responsibility for the roads at the intersection located at the frontage roads. Bird said that would be the Town to work with CDOT. Development is responsible for the road improvements, but it is not just for one development's responsibility.

Commissioner Carman was interested in knowing what the average home cost will be. Roberson said that 2,500 square foot home for and 85,00 square foot lot would be the same as a 2,500 square foot home on a 54 wide lot. Same house just on a different lot size. The housing cost would be the same, it would be the land that would be different since there would be more land.

Commissioner Whitehouse mentioned that the Town did adopt a design guide for landscaping. Dugan said that is correct. He also said that the open spaces will have native plants to keep the water low.

Commissioner Whitehouse also asked about smart controls for the I-25 interchange. Bird said that adaptive controls at the lights are being looked at by CDOT. They are installed, but they are still needing adjustments to get them best dialed-in..

Chairman Sartor asked if the Commissioners had finished their discussion and asked if there was any motion.

Commissioner Chollet moved to forward a recommendation to the Board of Trustees to approve the rezone to R-3 Residential Medium Density District and the Preliminary Plat for Saddleback Subdivision First Replat.

Commissioner Whitehouse seconded the motion.

Yeas – Chollet, Moyer, Whitehouse, Sartor

Nays – Knaack, Carman

Motion carried

B. Amended Site Plan for Lot 4, Block 1, Wellington Business Center

Paul Whalen, Planner III gave a brief overview of the project. This property is in the southern part of town in the Light Industrial area. This is a for an amended site plan with minor changes. The changes proposed are adding 20 feet to the south side of the building to give them more square footage and adding a loading dock to the west side of the building. The landscaping will stay the same with the addition of a few evergreen trees to block the new loading dock. Lighting and parking will stay the same. The elevation will match the other buildings in the area and is the same as what was originally proposed. This project is consistent with the Comprehensive Plan and the intent stated in the Land Use Code.

Chairman Sartor was interested to know if the extra 20 feet would impact the circulation flow. Whalen that there was a truck turning radius done and it would not be an issue.

Commissioner Chollet wanted to know if it was the same owner for both lots. Whalen said that it was the same owner. Commissioner Chollet also wanted to double check that the cover of the loading dock wasn't over the lot line. Whalen said that even though it is the same owner, he has asked for a consent letter from applicant to owner saying it was ok so if the property was to sell it was recorded.

Commissioner Whitehouse asked if it was just one loading dock. Eric Larsen said that it is just one.

Eric Larsen, with Summit Partners said that there is only one area that is encroaching on the lot lines and that is the trash enclosures. Larsen mentioned that Whalen was correct in the traffic circulation that the fire trucks will be able to get through.

Commissioner Carman wanted to know if there were not any tenants, why a prompt for this particular design change. Larsen said that the building was to match the building to the east and all the buildings were increased. So, this was just updating the site plan to match the rest.

Chairman Sartor asked for a motion on the amended site plan.

Commissioner Moyer moved to approve the amended site plan for Lot 4, Block 1, Wellington Business Center, subject to staff report comments and Town Engineer approvals.

Motion seconded by Commissioner Carman.

Yeas – Chollet, Moyer, Knaack, Carman, Whitehouse, Sartor

Nays – None

Motion carried

6. COMMUNICATIONS

Bird mentioned that due to the Fourth of July holiday the next Planning Commission Meeting will be held on July 10th, 2023

7. ADJOURNMENT

Chairman Sartor adjourned the regular meeting at 8:55 PM.

Approved this _____ day of _____, 2023

Recording Secretary



Planning Commission Meeting

Date: July 10, 2023
Submitted By: Paul Whalen, Planner III
Subject: Site Plan Review - Lot 3, Block 1, Bonfire Subdivision, 2nd Filing (8761 Bonfire Drive)

EXECUTIVE SUMMARY

General Location:

8761 Bonfire Drive

Applicant/Agent:

Applicant: Streamline Crane

Agent: Precision Drafting, LLC

Reason for request:

- Approve the site plan for a new commercial crane service facility.

BACKGROUND / DISCUSSION

- The applicant is seeking approval for a site plan for Streamline Crane, a crane service business.
- The property is zoned LI – Light Industrial and is comprised of 1.98-acres. A crane service facility is not a use specifically listed in the Use Table of the Land Use Code. For proposed uses that are not listed, the Planning Director determines whether the use is permitted or not permitted (Section 4.01.2-B).
 - o The Planning Director determined that the proposed use has similar visual, traffic, environmental, parking, employment and other impacts as other uses permitted within the LI – Light Industrial District and is compatible with the definition of Industrial and Manufacturing, Light, including that a crane business is of a similar and no more objectionable character as other permitted uses.
- The facility complies with the 250-ft setback from residential, and garage doors do not face the public street which is consistent with the Use Specific Standards
- Outdoor storage is a permitted accessory use in the Light Industrial zone district with all storage areas fenced and screened from public view.

Site Plan Review:

1. Building Setbacks and dimensional standards: The proposed building does not encroach into required building setbacks. The building meets dimensional standards.

2. Easements: Proposed buildings and structures will not encroach into any platted or established easements. The applicant is coordinating with the easement holder of a gas pipeline easement (Sinclair Oil & Gas) for permissions to construct a fence and storage yard over the easement area.

3. Streets and Access: The site is adjacent to and accessed from Bonfire Drive which serves as the local road connecting to Sixth Street via Ember Avenue and Glow Avenue. There are two driveways proposed to



facilitate a one-way drive with parallel parking in front of the building and access to the equipment yard behind the building.

4. Pedestrian Connection: The Bonfire Subdivision was developed with private streets, and Glow, Bonfire and Ember streets do not have adjacent sidewalks. Sidewalks were not required when the subdivision was approved. The Planning Commission has given consideration to this in the past and has not required pedestrian connections to the individual sites due to no public sidewalks to connect.

5. Parking: Light Industrial uses are required to provide a minimum of 1 parking space per each 1,000 sq. ft. of gross floor area. The proposed building will consist of 10,500 sq. ft. of floor area, so (11) parking spaces are required. The applicant proposes (13) parking spaces, exceeding the requirement.

- **SIZE:** Parking spaces are required to comply with the minimum width and depth requirement (8 ft. x 24 ft.) for parallel parking spaces, Table 5.05.12-1. The drawing needs to be adjusted to show parking spaces that comply with these minimum dimensions.
- **BICYCLE RACK INFO:** A 2-space bicycle rack is proposed meeting this requirement.

6. Circulation Aisles: All two-way circulation aisles meet the minimum 24-ft. width requirement at the north and south entrance drives. The Wellington Fire Protection District (WFPD) has required a 20-ft. wide aisle for emergency access along the building front. The plans were updated to comply with the WFPD requirement.

7. ADA: ADA Standards for Accessible Design require accessible parking spaces based upon the total number of parking spaces provided on site. A minimum of (1) accessible parking spaces is required for every (25) parking spaces provided (1/25), and (1) must be van accessible. One van accessible parking space is provided.

- **LOCATION:** The proposed building is oriented north to south with the primary public entrance located at the south entry. The ADA space is centrally located and shown in the center of the parking area. The space is van accessible.
- **PATHWAY TO BUILDING OR CURBS:** The ADA parking space is required to have an ADA compliant accessible route to the building entrance. The applicant shall consider and update the drawings to identify the compliant route with applicable slopes, ramps, and pavement markings.
- The applicant or their designated agent shall ensure that all accessible parking spaces and routes meet the requirements of ADA standards including locations, widths, aisles, slopes, signage, and pavement markings. Sufficient details should be included and coordinated in the civil engineering and architectural plans, as provided.

8. Signage: Planning staff has requested approximate signage locations provided on the site for relationship coordination purposes only. The applicant has been informed signage is permitted through a separate Town application procedure.

- The applicant intends to return with signage specifications at a later time in a separate application.
- Staff requests to review all future submitted sign details (wall and monument sign) for this applicant administratively.

9. Site Lighting: A photometric plan was provided with the site plans as required.

- The Town's maximum illumination level at the property line or 20-FT beyond, is 0.1 footcandle. The submitted plan complies with the 0.1 maximum illumination.

- The Town has a minimum illumination level of 1.0 footcandle for parking areas and pedestrian paths. The parking and pedestrian areas along the east and west building elevation satisfies the minimal 1.0 footcandle illumination criteria.
- **LIGHTING DETAILS:** The applicant provided manufacturer cut-sheets with model specific details about the proposed light fixtures.
- The lighting package is consistent with Town exterior lighting standards and is complimentary to the overall architectural theme of the project.
- The developer of the subdivision did not install street lights along the private street. The Town has reviewed prior site plans and required site lighting at driveway entrances to adequately illuminate entrances and the private street. Pole lights are required to be added at the driveway entrances to illuminate the driveways and Bonfire Drive.

10. Landscape/Screening and Buffering: The applicant satisfies the minimum perimeter landscape required (8-FT) in the light industrial zone district by providing an (18-FT) landscaped perimeter buffer along Bonfire Drive.

- **Street Trees:** The town standard of (1) street tree is required for each 40 linear feet of street frontage for a minimum requirement of (6) trees. Four deciduous canopy trees and two coniferous trees are shown at a 40 ft. spacing along Bonfire Drive. (The applicant proposes (10) trees).
- **Shrubs:** One shrub is required for each 150 sq. ft. of landscaped area. The 4,209 SF of landscape area thus requires (30) shrubs. The applicant has provided (38) shrubs, meeting the town code requirement.
- **Parking Lot Trees/Shrubs/Screening:** Parking lots are required to provide trees in islands and shrubs for interior screening and buffering. There is not a substantial amount of parking in front of the building and adjacent to Bonfire Drive. The applicant proposes enhancing the perimeter landscape buffer with (2) additional trees and (8) additional shrubs to better screen the parking spaces from public view and satisfy the intent of the parking lot trees.
- **Other:**
 1. **SEPARATE TAP:** An irrigation plan was not provided however the required separate tap and meter for outdoor landscape irrigation will be enforced on subsequent revisions and submittals. Location and size of tap shall be indicated on the civil engineering and irrigation plans.
 2. **POTABLE WATER/XERIC CONFIRMATION:** The site uses potable water for landscaping. The landscape design firm has confirmed the plants provided have been specifically chosen as low-xeric water use efficient plants, shrubs, and trees to ensure long term health of plants, water conservation and financial savings for owner.

11. Drainage: The site is part of an industrial subdivision approved in 2014 and the subdivision is served by several regional drainage basins. An on-site drainage network conveys the stormwater to the basins. The applicant has provided civil grading and drainage plans for the site for staff reviews. The plans and report were evaluated and it was determined additional information would be required for Town approval. Any required site modifications to address Town staff review comments shall be addressed in a final drainage plan and report and submitted with the revised plans for final acceptance by the Town.

12. Utilities:

- **Town Utilities:** Water and sewer service line stubs were provided throughout the subdivision when the public infrastructure was installed. A 1-inch potable water tap, a 6-inch fire line, and a 4-inch sanitary sewer connection are proposed near the center of the building along Bonfire Drive and are

proposed to connect into existing public water and sanitary sewer service line stubs. The site plan approval is conditioned upon final review and approval by the Town Engineer.

- **Other Utilities:** The applicant is responsible for coordinating with private companies to ensure that all utilities are installed underground.
- **Fire District Review:** A 6-inch fire line ties into the building for interior fire protection. The Wellington Fire Protection District (WFPD) staff reviewed the site plans and offered minor comments, with a building plan review and permit issued by WFPD required prior to construction.

13. Architectural Design Standards: The Town's architectural design standards have been adequately satisfied. The building, a crane service and equipment maintenance facility with professional offices totals 10,500 sq. ft. of floor area.

- **MASSING/SCALE:** The building is a two-story metal panel construction with an architectural theme typical of an industrial warehouse and office. Human-scaled doors along the east facade allow public access into the structure. Entry doors and roll-up garage doors allow employee access along the west facade. A main floor office with a second story office mezzanine is located in the main lobby-public access area at the front entry. The color theme is earth-tone and coordinated to compliment the building architecture. The building access is clearly defined visible.
- **DESCRIPTION OF MATERIALS:** The building is proposed to be finished primarily with metal panels and architectural metal trim and accents. Other materials include metal entry canopies and manufactured stone wainscot walls at the entries.
- **SCREENING OF MECHANICAL EQUIPMENT AND ROOFTOP UNITS:** Consistent with the existing developments, all mechanical equipment and rooftop units shall be screened from public views.
- **DUMPSTER SCREENING:** The trash dumpster will be enclosed within a 6 ft. tall dumpster enclosure on the south side of the building near the service area entry gate. Materials and character of the enclosure will match the building as required and is gated appropriately.

14. Corrected Plans: Following the Planning Commission hearing and possible approval, the applicant will be required to revise the site plan documents to incorporate all corrections, comments and/or conditions, including Town engineering review of the civil plans, and submit revised copies to the Town.

- Revisions to the site plan shall be clouded, and a written response listing all changes shall be provided, noting which comment each response is addressing.
- All drawings and plans must be coordinated so there is not differing information on the civil and architectural plans.
- 2 full size, 2 half size, and electronic submission of accepted site plans must be submitted to the Town's Planning Department prior to receiving building permit.
- Building plans will not be reviewed or permits issued until revised plans are accepted by the Town.

STAFF RECOMMENDATION

- Move to approve the site development plans for Lot 3, Block 1, Bonfire Subdivision, 2nd Filing, subject to staff comments and final engineering plan acceptance.

ATTACHMENTS

1. Presentation Slides



2. Location Map
3. Site Plans
4. Photometric Plans

LOT 3, BLOCK 1, BONFIRE SUBDIVISION

SITE PLAN:

8761 Bonfire Drive

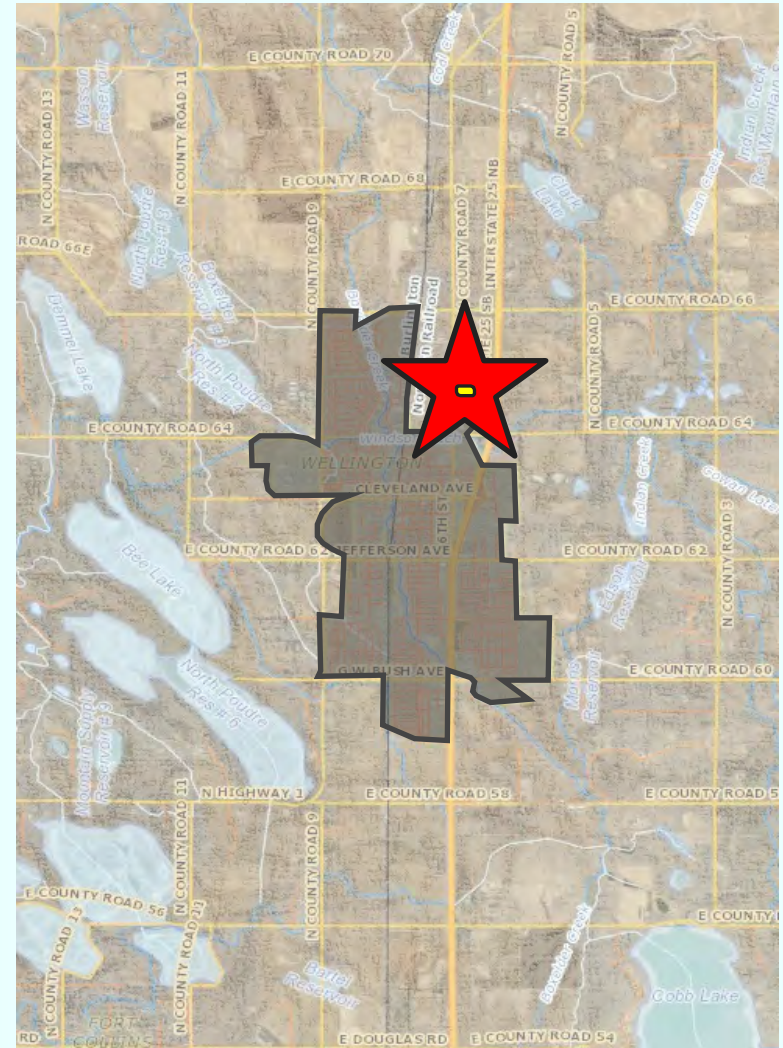
Applicant:
Streamline Crane Services

Agent:
Precision Drafting, LLC

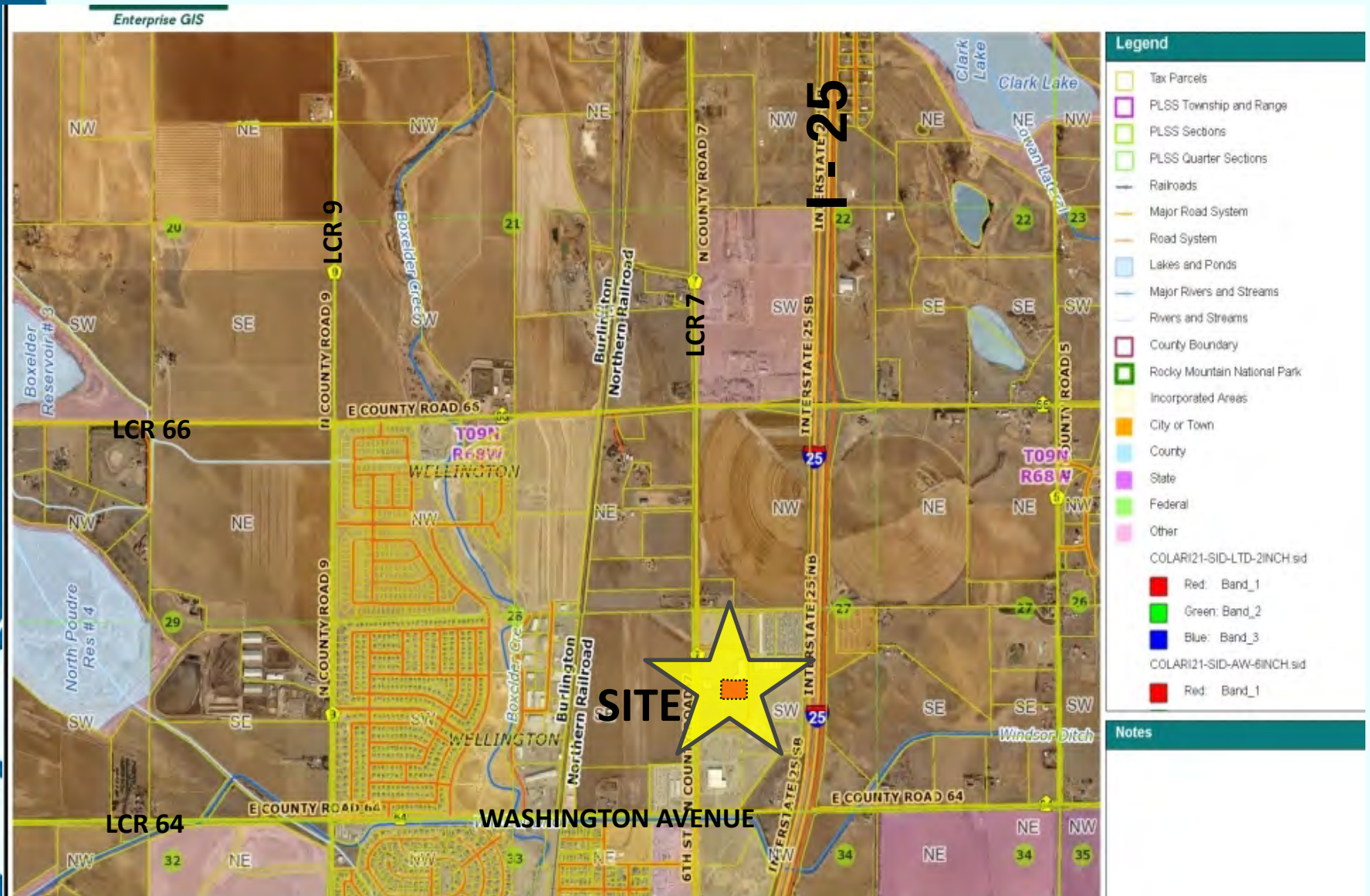


Approval for a Site Plan in the Light Industrial Zone District

Located in the northeast region of the Town.



THE LOCATION:



THE SITE:

- Property is zoned LI - Light Industrial
- 1.98 acres
- AWC Frac Technology to north
- Vessey Funeral Home and drainage basin to west
- Undeveloped Lot 1 & 2 south and west of site

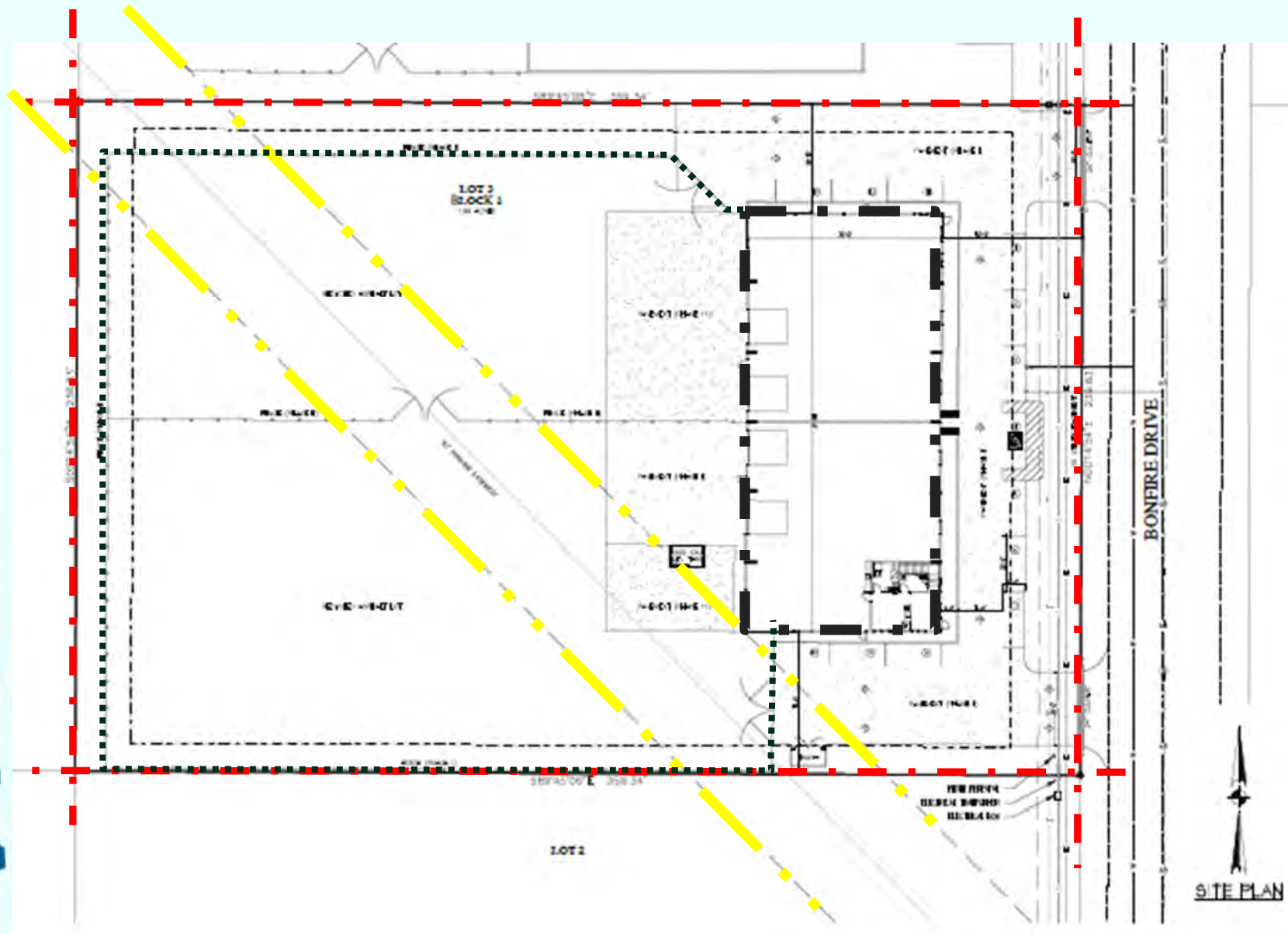


PROJECT CONTEXT:

- Plat for Bonfire Subdivision, 2nd Filing approved December 22, 2015.
- Drainage pond (dry) located west of site.
- Vessey Funeral Home adjacent to west of Streamline Crane site.
- AWC Frac Technology adjacent to north of Streamline Crane Site.
- 50-FT Sinclair Oil & Gas Easement.



PROPOSED SITE PLAN:



ARCHITECTURAL ELEVATIONS:



EAST ELEVATION
1/4" = 1'-0"

Electrical Schedule			
Symbol	Picture	Letters	Location
EE1	1.0 (10-01) SEE 10011-1	EE1	10'-0" W. 10'-0" S.
EE2	1.0 (10-01) SEE 10011-1	EE2	10'-0" W. 10'-0" S.
EE3	1.0 (10-01) SEE 10011-1	EE3	10'-0" W. 10'-0" S.



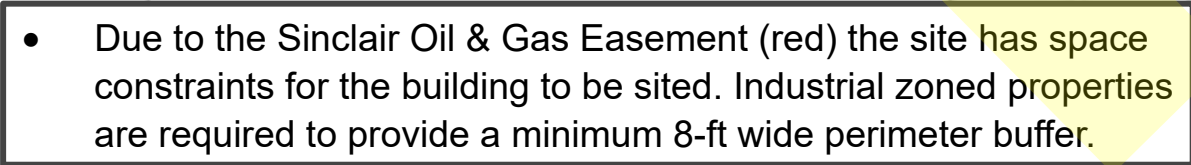
NORTH ELEVATION
1/4" = 1'-0"



SOUTH ELEVATION
1/4" = 1'-0"



WEST ELEVATION
1/4" = 1'-0"



PHOTOMETRIC PLAN:

[illegible][illegible]

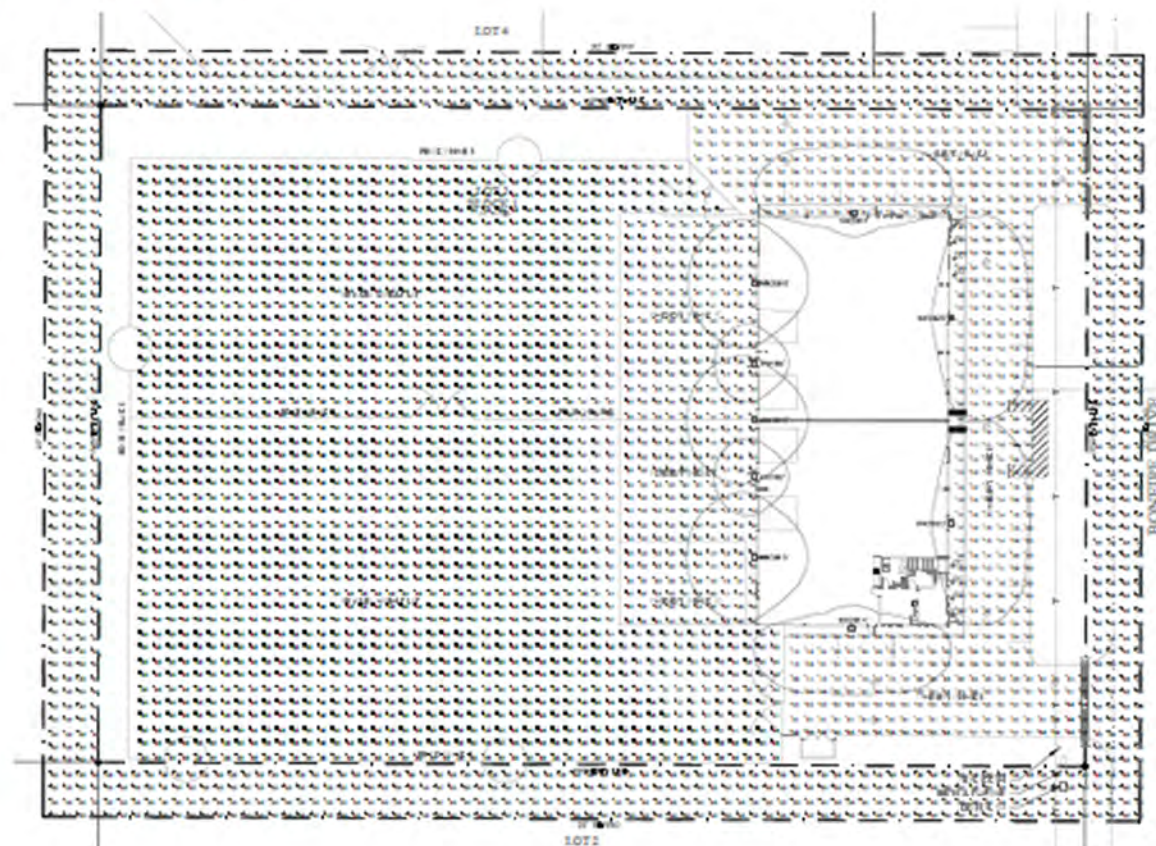
LIGHTING NOTES

110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

Variable	Normal	Adj	SE	t	Pr > t	Lower	Upper
Intercept		0.000	0.000	0.000	1.000	0.000	0.000
Age	-0.001	-0.001	0.000	-0.001	0.999	-0.001	0.000
Age Squared	0.000	0.000	0.000	0.000	0.999	0.000	0.000
Gender	0.000	0.000	0.000	0.000	0.999	0.000	0.000
Constant	0.000	0.000	0.000	0.000	0.999	0.000	0.000

Data table										
Symbol	Label	Locality	Accession	Accession number	Description	Year	Number of samples	Genotype	Number of reads	Number of variants
	CC	1	2010-01-01	2010-01-01	2010-01-01, 2010-01-01, 2010-01-01	2010	1	2010-01-01, 2010-01-01, 2010-01-01	100	1
	00001	2	2010-01-01	2010-01-01	2010-01-01, 2010-01-01, 2010-01-01	2010	1	2010-01-01, 2010-01-01, 2010-01-01	100	1
	00002	3	2010-01-01	2010-01-01	2010-01-01, 2010-01-01, 2010-01-01	2010	1	2010-01-01, 2010-01-01, 2010-01-01	100	1
	00003	4	2010-01-01	2010-01-01	2010-01-01, 2010-01-01, 2010-01-01	2010	1	2010-01-01, 2010-01-01, 2010-01-01	100	1



 SITE PHOTOMETRIC PLAN
10.18 17. 20

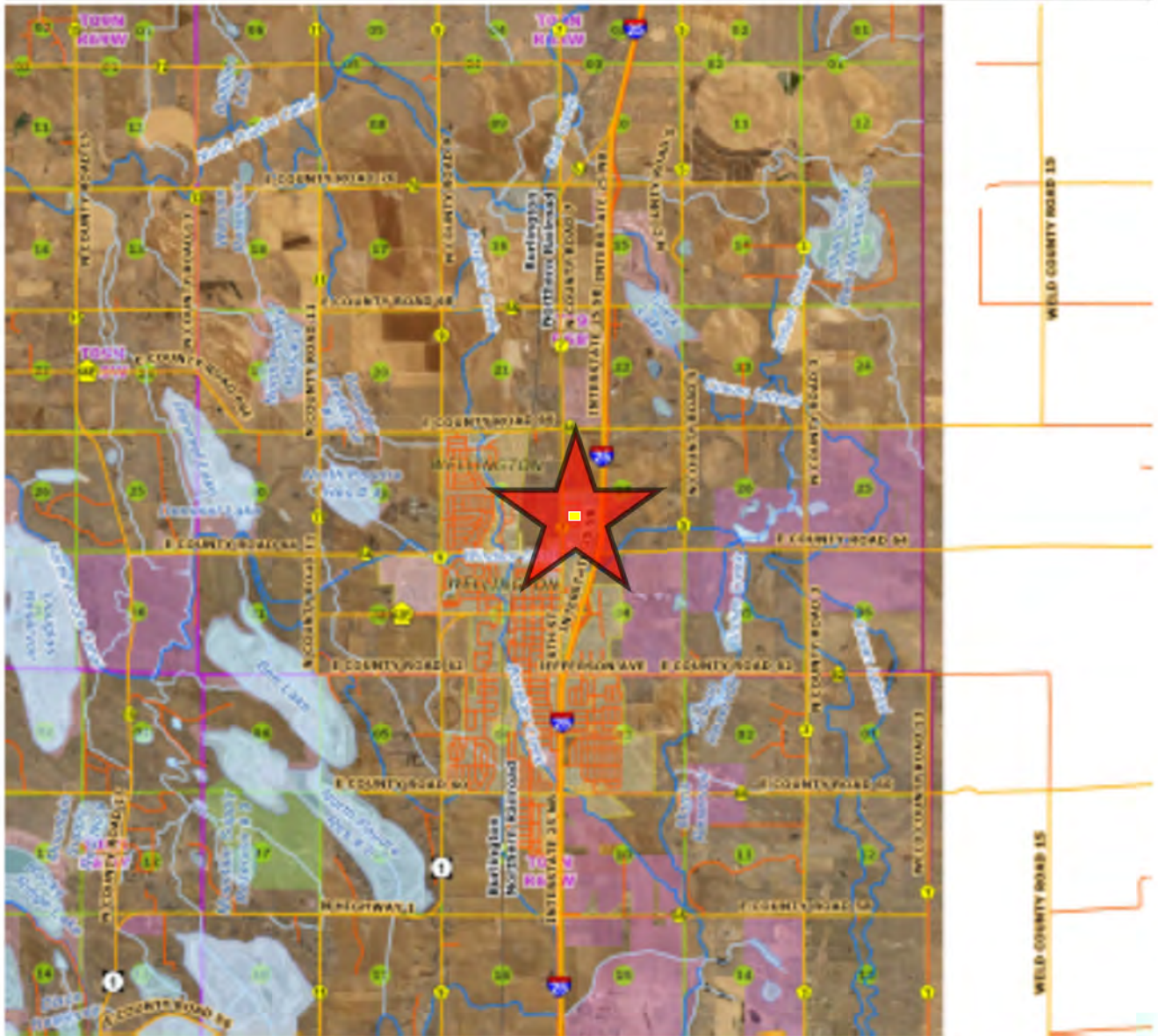
FINDINGS FOR APPROVAL & STAFF SUMMARY:

2.12.3 Findings for Approval.

- A. The site plan is consistent with the Comprehensive Plan and the intent stated in this Land Use Code. (The proposal is consistent with applicable Land Use Code and Comp Plan Policies and Goals and is a continuation of the Bonfire Industrial subdivision development pattern).
- B. The lot size and lot dimensions are consistent with what is shown on the approved final plat. (The lot size and dimensions are consistent with the platted lot as indicated on the Bonfire Subdivision 2nd Filing Plat).
- C. No buildings or structures infringe on any easements. (The building is sited to avoid the Sinclair Oil & Gas Easement; the applicant is coordinating the storage yard use with Sinclair for storage uses over the easement).
- D. The proposed site grading is consistent with the requirements of any applicable adopted storm drainage criteria or master drainage plans. (Lot 3, Block 1 is part of the Bonfire Subdivision, 2nd Filing with the impervious area run-off calculated into the regional basin volume at the time of subdivision).
- E. The density and dimensions shown conform with Article 4 of this Code or the approved PUD requirements. (Project scale and character is consistent with the existing and envisioned development pattern).
- F. The applicable Development Standards have been adequately addressed and the proposed improvements conform with Article 5 of this Code. (The intent of Article 5 Design Standards has been satisfied).



STREAMLINE CRANE VICINITY MAP:



Legend		Notes
— Railroads	PLM Territory and Range	
— Major Road System	PLM Section	
— Road System	City or Town	
— Lakes and Ponds	County	
— Major Rivers and Streams	State	
	Green_Road_1	
	Blue_Road_1	
	COLORADO ARMY RESERVE	
	Red_Road_1	
	Green_Road_2	

0.5 0 0.5 Miles

Scale

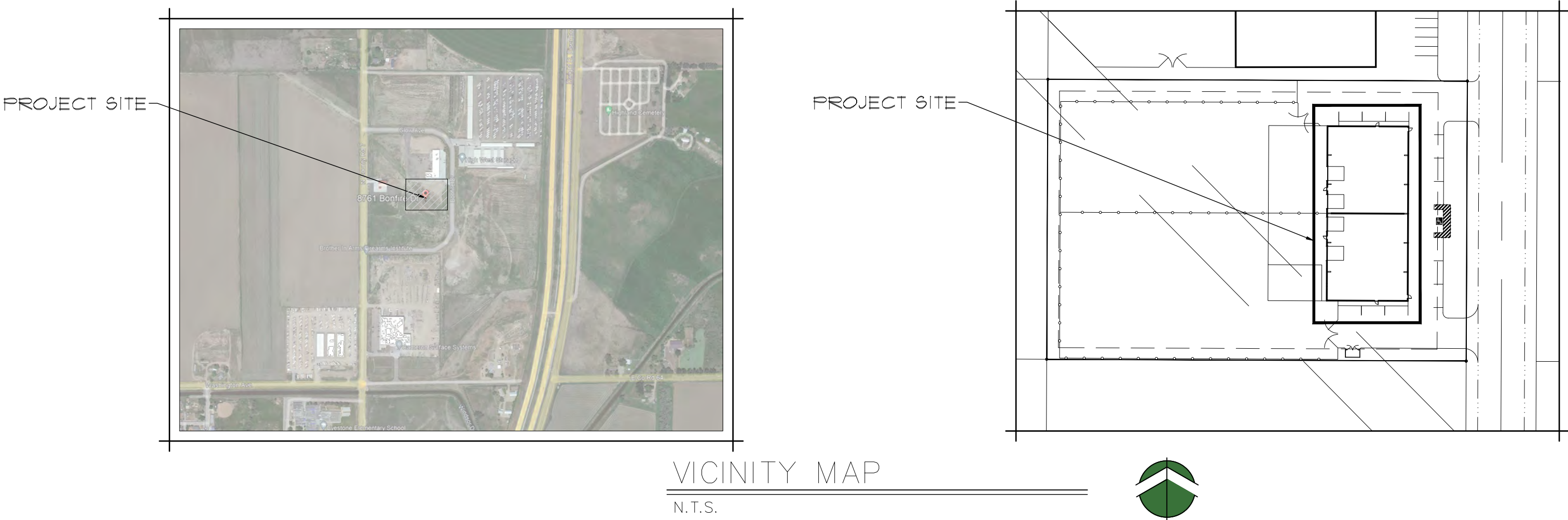
1: 72,000

Date Prepared: 6/26/2023 11:48:17 AM

This map was created by Larimer County GIS using data from multiple sources for internal purposes only. This map may not reflect recent updates prior to the date of printing. Larimer County makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content represented.

LOT 3, BLOCK 1, BONFIRE SUBDIVISION
SECOND FILING, WELLINGTON, COLORADO

8761 BONFIRE DRIVE
WELLINGTON, COLORADO
JUNE 14, 2023



BC STEEL BUILDINGS

PANEL + TRIM COLORS

BCSTEEL.COM

SILICONIZED POLYESTER COLOR SELECTION

KYNAR COLOR SELECTION

CHARCOAL GRAY, POLAR WHITE, CLASSIC GREEN, BROWNSTONE, LIGHT STONE, FERN GREEN, MEDIUM BRONZE, ALMOND, COAL BLACK, ASH GRAY, SNOW WHITE, TUNDRA, BURNISHED SLATE, RUSTIC RED, HARBOR BLUE, SLATE GRAY, HAWAIIAN BLUE

Final Color Selections Should Be Made From Actual Color Chips
• Trim available in all colors
• Balustrades also available



STONE PATTERN AND COLOR

SITE DATA

ZONING	LI-LIGHT INDUSTRIAL
ADJACENT USE	LI-LIGHT INDUSTRIAL
SITE AREA	86,180 SF/1.98 ACRES
SET BACKS	
FRONT	25'
SIDE	10'
REAR	20'

BUILDING DATA

TOTAL BUILDING AREA	10,500 SF
OFFICE AREA (MAIN)	633 SF
OFFICE AREA (SECOND)	633 SF
WAREHOUSE AREA	9,867 SF
BUILDING HEIGHT	MAX. 26'
NUMBER OF STORIES	2 STORIES

LAND USE DATA

BUILDING FOOTPRINT	10,500 SF	12%
IMPERVIOUS SURFACES	21,864 SF	25%
PERVIOUS SURFACES	49,607 SF	58%
LANDSCAPE AREA	4,209 SF	5%
TOTAL AREA	86,180 SF	100%

PARKING DATA

BUILDING AREA	10,500 SF
PARKING SPOTS REQUIRED	11 (1 SPACE/1000 sf)
PARKING SPOTS PROVIDED	13
ADA SPACES REQUIRED	1

DIRECTORY

OWNER
STREAMLINE CRANE SERVICE, LLC
MARK POLLACEK
2508 ZURICH DRIVE
FORT COLLINS, COLORADO 80524
970-689-2003

DESIGNER
PRECISION DRAFTING LLC
WYATT M. KNUTSON
3376 MAMMOTH COURT
WELLINGTON, COLORADO 80549
970-568-0799

STRUCTURAL ENGINEER
CTL THOMPSON, INC.
WYATT M. KNUTSON
1103 OLD TOWN LANE, SUITE 1B
CHEYENNE, WYOMING 82009
307-426-4183

MECHANICAL ENGINEER
INTEGRATED MECHANICAL, LLC
JOSH MILLER
223 LINDEN STREET, SUITE 204
FORT COLLINS, COLORADO 80524
970-556-0570

ELECTRICAL ENGINEER
ELECTRICON
LARRY SMITH
37127 CULLISON RIDGE ROAD
SEVERANCE, COLORADO 80550
970-686-1004

INDEX

CS	COVER SHEET
0.1	TOWN OF WELLINGTON-GENERAL NOTES
0.2	TOWN OF WELLINGTON-DETAILS
2.0	EXTERIOR ELEVATIONS
2.1	EXTERIOR RENDERINGS
SITE	SITE PLAN
UTIL	UTILITY PLAN
GRAD	GRADING PLAN
LAND	LANDSCAPE PLAN

TOWN OF WELLINGTON
DRAWING APPROVAL

REVIEW IS FOR GENERAL COMPLIANCE WITH
TOWN STANDARDS. NO RESPONSIBILITY IS
ASSUMED FOR CORRECTNESS OF DESIGN.

DATE _____ BY _____ TOWN ENGINEER
DATE _____ BY _____ PUBLIC WORKS DIRECTOR

PROJECT TITLE:
CORE AND SHELL/TENANT FINISH
8761 BONFIRE DRIVE
LOT 3, BLOCK 1, BONFIRE
SUBDIVISION SECOND FILING
WELLINGTON, COLORADO

BUILDER:
STREAMLINE CRANE
SERVICE, LLC

DESIGNER:
PRECISION DRAFTING LLC
3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549
PHONE: (970) 568-0799 FAX: (970) 568-9575
EMAIL: predes@hotmail.com

REVISIONS:

SCALE:
N.T.S.

Drawn _____ W.M.K.

DATE:
JANUARY, 2023

FILE NAME:
STREAMLINE

PROJECT NUMBER:
1351-01-23

SHEET
NO.
CS

TOWN OF WELLINGTON GENERAL NOTES:

GENERAL NOTES

- ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE TOWN OF WELLINGTON (TOWN) STANDARDS AND SPECIFICATIONS (STANDARDS) AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE MOST RESTRICTIVE STANDARD SHALL APPLY.
- ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
- ALL WORK SHALL BE INSPECTED AND APPROVED BY THE TOWN. THE DEVELOPER SHALL PROVIDE THE TOWN A MINIMUM OF 24-HOURS NOTICE IN ADVANCE OF ANY CONSTRUCTION.
 - IF THE TOWN IS NOT AVAILABLE AFTER PROPER NOTICE OF THE CONSTRUCTION ACTIVITY HAS BEEN PROVIDED (SEE GENERAL NOTE 3), THE DEVELOPER MAY COMMENCE WORK IN THE TOWN'S ABSENCE. HOWEVER, THE TOWN RESERVES THE RIGHT NOT TO ACCEPT THE IMPROVEMENT IF SUBSEQUENT TESTING REVEALS AN IMPROPER INSTALLATION.
- THESE PUBLIC IMPROVEMENT CONSTRUCTION PLANS SHALL BE VALID FOR A PERIOD OF THREE (3) YEARS FROM THE DATE OF APPROVAL BY THE TOWN. USE OF THESE PLANS AFTER THE EXPIRATION DATE WILL REQUIRE A NEW REVIEW AND APPROVAL PROCESS BY THE TOWN PRIOR TO COMMENCEMENT OF ANY WORK SHOWN IN THESE PLANS.
- THE ENGINEER WHO HAS PREPARED THESE PLANS, BY EXECUTION AND OR SEAL HEREOF, DOES HEREBY AFFIRM RESPONSIBILITY TO THE TOWN, AS BENEFICIARY OF SAID ENGINEER'S WORK, FOR ANY ERRORS AND OMISSIONS CONTAINED IN THESE PLANS, AND APPROVAL OF THESE PLANS BY THE TOWN SHALL NOT RELIEVE THE ENGINEER WHO HAS PREPARED THESE PLANS OF ALL SUCH RESPONSIBILITY. FURTHER, TO THE EXTENT PERMITTED BY LAW, THE ENGINEER HEREBY AGREES TO HOLD HARMLESS AND INDEMNIFY THE TOWN, AND ITS OFFICERS AND EMPLOYEES, FROM AND AGAINST ALL LIABILITIES, CLAIMS, AND DEMANDS WHICH MAY ARISE FROM ANY ERRORS AND OMISSIONS CONTAINED IN THESE PLANS.
- ALL SANITARY SEWER, STORM SEWER, AND WATER LINE CONSTRUCTION, AS WELL AS POWER AND OTHER "DRY" UTILITY INSTALLATIONS, SHALL CONFORM TO THE TOWN STANDARDS CURRENT AT THE TIME OF CONSTRUCTION.
- THE TYPE, SIZE, LOCATION, AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THE PLANS. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK BEFORE COMMENCING NEW CONSTRUCTION.
 - THE DEVELOPER SHALL BE RESPONSIBLE FOR UNKNOWN UNDERGROUND UTILITIES IF ENCOUNTERED. THE DEVELOPER SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES DURING CONSTRUCTION AND FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS REQUIRED.
 - THE DEVELOPER SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 1-800-422-1967, AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED.
 - OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH IRRIGATION COMPANY) ARE TO BE LOCATED BY CONTACTING THE REPRESENTATIVE.
 - UTILITY SERVICE LATERALS ARE ALSO TO BE LOCATED PRIOR TO BEGINNING EXCAVATION OR GRADING.
 - IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.
- EXISTING OVERHEAD UTILITIES ALONG THE ENTIRE PERIMETER OF THE PROPERTY OR WITHIN THE PROJECT SITE SHALL BE UNDERGROUND UNLESS OTHERWISE AGREED IN WRITING BY THE TOWN.
- IF A CONFLICT EXISTS BETWEEN EXISTING AND PROPOSED UTILITIES AND/OR A DESIGN MODIFICATION IS REQUIRED, THE DEVELOPER SHALL COORDINATE WITH THE TOWN TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE TOWN PRIOR TO BEGINNING CONSTRUCTION OF MODIFICATIONS.
- THE DEVELOPER SHALL COORDINATE AND COOPERATE WITH THE TOWN, AND ALL UTILITY COMPANIES INVOLVED, TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. THE DEVELOPER SHALL BE RESPONSIBLE FOR CONTACTING, IN ADVANCE, ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE AS WELL AS THE UTILITY COMPANIES.
- A STATE CONSTRUCTION DOWATERING WASTEWATER DISCHARGE PERMIT IS REQUIRED IF DOWATERING IS REQUIRED TO INSTALL UTILITIES OR IF WATER IS DISCHARGED INTO A STORM SEWER, CHANNEL, IRRIGATION DITCH OR ANY WATERS OF THE UNITED STATES.
- THE DEVELOPER SHALL COMPLY WITH ALL TERMS AND CONDITIONS OF THE COLORADO PERMIT FOR STORM WATER DISCHARGE (CONTACT COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, WATER QUALITY CONTROL DIVISION, (303) 462-3590)
- THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM ALL APPLICABLE AGENCIES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING SOILS TESTS WITHIN THE PUBLIC RIGHT-OF-WAY AFTER RIGHT OF WAY GRADING AND ALL UTILITY TRENCH WORK IS COMPLETE AND PRIOR TO THE PLACEMENT OF CURB, GUTTER, SIDEWALK, AND PAVEMENT. IF THE FINAL SOILS PAVEMENT DESIGN REPORT DOES NOT CORRESPOND WITH THE RESULTS OF THE ORIGINAL GEOTECHNICAL REPORT, THE DEVELOPER SHALL BE RESPONSIBLE FOR A RE-DESIGN OF THE SUBJECT PAVEMENT SECTION. REGARDLESS OF THE OPTION USED, A COLORADO LICENSED PROFESSIONAL ENGINEER SHALL PREPARE ALL FINAL SOILS PAVEMENT DESIGN REPORTS. THE FINAL REPORT SHALL BE SUBMITTED TO THE TOWN ENGINEER A MINIMUM OF 10 WORKING DAYS PRIOR TO PLACEMENT OF BASE AND ASPHALT. PLACEMENT OF CURB, GUTTER, SIDEWALK, BASE AND ASPHALT SHALL NOT OCCUR UNTIL THE TOWN APPROVES THE FINAL REPORT.
- ALL UTILITY INSTALLATIONS WITHIN OR ACROSS THE ROADBED OF NEW TOWN ROADS MUST BE COMPLETED PRIOR TO THE FINAL STAGES OF ROAD CONSTRUCTION. FOR THE PURPOSES OF THESE STANDARDS, ANY WORK ABOVE THE SUBGRADE IS CONSIDERED FINAL STAGE WORK. ALL SERVICE LINES MUST BE STUBBED TO THE PROPERTY LINES AND MARKED TO REDUCE THE EXCAVATION NECESSARY FOR BUILDING CONNECTIONS.
- THE DEVELOPER SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY. REFER TO THE MOST RECENT OSHA PUBLICATION FOR EXCAVATING AND TRENCHING.
- THE DEVELOPER SHALL SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH M.U.T.C.D., TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY. (THE TOWN, LARIMER COUNTY, OR CDOT), FOR APPROVAL. PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN OR AFFECTING THE RIGHT-OF-WAY. THE DEVELOPER SHALL BE RESPONSIBLE FOR PROVIDING ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
- PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION THAT WILL AFFECT TRAFFIC SIGN(S) OF ANY TYPE, THE CONTRACTOR SHALL CONTACT THE TOWN, WHO WILL TEMPORARILY REMOVE OR RELOCATE THE SIGN(S) AT NO COST TO THE CONTRACTOR; HOWEVER, IF THE CONTRACTOR MOVES THE TRAFFIC SIGN(S) THEN THE CONTRACTOR WILL BE CHARGED FOR THE LABOR, MATERIALS, AND EQUIPMENT TO REINSTALL THE SIGN AS NEEDED.
- THE DEVELOPER IS RESPONSIBLE FOR ALL COSTS FOR THE INITIAL INSTALLATION OF TRAFFIC SIGNING AND STRIPING FOR THE DEVELOPMENT RELATED TO THE DEVELOPMENT'S LOCAL STREET OPERATIONS. IN ADDITION, THE DEVELOPER IS RESPONSIBLE FOR ALL COSTS FOR TRAFFIC SIGNING AND STRIPING RELATED TO DIRECTING TRAFFIC ACCESS TO AND FROM THE DEVELOPMENT.
- THERE SHALL BE NO SITE CONSTRUCTION ACTIVITIES ON SATURDAYS, SUNDAYS, OR HOLIDAY, UNLESS THERE IS PRIOR WRITTEN APPROVAL BY THE TOWN.
- THE DEVELOPER IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS, SHOWN ON THESE PLANS, OR DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED, UNLESS SPECIFICALLY NOTED OTHERWISE AND APPROVED BY THE TOWN.
- DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY PLANS. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE OWNERS ENGINEER FOR CLARIFICATION, AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD PLANS.
- THE DEVELOPER SHALL ALWAYS HAVE ONSITE, ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE STANDARDS, AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB.
- IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE DEVELOPER SHALL CONTACT THE TOWN IMMEDIATELY.
- THE DEVELOPER AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD PLANS KEPT ON THE CONSTRUCTION SITE, AND AVAILABLE TO THE TOWN AT ALL TIMES. UPON COMPLETION OF THE WORK, THE DEVELOPER SHALL HAVE THEIR ENGINEER TRANSFER FIELD INFORMATION TO A FINAL SET OF PLANS AND SHALL SUBMIT THE RECORD PLANS TO THE TOWN IN BOTH ELECTRONIC AND HARDCOPY FORMATS.
- THE ENGINEER SHALL PROVIDE, IN THIS LOCATION ON THE PLAN, THE LOCATION AND DESCRIPTION OF THE NEAREST SURVEY BENCHMARK (3) FOR THE PROJECT AS WELL AS THE BASIS OF BEARINGS TIED TO THREE (3) CONTROL POINTS. THE INFORMATION SHALL BE AS FOLLOWS:

BENCHMARK 1: NAD 83(1984) POSITION - 40 42 36(N) 105 01 10(W) NAVD 88 ORTHO HEIGHT - 1591.426 (meters) 5221.20 (feet)

BENCHMARK 2: NAVD 88 ORTHO HEIGHT - 1646.2 (meters) 5401. (feet) GPS OBS

BENCHMARK 3: NAD 83(1984) POSITION- 40 42 42(N) 104 55 17(W) NAVD 88 ORTHO HEIGHT - 1677.915 (meters) 5504.96 (feet) ADJUSTED

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE RECORD BEARING OF NORTH 89°56'42" EAST ON THE NORTH LINE OF LOT 3 AND LOT 6, BLOCK 1, BONFIRE SUBDIVISION SECOND FILING AS MONUMENTED BY A FOUND 1/2" REBAR WITH PLASTIC CAP STAMPED L5 37657 AT THE NORTHWEST CORNER OF LOT 6, BLOCK 1 AND A FOUND 1/2" REBAR WITH PLASTIC CAP, STAMPED L5 37657 AT THE NORTHEAST CORNER OF LOT 3, BLOCK 1.

CONTROL POINT 1: Northeast corner of Lot 3, Block 1, Bonfire Subdivision Second Filing. Found 1/2" Rebar with yellow plastic cap marked L5 37657.

CONTROL POINT 2: Northwest corner of Lot 6, Block 1, Bonfire Subdivision Second Filing. Found 1/2" Rebar with yellow plastic cap marked L5 37657.

CONTROL POINT 3: Southwest corner of Lot 3, Block 1, Bonfire Subdivision Second Filing. Found 1/2" Rebar with yellow plastic cap marked L5 37657.
- DAMAGED CURB, GUTTER, AND SIDEWALK WITHIN THE PROJECT WORK AREA EXISTING PRIOR TO CONSTRUCTION SHALL BE REPLACED OR RESTORED AS DIRECTED BY THE TOWN. EXISTING FENCES, TREES, STREETS, SIDEWALKS, CURBS AND GUTTERS, LANDSCAPING, IRRIGATION SYSTEMS, AND IMPROVEMENTS DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT, SHALL BE REPLACED, OR RESTORED IN LIKE KIND AT THE DEVELOPER'S EXPENSE, UNLESS OTHERWISE INDICATED ON THESE PLANS AND APPROVED BY THE TOWN, PRIOR TO THE ACCEPTANCE OF COMPLETED IMPROVEMENTS.
- UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION, OR TO THE GRADES AND CONDITION AS REQUIRED BY THESE PLANS.
- THE TOWN SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF ROADWAY AND APPURTENANT IMPROVEMENTS, INCLUDING STORM DRAINAGE STRUCTURES AND PIPES, FOR THE FOLLOWING PRIVATE STREETS INCLUDING ALL PANS AND STORM SEWER LOCATED ON SITE.
 - NOT APPLICABLE
- APPROVED VARIANCES ARE LISTED AS FOLLOWS:
 - NOT APPLICABLE
- ALL RECOMMENDATIONS OF THE FINAL DRAINAGE REPORT FOR BONFIRE SUBDIVISION SECOND FILING DATED MARCH 4, 2016 BY AVI, P.C., SHALL BE FOLLOWED AND IMPLEMENTED.
- THE TOWN SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF STORM DRAINAGE FACILITIES LOCATED ON PRIVATE PROPERTY. MAINTENANCE OF ONSITE DRAINAGE FACILITIES SHALL BE THE

RESPONSIBILITY OF THE PROPERTY OWNER(S).

33.PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE TOWN, CERTIFICATION OF THE DRAINAGE FACILITIES BY A COLORADO REGISTERED ENGINEER MUST BE SUBMITTED TO AND APPROVED BY THE TOWN. CERTIFICATION SHALL BE SUBMITTED TO THE TOWN AT LEAST TWO (2) WEEKS PRIOR TO THE RELEASE OF A CERTIFICATE OF OCCUPANCY.

34.AFTER ACCEPTANCE BY THE TOWN, PUBLIC IMPROVEMENTS DEPICTED IN THESE PLANS SHALL BE GUARANTEED TO BE FREE FROM MATERIAL AND WORKMANSHIP DEFECTS FOR A MINIMUM PERIOD OF TWO (2) YEARS FROM THE DATE OF CONSTRUCTION ACCEPTANCE.

CONSTRUCTION NOTES

GRADING AND EROSION CONTROL NOTES

- THE TOWN MUST BE NOTIFIED AT LEAST TWENTY-FOUR (24) HOURS PRIOR TO ANY CONSTRUCTION ON THE SITE.
- THERE SHALL BE NO EARTH-DISTURBING ACTIVITY OUTSIDE THE LIMITS DESIGNATED ON THE ACCEPTED PLANS.
- TEMPORARY EROSION CONTROL DURING CONSTRUCTION SHALL BE PROVIDED AS SHOWN ON THE EROSION CONTROL PLAN. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE DEVELOPER, UNTIL THE ENTIRE DISTURBED AREAS ARE STABILIZED WITH HARD SURFACE OR LANDSCAPING.
- THE DEVELOPER SHALL BE RESPONSIBLE FOR INSURING THAT NO MUD OR DEBRIS SHALL BE TRACKED ONTO THE EXISTING PUBLIC STREET SYSTEM. MUD AND DEBRIS MUST BE REMOVED WITHIN TWENTY-FOUR (24) HOURS BY AN APPROPRIATE MECHANICAL METHOD (I.E. MACHINE BROOM SWEEP, LIGHT DUTY FRONT-END LOADER, ETC.) OR AS APPROVED BY THE TOWN.
- ALL REQUIRED PERIMETER SILT AND CONSTRUCTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITY (STOCKPILING, STRIPPING, GRADING, ETC.). ALL OTHER REQUIRED EROSION CONTROL MEASURES SHALL BE INSTALLED AT THE APPROPRIATE TIME IN THE CONSTRUCTION SEQUENCE AS INDICATED IN THE APPROVED PROJECT SCHEDULE, CONSTRUCTION PLANS, AND EROSION CONTROL REPORT.
- AT ALL TIMES DURING CONSTRUCTION, THE DEVELOPER SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING ON-SITE EROSION INCLUDING KEEPING THE PROPERTY SUFFICIENTLY WATERED TO MINIMIZE WIND-BLOWN SEDIMENT. THE DEVELOPER SHALL ALSO BE RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL EROSION CONTROL FACILITIES SHOWN HEREIN.
- PRE-DISTURBANCE VEGETATION SHALL BE PROTECTED AND RETAINED WHEREVER POSSIBLE. REMOVAL OR DISTURBANCE OF EXISTING VEGETATION SHALL BE LIMITED TO THE AREA(S) REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATIONS, AND FOR THE SHORTEST PRACTICAL TIME.
- ALL SOILS EXPOSED DURING LAND DISTURBING ACTIVITY (STRIPPING, GRADING, UTILITY INSTALLATIONS, STOCKPILING, FILLING, ETC.) SHALL BE KEPT IN A ROUGHENED CONDITION BY RIPPING OR DISKING ALONG LAND CONTOURS UNTIL MULCH, VEGETATION, OR OTHER PERMANENT EROSION CONTROL BEST MANAGEMENT PRACTICES (BMP) ARE INSTALLED. NO SOILS IN AREAS OUTSIDE PROJECT STREET RIGHTS-OF-WAY SHALL REMAIN EXPOSED BY LAND DISTURBING ACTIVITY FOR MORE THAN THIRTY (30) DAYS BEFORE REQUIRED TEMPORARY OR PERMANENT EROSION CONTROL (E.G. SEED MULCH, LANDSCAPING, ETC.) IS INSTALLED, UNLESS OTHERWISE APPROVED BY THE TOWN.
- TO MINIMIZE EROSION POTENTIAL, ALL TEMPORARY (STRUCTURAL) EROSION CONTROL MEASURES SHALL:
 - BE INSPECTED AT A MINIMUM OF ONCE EVERY TWO (2) WEEKS AND AFTER EACH SIGNIFICANT STORM EVENT AND REPAIRED OR RECONSTRUCTED AS NECESSARY TO ENSURE THE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION.
 - REMAIN IN PLACE UNTIL ALL THE SURROUNDING DISTURBED AREAS ARE SUFFICIENTLY STABILIZED AS DETERMINED BY THE TOWN OR THEIR DESIGNATED REPRESENTATIVE.
 - BE REMOVED AFTER THE SITE HAS BEEN SUFFICIENTLY STABILIZED AS DETERMINED BY THE TOWN OR THEIR DESIGNATED REPRESENTATIVE.
- WHEN TEMPORARY EROSION CONTROL MEASURES ARE REMOVED, THE DEVELOPER SHALL BE RESPONSIBLE FOR THE CLEAN-UP AND REMOVAL OF ALL SEDIMENT AND DEBRIS FROM ALL DRAINAGE INFRASTRUCTURE AND OTHER PUBLIC FACILITIES.
- THE CONTRACTOR SHALL IMMEDIATELY CLEAN UP ANY CONSTRUCTION MATERIALS INADVERTENTLY DEPOSITED ON EXISTING STREETS, SIDEWALKS, OR OTHER PUBLIC RIGHTS OF WAY, AND MAKE SURE STREETS AND WALKWAYS ARE CLEANED AT THE END OF EACH WORK DAY.
- ALL RETAINED SEDIMENTS, PARTICULARLY THOSE ON PAVED ROADWAY SURFACES, SHALL BE REMOVED AND DISPOSED OF IN A MANNER AND LOCATION SO AS NOT TO CAUSE THEIR RELEASE INTO ANY WATERS OF THE UNITED STATES.
- NO SOIL STOCKPILE SHALL EXCEED TEN (10) FEET IN HEIGHT. ALL SOIL STOCKPILES SHALL BE PROTECTED FROM SEDIMENT TRANSPORT BY SURFACE ROUGHENING, WATERING, AND PERIMETER SILT FENCING. ANY SOIL STOCKPILE REMAINING AFTER THIRTY (30) DAYS SHALL BE SEEDED AND MULCHED.
- THE STORMWATER VOLUME CAPACITY OF DETENTION PONDS WILL BE RESTORED AND STORM SEWER LINES WILL BE CLEANED UPON COMPLETION OF THE PROJECT AND BEFORE TURNING THE MAINTENANCE OVER TO THE TOWN OR HOMEOWNERS ASSOCIATION (HOA).
- COLORADO DISCHARGE PERMIT SYSTEM (CDPS) REQUIREMENTS MAKE IT UNLAWFUL TO DISCHARGE OR ALLOW THE DISCHARGE OF ANY POLLUTANT OR CONTAMINATED WATER FROM CONSTRUCTION SITES. POLLUTANTS INCLUDE, BUT ARE NOT LIMITED TO DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, OIL AND GAS PRODUCTS, LITTER, AND SANITARY WASTE. THE DEVELOPER SHALL ALWAYS TAKE WHATEVER MEASURES ARE NECESSARY TO ASSURE THE PROPER CONTAINMENT AND DISPOSAL OF POLLUTANTS ON THE SITE IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
- A DESIGNATED AREA SHALL BE PROVIDED ON SITE FOR CONCRETE TRUCK CHUTE WASHOUT. THE AREA SHALL BE CONSTRUCTED TO CONTAIN WASHOUT MATERIAL AND LOCATED AT LEAST FIFTY (50) FEET AWAY FROM ANY WATERWAY DURING CONSTRUCTION. UPON COMPLETION OF CONSTRUCTION ACTIVITIES, THE CONCRETE WASHOUT MATERIAL WILL BE REMOVED AND PROPERLY DISPOSED OF PRIOR TO THE AREA BEING RESTORED.
- CONDITIONS IN THE FIELD MAY WARRANT EROSION CONTROL MEASURES IN ADDITION TO WHAT IS SHOWN ON THESE PLANS. THE DEVELOPER SHALL IMPLEMENT WHATEVER MEASURES ARE DETERMINED NECESSARY AS DIRECTED BY THE TOWN.
- ALL DISTURBED AREAS, NOT IN A ROADWAY, SHALL BE SEEDDED AND MULCHED AS SOON AS POSSIBLE USING THE APPLICABLE SEED MIXTURE SPECIFIED ON THE PLANS.

SANITARY SEWER CONSTRUCTION NOTES

- SEWER LINE DIMENSIONS AND SLOPES/GRADES ARE CALCULATED TO THE CENTER OF MANHOLES.
- ALL SEWER LINES SHALL BE AS FOLLOWS:
 - 4" THROUGH 16", ASTM D3034 SDR 35 TYPE PSM.
 - 18" THROUGH 27", ASTM F-478 SDR 35, TYPE PSM.
- MANHOLE RIM ELEVATIONS ARE TO BE ADJUSTED TO 1/4" BELOW FINISHED GRADE. ONLY SMOOTH LIDS ARE ALLOWED (I.E. NO KNOBS OR RAISED PATTERNS).
- SINGLE FAMILY SEWER SERVICES SHALL BE 4-INCH DIAMETER WITH A MINIMUM SLOPE OF TWO (2%) PERCENT (0.02 FT./FT.)
- MAINTAIN 10' MINIMUM SEPARATION (I.E. WALL TO WALL) BETWEEN ALL SANITARY SEWER 4 WATER MAINS 4 SERVICES.
- SERVICES CAN BE CONNECTED INTO MANHOLES ONLY IF MANHOLES ARE PRECAST WITH MANHOLE TO PIPE CONNECTORS CAST IN MANHOLE AT THE TIME OF MANUFACTURING. OTHERWISE CONNECT SERVICE DIRECTLY TO SANITARY SEWER MAIN.
- PLACE GROUNDWATER BARRIERS IN THE FOLLOWING LOCATIONS
 - 10-FOET DOWNSTREAM OF EACH SANITARY MANHOLE.
- SEWER SERVICES SHALL BE EXTENDED TO A POINT 1-FOOT INSIDE THE UTILITY EASEMENTS. SEE UTILITY PLANS.
- CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL MANHOLE LIDS IN ACCORDANCE WITH THE TOWN DETAIL.
- MANHOLE LIDS SHALL HAVE 6SEWER" CAST IN THE METAL.
- A 66" SHALL BE STAMPED IN THE CURB OVER ALL SANITARY SEWER SERVICE LINES.

WATER CONSTRUCTION NOTES

- ALL WATER DISTRIBUTION MAINS SHALL BE AS FOLLOWS:
 - 6 to 48-INCH AWWA C900 PVC DR 18.
- ALL WATER FITTINGS AND VALVES ARE ONLY GRAPHICALLY REPRESENTED AND ARE NOT TO SCALE.
- ALL DUCTILE IRON PIPE, FITTINGS, VALVES, AND METALLIC APPURTENANCES SHALL BE POLYETHYLENE WRAPPED.
- ALL FITTINGS AND MECHANICAL JOINTS SHALL BE INSTALLED WITH RESTRAINED JOINT GLANDS.
- ONLY TOWN PERSONNEL SHALL OPERATE EXISTING WATER SYSTEM VALVES AND FIRE HYDRANTS.
- IN LOCATIONS WHERE CHANGES IN LINE AND GRADE ARE PRODUCED THROUGH DEFLECTIONS IN INDIVIDUAL JOINTS, THE MAXIMUM ALLOWABLE DEFLECTION SHALL BE 80 PERCENT OF THE MANUFACTURER'S RECOMMENDATION.
- ALL WATER SERVICES SHALL BE A MINIMUM OF 3/4-INCH UNLESS OTHERWISE SHOWN ON THE APPROVED PLANS.

- THE MINIMUM COVER OVER WATER LINES IS 4.5 FEET AND THE MAXIMUM COVER IS 5.5 FEET UNLESS OTHERWISE NOTED IN THE PLANS AND APPROVED BY THE TOWN.
- WATER MAINS SHALL BE PVC WITH TRACER WIRE UNLESS OTHERWISE APPROVED BY THE TOWN.
- WATER SERVICES SHALL BE EXTENDED TO A POINT 1-FOOT INSIDE THE UTILITY EASEMENTS. SEE UTILITY PLANS.
- CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL VALVE BOXES IN ACCORDANCE WITH THE TOWN DETAIL.
- VALVE BOX LIDS SHALL HAVE 6WATER" CAST IN THE METAL. LID ELEVATIONS ARE TO BE ADJUSTED TO 1/4" BELOW FINISHED GRADE. ONLY SMOOTH LIDS ARE ALLOWED (I.E. NO KNOBS OR RAISED PATTERNS).
- A 66" SHALL BE STAMPED IN THE CURB OVER ALL WATER SERVICE LINES.
- PLACE GROUNDWATER BARRIERS IN THE FOLLOWING LOCATIONS:
 - AT FOUR HUNDRED (400) SPACING.

STORM DRAINAGE CONSTRUCTION NOTES

- PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE TOWN, CERTIFICATION OF THE DRAINAGE FACILITIES, BY A REGISTERED ENGINEER, MUST BE SUBMITTED TO AND ACCEPTED BY THE TOWN INCLUDING.
 - DETENTION POND STORAGE VOLUME AND OUTLET STRUCTURE RATING CURVE
- PLACE GROUNDWATER BARRIERS IN THE FOLLOWING LOCATIONS
 - 10-FOET DOWNSTREAM OF EACH STORM SEWER MANHOLE
- CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL MANHOLE LIDS IN ACCORDANCE WITH THE TOWN DETAIL.
- MANHOLE LIDS SHALL HAVE 6STORM" CAST IN THE METAL.
- MANHOLE RIM ELEVATIONS ARE TO BE ADJUSTED TO 1/4" BELOW FINISHED GRADE. ONLY SMOOTH LIDS ARE ALLOWED (I.E. NO KNOBS OR RAISED PATTERNS).

STREET IMPROVEMENT NOTES

- A PAVING SECTION DESIGN, SIGNED AND STAMPED BY A COLORADO LICENSED ENGINEER, MUST BE SUBMITTED TO THE TOWN FOR ACCEPTANCE, PRIOR TO ANY STREET CONSTRUCTION ACTIVITY. (FULL DEPTH ASPHALT SECTIONS ARE NOT PERMITTED AT A DEPTH GREATER THAN 8 INCHES OF ASPHALT). THE JOB MIX SHALL BE SUBMITTED FOR ACCEPTANCE BY THE TOWN PRIOR TO PLACEMENT OF ANY ASPHALT.
- WHERE PROPOSED PAVING ADJOINS EXISTING ASPHALT, THE EXISTING ASPHALT SHALL BE SAW CUT, A MINIMUM DISTANCE OF 12 INCHES FROM THE EXISTING EDGE TO CREATE A STRAIGHT AND CLEAN CONSTRUCTION JOINT. WHEEL CUTS SHALL NOT BE ALLOWED.
- STREET SUBGRADES SHALL BE SCARIFIED TO THE TOP TWELVE (12) INCHES AND RE-COMPACTED PRIOR TO SUBBASE INSTALLATION. NO BASE MATERIAL SHALL BE LAID UNTIL THE SUBGRADE HAS BEEN INSPECTED, PROOF ROLLED, AND APPROVED BY THE TOWN.
- FLASH IS REQUIRED TO BE MIXED INTO THE SUBBASE ON ALL NEW STREETS IN ACCORDANCE WITH THE TOWN STANDARDS AND SPECIFICATIONS.
- WHEN AN EXISTING ASPHALT STREET MUST BE CUT, THE STREET MUST BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION. THE EXISTING STREET CONDITION SHALL BE DOCUMENTED BY THE TOWN BEFORE ANY CUTS ARE MADE. THE FINISHED PATCH SHALL BLEND SMOOTHLY INTO THE EXISTING SURFACE. THE DETERMINATION OF NEED FOR A COMPLETE OVERLAY SHALL BE MADE BY THE TOWN. ALL OVERLAY WORK SHALL BE COORDINATED WITH ADJACENT LANDOWNERS SUCH THAT FUTURE PROJECTS DO NOT CUT THE NEW ASPHALT OVERLAY WORK.
- THE DEVELOPER IS REQUIRED TO PERFORM A GUTTER WATER FLOW TEST IN THE PRESENCE OF THE TOWN. GUTTERS THAT HOLD MORE THAN 1/4-INCH-DEEP OR 5 FEET LONGITUIONALLY, OF WATER, SHALL BE COMPLETELY REMOVED TO THE NEAREST CONTROL JOINT AND RECONSTRUCTED TO DRAIN PROPERLY.
- CRACK SEAL ALONG ALL NEW AND EXISTING CURB AND GUTTER WITHIN THE SUBDIVISION AFTER COMPLETION OF THE PAVING AND BEFORE THE END OF THE WARRANTY PERIOD.

TRAFFIC SIGNING AND PAVEMENT MARKING CONSTRUCTION NOTES

- ALL TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THESE PLANS OR AS OTHERWISE SPECIFIED IN M.U.T.C.D. (INCLUDING COLORADO SUPPLEMENT) AND THE TRAFFIC CONTROL PLAN.
- ALL SYMBOLS, INCLUDING ARROWS, CROSSWALKS, STOP BARS, ETC. SHALL BE PRE-FORMED THERMO-PLASTIC. APPLICATIONS SHALL BE AS SPECIFIED IN THESE PLANS AND OR THESE STANDARDS.
- ALL SIGNAGE SHALL BE PER THE TOWN STANDARDS AND THESE PLANS OR AS OTHERWISE SPECIFIED IN M.U.T.C.D.
- ALL LANE LINES FOR ASPHALT PAVEMENT SHALL RECEIVE TWO COATS OF LATEX PAINT WITH GLASS BEADS.
- ALL LANE LINES FOR CONCRETE PAVEMENT SHALL BE EPOXY PAINT.
- PRIOR TO PERMANENT INSTALLATION OF TRAFFIC STRIPING AND SYMBOLS, THE DEVELOPER SHALL PLACE TEMPORARY TABS OR TAPE DEPICTING ALIGNMENT AND PLACEMENT OF THE SAME. THE TOWN SHALL APPROVE THEIR PLACEMENT PRIOR TO PERMANENT INSTALLATION OF STRIPING AND SYMBOLS.
- EPOXY APPLICATIONS SHALL BE APPLIED AS SPECIFIED IN CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- ALL SURFACES SHALL BE THOROUGHLY CLEANED PRIOR TO INSTALLATION OF STRIPING OR MARKINGS.
- ALL SIGNPOSTS SHALL UTILIZE BREAK-AWAY ASSEMBLIES AND FASTENERS PER THE STANDARDS.
- A FIELD INSPECTION OF LOCATION AND INSTALLATION OF ALL SIGNS SHALL BE PERFORMED BY THE TOWN OR THEIR DESIGNATE. ALL DISCREPANCIES IDENTIFIED DURING THE FIELD INSPECTION MUST BE CORRECTED BEFORE THE TWO (2) YEAR WARRANTY PERIOD WILL BEGIN.
- THE DEVELOPER INSTALLING SIGNS SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES.
- SPECIAL CARE SHALL BE TAKEN IN SIGN LOCATION TO ENSURE AN UNOBSTRUCTED VIEW OF EACH SIGN.
- SIGNAGE AND STRIPING HAS BEEN DETERMINED BY INFORMATION AVAILABLE AT THE TIME OF REVIEW. PRIOR TO INITIATION OF THE WARRANTY PERIOD, THE TOWN RESERVES THE RIGHT TO REQUIRE ADDITIONAL SIGNAGE AND/OR STRIPING IF THE TOWN DETERMINES THAT AN UNFORESEEN CONDITION WARRANTS SUCH SIGNAGE PER THE M.U.T.C.D. OR THE CDOT M AND S STANDARDS.
- ALL SIGNAGE AND STRIPING SHALL FALL UNDER THE REQUIREMENTS OF THE TWO (2) YEAR WARRANTY PERIOD FOR NEW CONSTRUCTION (EXCEPT FAIR WEAR ON TRAFFIC MARKINGS).
- SLEEVES FOR SIGNPOSTS SHALL BE REQUIRED FOR USE IN ISLAND MEDIANS.

DRY UTILITY CONSTRUCTION NOTES

- ALL NEW DRY UTILITIES SHALL BE INSTALLED UNDERGROUND IN ACCORDANCE WITH TOWN AND UTILITY PROVIDER STANDARDS. THE DEVELOPER SHALL PROVIDE A CONDUIT PLAN TO THE TOWN FOR APPROVAL BEFORE INSTALLING.
- EXISTING OVERHEAD ELECTRIC ALONG THE PERIMETER OF THE PROPERTY SHALL BE UNDERGROUND AS PART OF THE CONSTRUCTION AT NO COST TO THE TOWN.
- STREET LIGHT LAYOUTS SHALL BE PROVIDED TO THE TOWN FOR APPROVAL PRIOR TO INSTALLATION. INSTALLATION SHALL NOT COMMENCE UNTIL APPROVED IN WRITING BY THE TOWN OF WELLINGTON.
- DEVELOPER IS RESPONSIBLE FOR THE COST OF THE DRY UTILITY AND STREET LIGHT INSTALLATION FOR THE PROJECT.

PROJECT TITLE:
CORE AND SHELL/TENANT FINISH
8761 BONFIRE DRIVE
LOT 3, BLOCK 1, BONFIRE
SUBDIVISION SECOND FILING
WELLINGTON, COLORADO

BUILDER:
STREAMLINE CRANE
SERVICE, LLC

DESIGNER:
PRECISION DRAFTING LLC
3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549
PHONE: (970) 568-0799 FAX: (970) 568-9575
EMAIL: predes@hotmail.com

REVISIONS:

SCALE:
N.T.S.

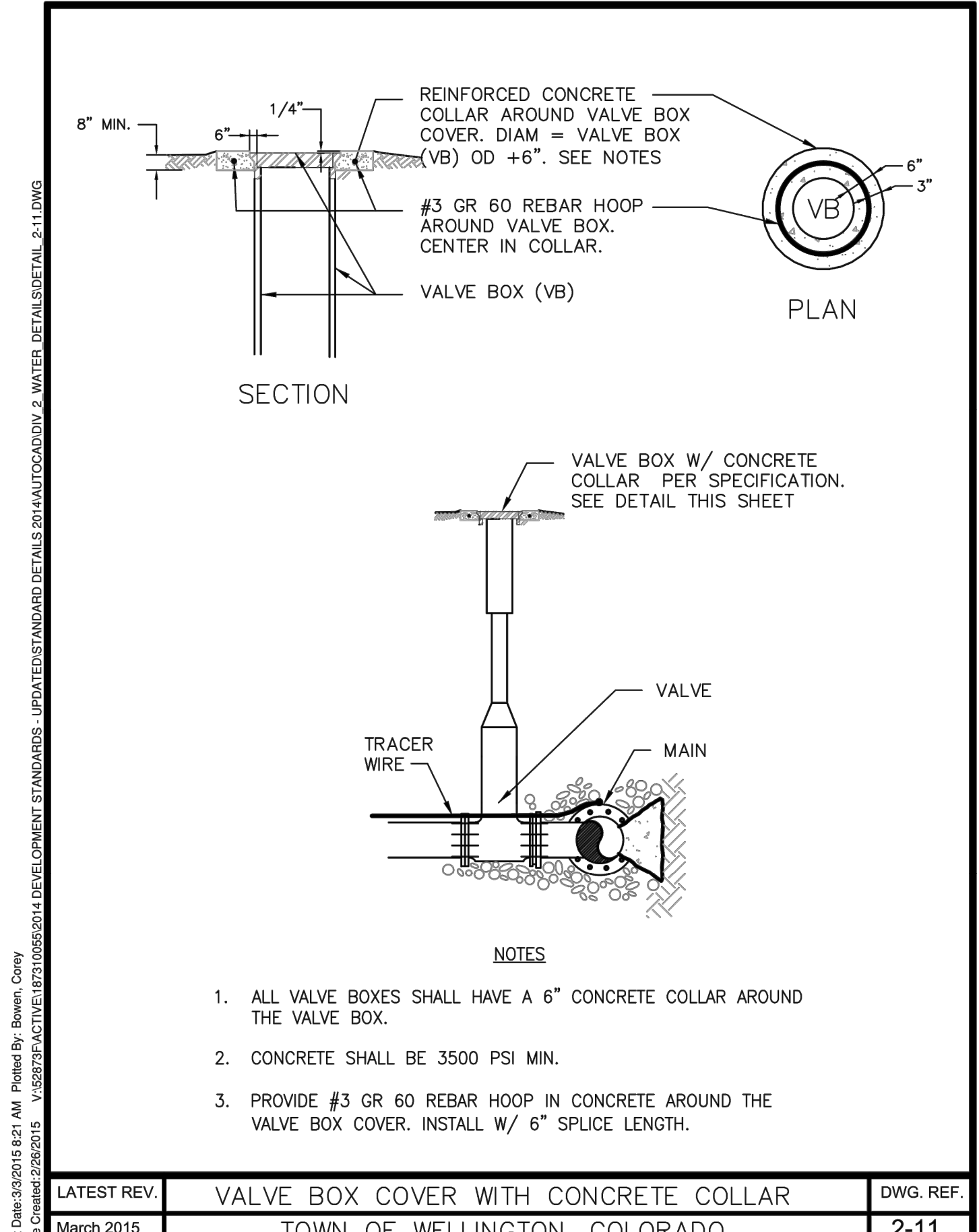
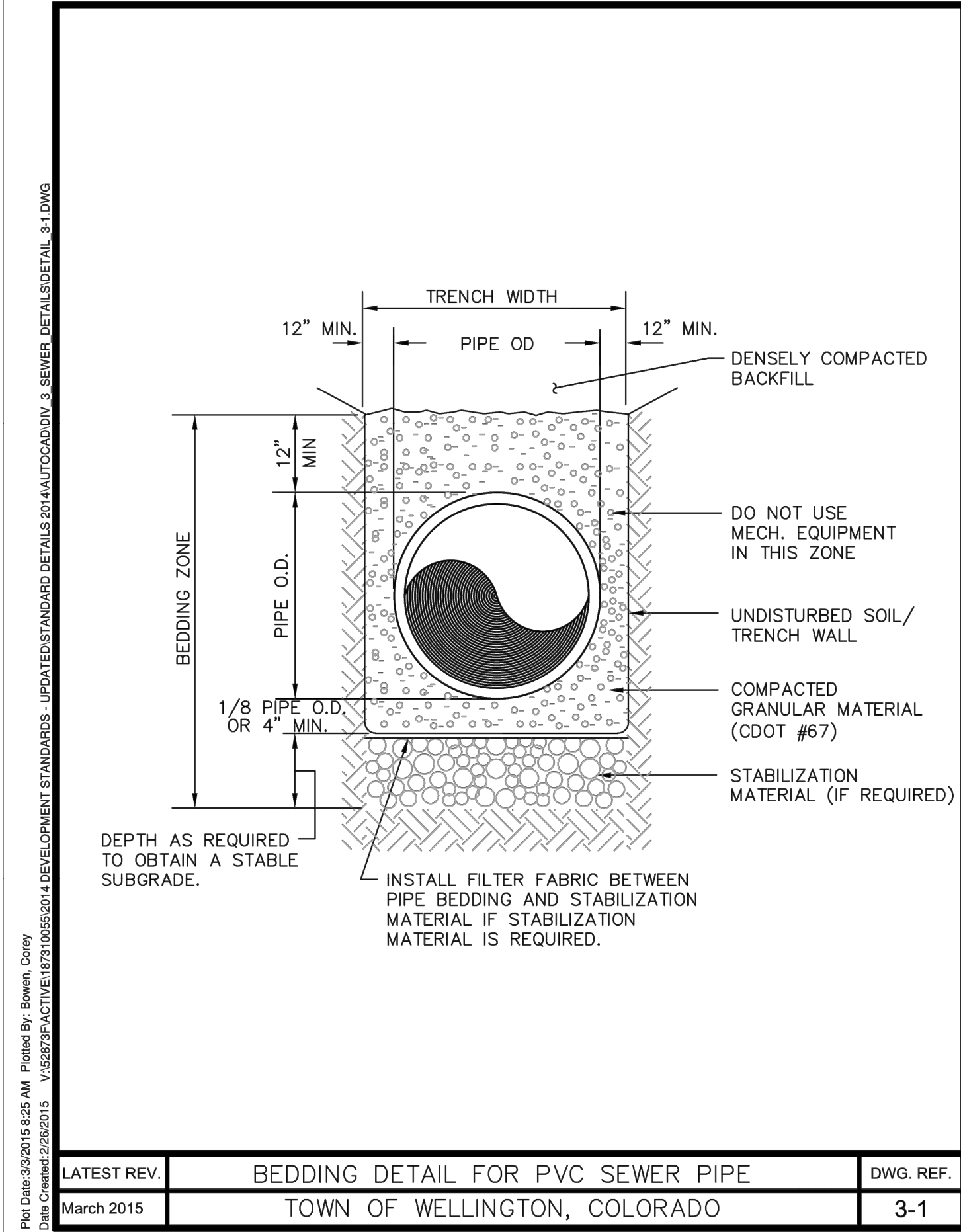
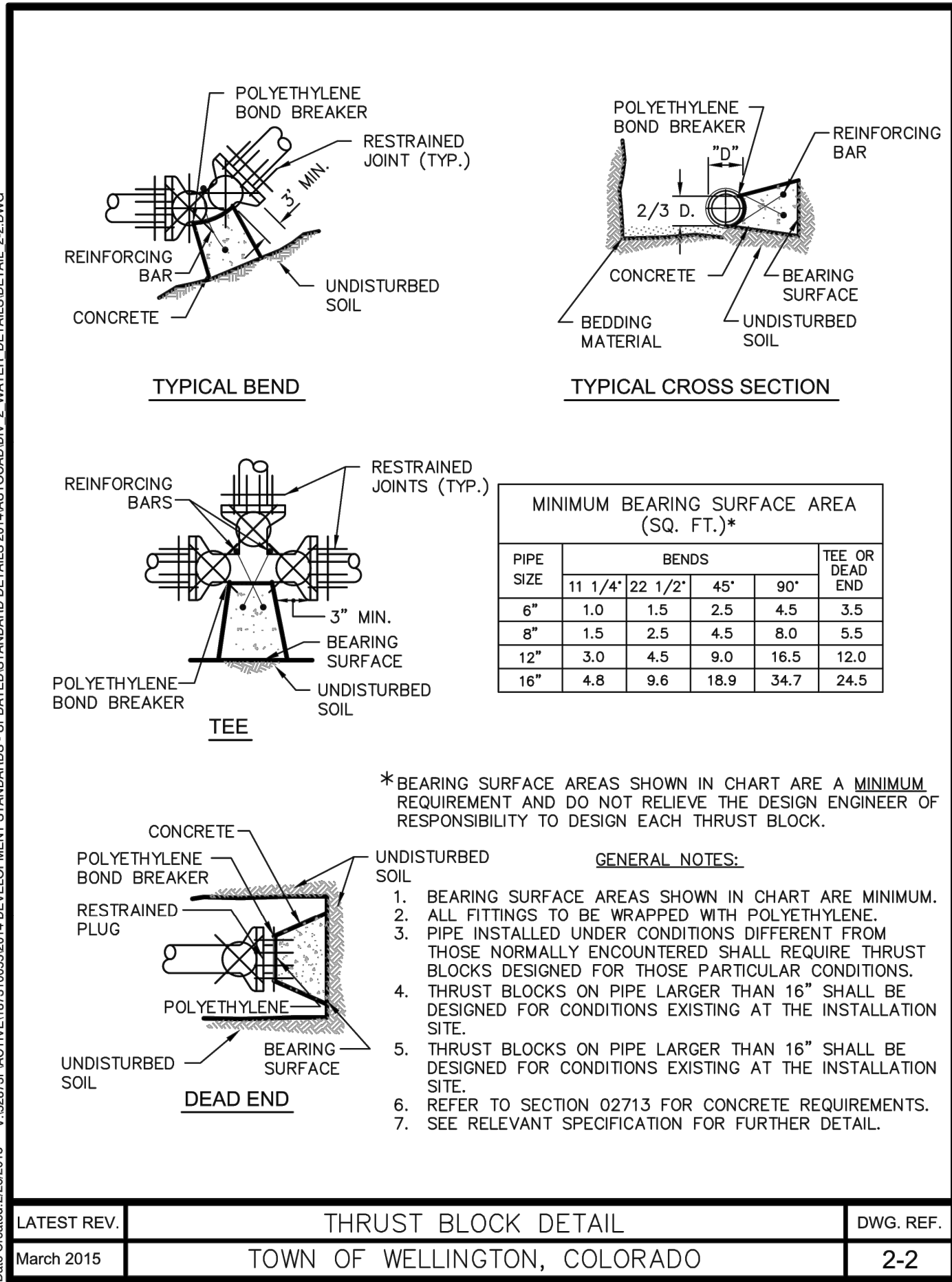
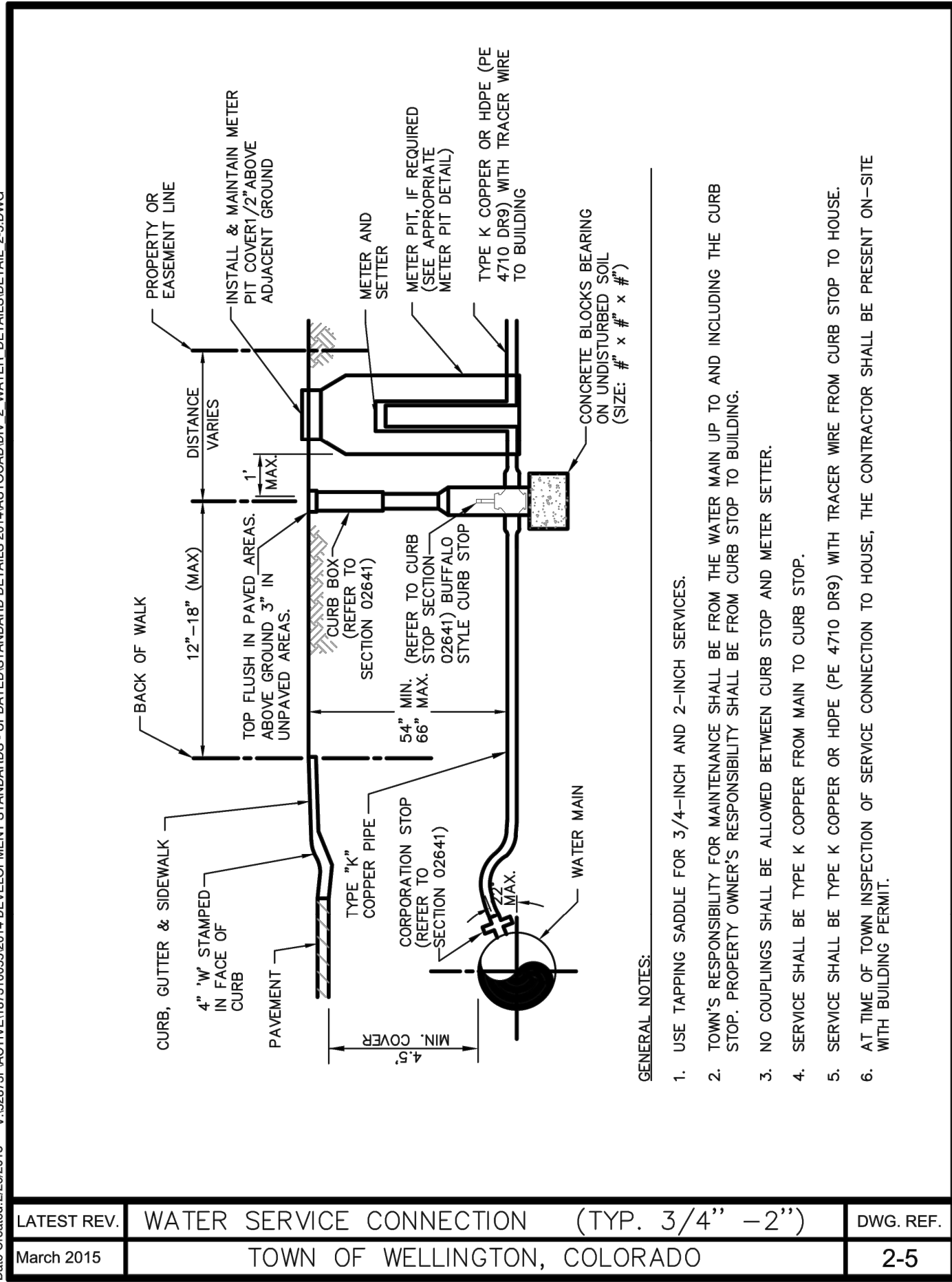
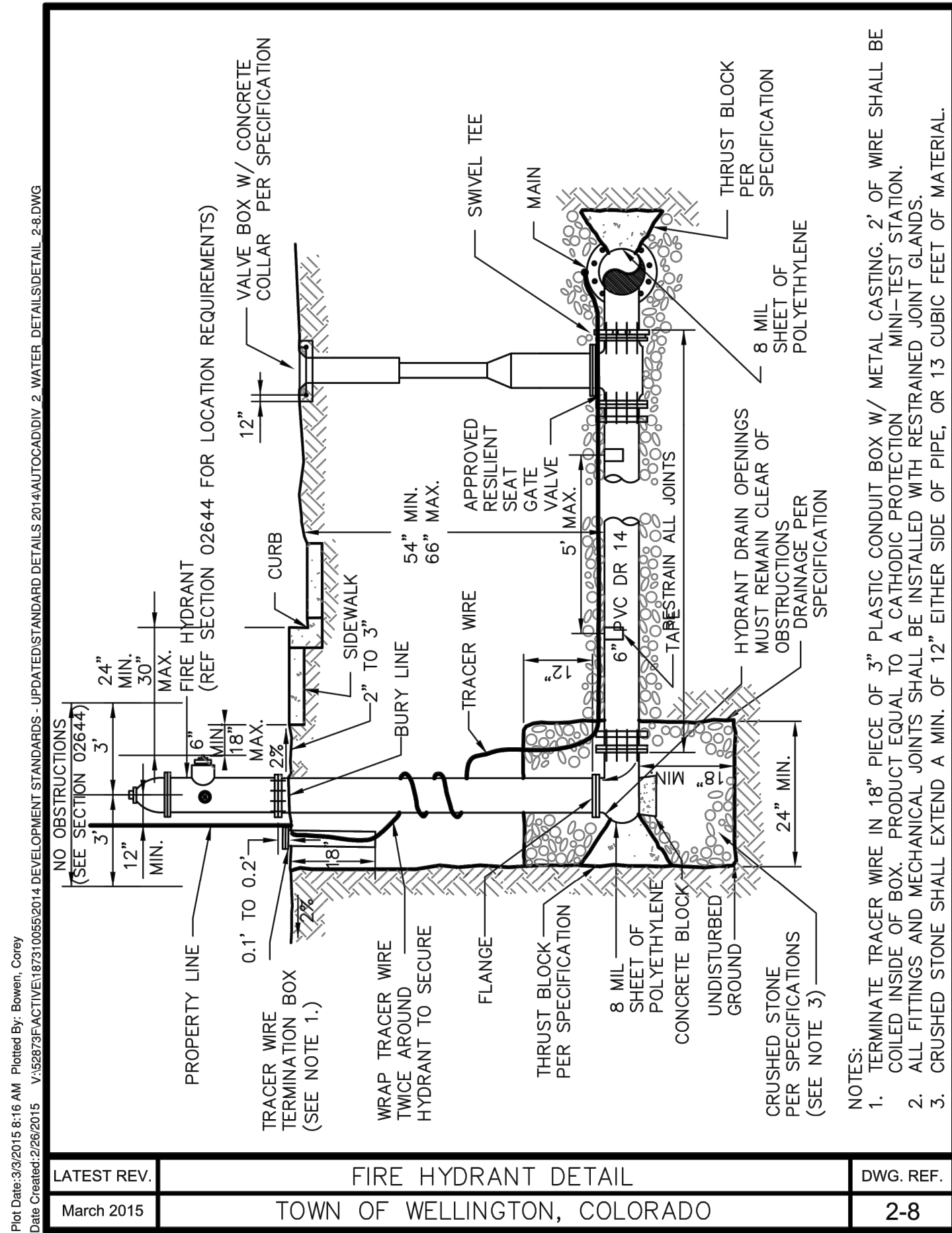
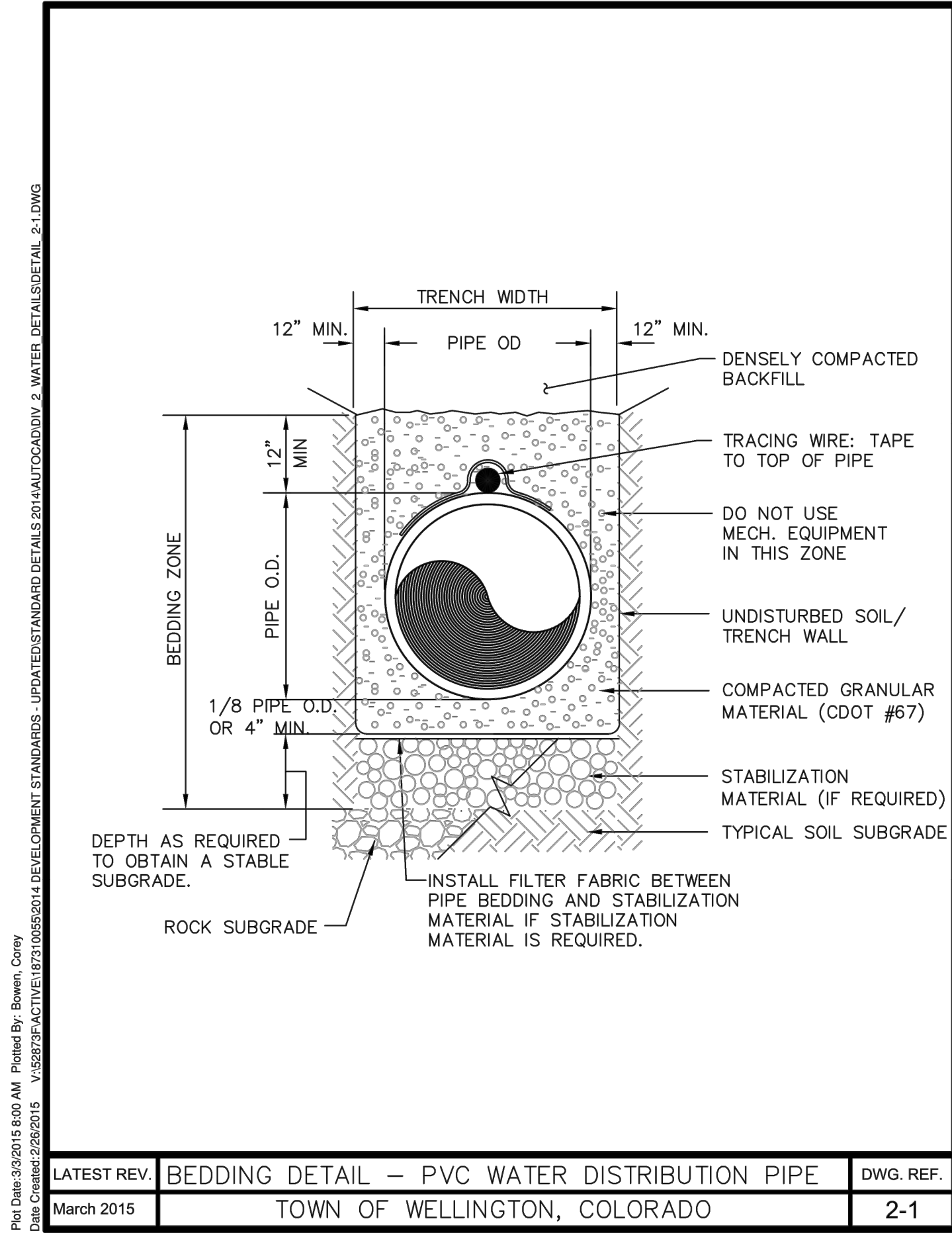
Drawn by W.M.K.

DATE:
JANUARY, 2023

FILE NAME:
STREAMLINE

PROJECT NUMBER:
1351-01-23

SHEET
NO.
0.1



DESIGNER:
PRECISION DRAFTING LLC
3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549
PHONE: (970) 568-0799 FAX: (970) 568-9575
EMAIL: predes@hotmail.com

REVISIONS:

SCALE:
N.T.S.
Drawn W.M.K.

DATE:
JANUARY, 2023

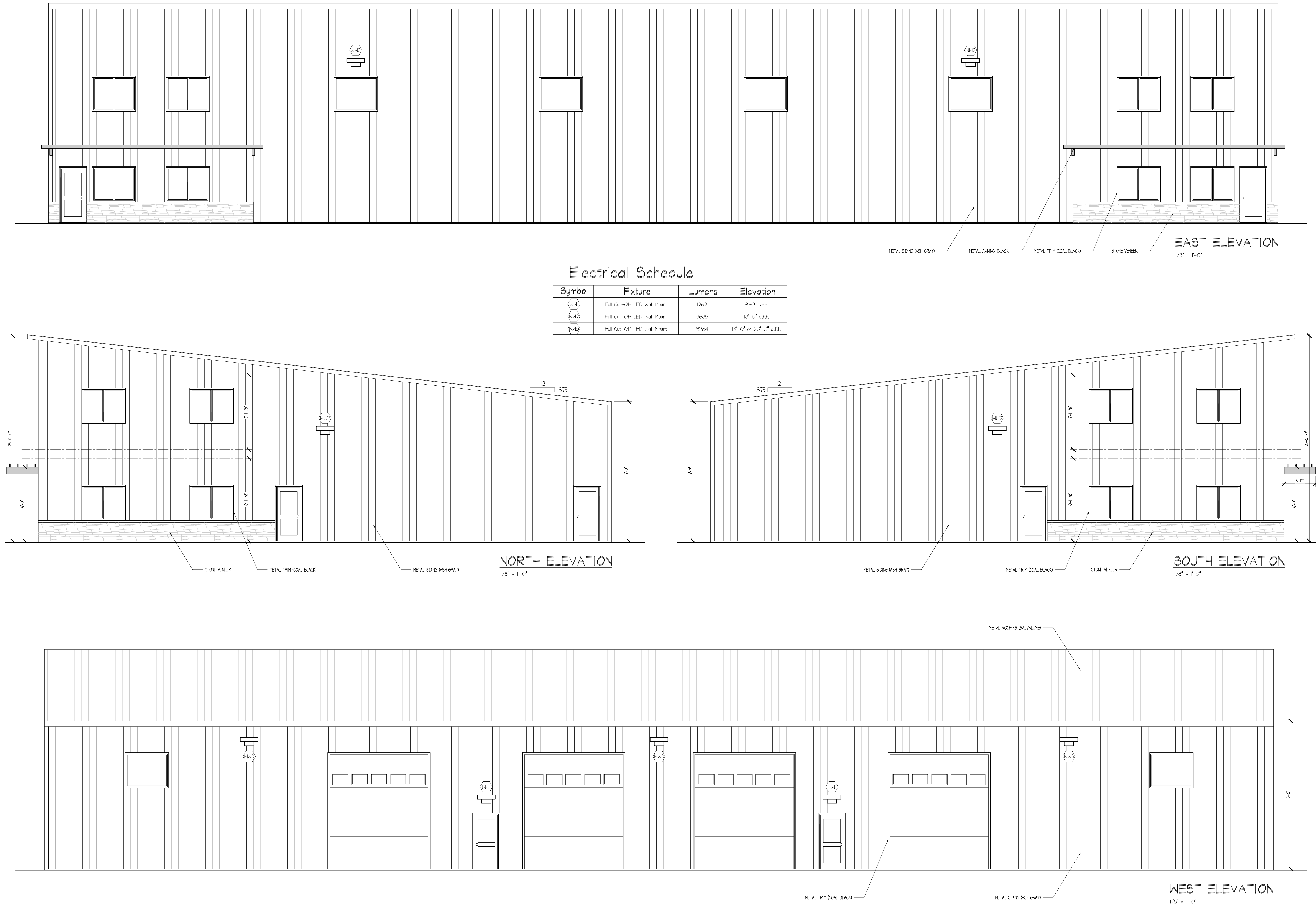
FILE NAME:
STREAMLINE

PROJECT NUMBER:
1351-01-23

SHEET NO.
0.2

PROJECT TITLE:
CORE AND SHELL/TENANT FINISH
8761 BONFIRE DRIVE
LOT 3, BLOCK 1, BONFIRE
SUBDIVISION SECOND FILING
WELLINGTON, COLORADO

BUILDER:
STREAMLINE CRANE SERVICE, LLC



PROJECT TITLE:
CORE AND SHELL/TENANT FINISH
8761 BONFIRE DRIVE
LOT 3, BLOCK 1, BONFIRE
SUBDIVISION SECOND FILING
WELLINGTON, COLORADO

BUILDER:
**STREAMLINE CRANE
SERVICE, LLC**

DESIGNER:
PRECISION DRAFTING LLC
3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549
PHONE: (970) 568-0799 FAX: (970) 568-9575
EMAIL: predes@hotmail.com

REVISIONS:

SCALE:
3/16" = 1'-0"

Drawn W.M.K.

DATE:
JANUARY, 2023

FILE NAME:
STREAMLINE

PROJECT NUMBER:
1351-01-23

SHEET
NO.
2.0



EAST ELEVATION
1/8" = 1'-0"

Electrical Schedule			
Symbol	Fixture	Lumens	Elevation
	Full Cut-Off LED Wall Mount	1262	9'-0" a.f.f.
	Full Cut-Off LED Wall Mount	3685	18'-0" a.f.f.
	Full Cut-Off LED Wall Mount	3284	14'-0" or 20'-0" a.f.f.



NORTH ELEVATION
1/8" = 1'-0"



SOUTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"

PROJECT TITLE:
CORE AND SHELL/TENANT FINISH
8761 BONFIRE DRIVE
LOT 3, BLOCK 1, BONFIRE
SUBDIVISION SECOND FILING
WELLINGTON, COLORADO

BUILDER:
STREAMLINE CRANE
SERVICE, LLC

DESIGNER:
PRECISION DRAFTING LLC
3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549
PHONE: (970) 568-0799 FAX: (970) 568-9575
EMAIL: predes@hotmail.com

REVISIONS:

SCALE:
3/16" = 1'-0"

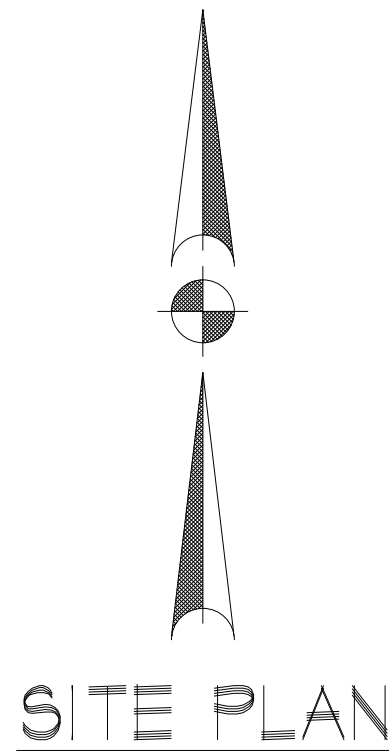
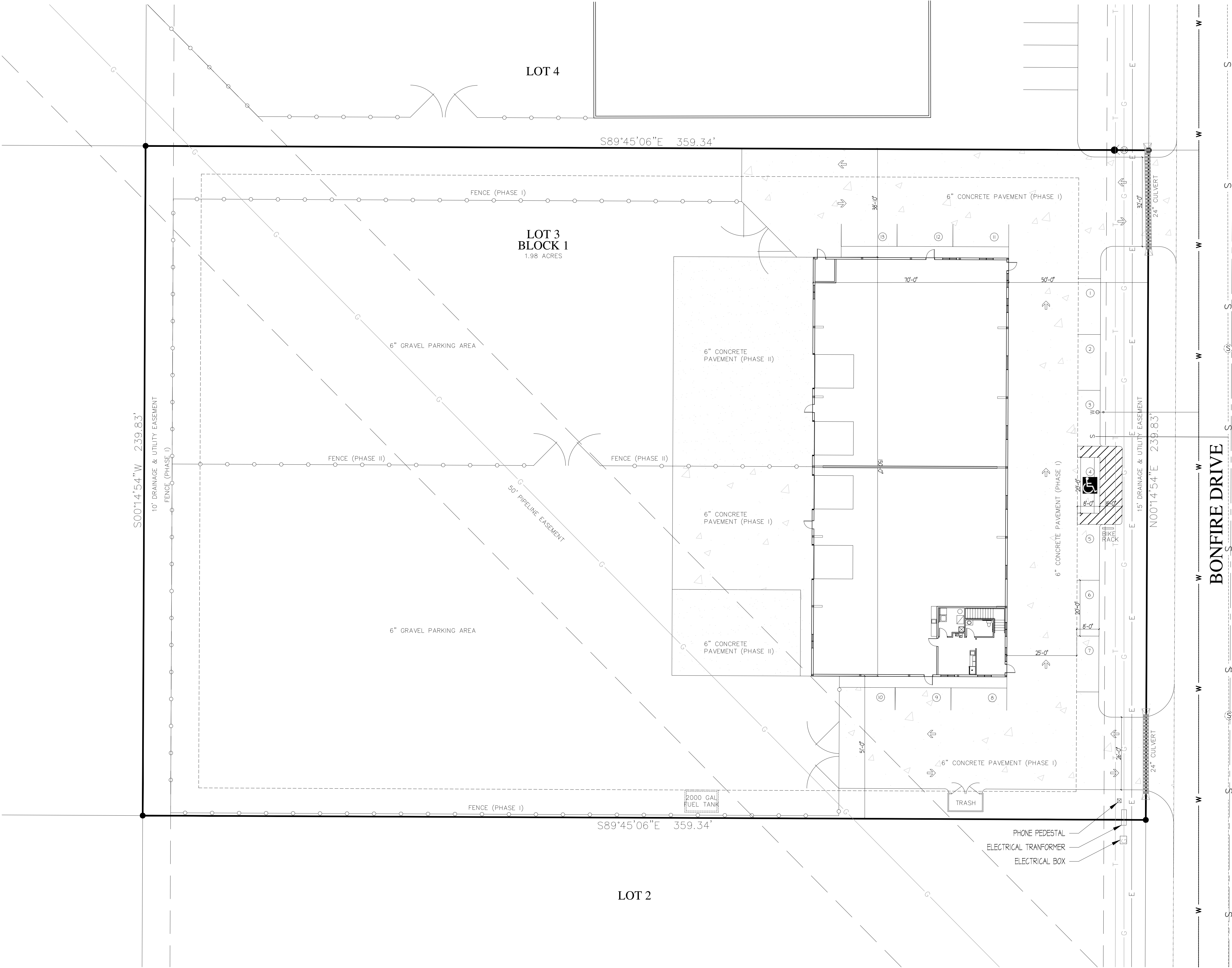
Drawn W.M.K.

DATE:
JANUARY, 2023

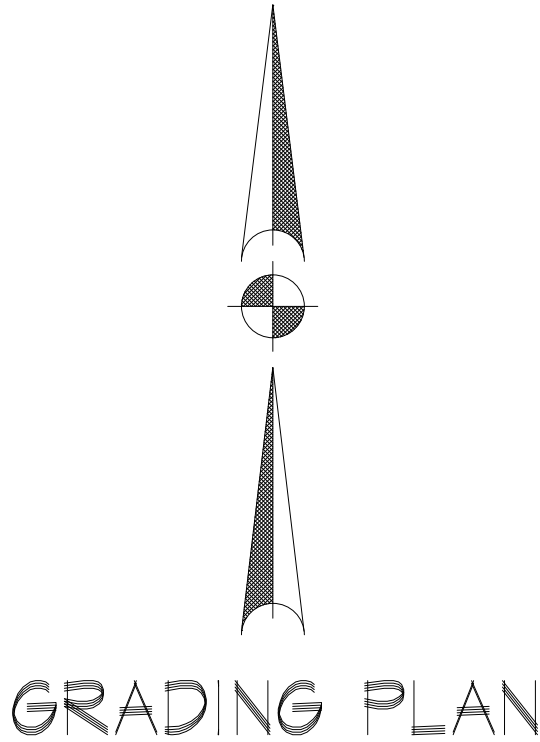
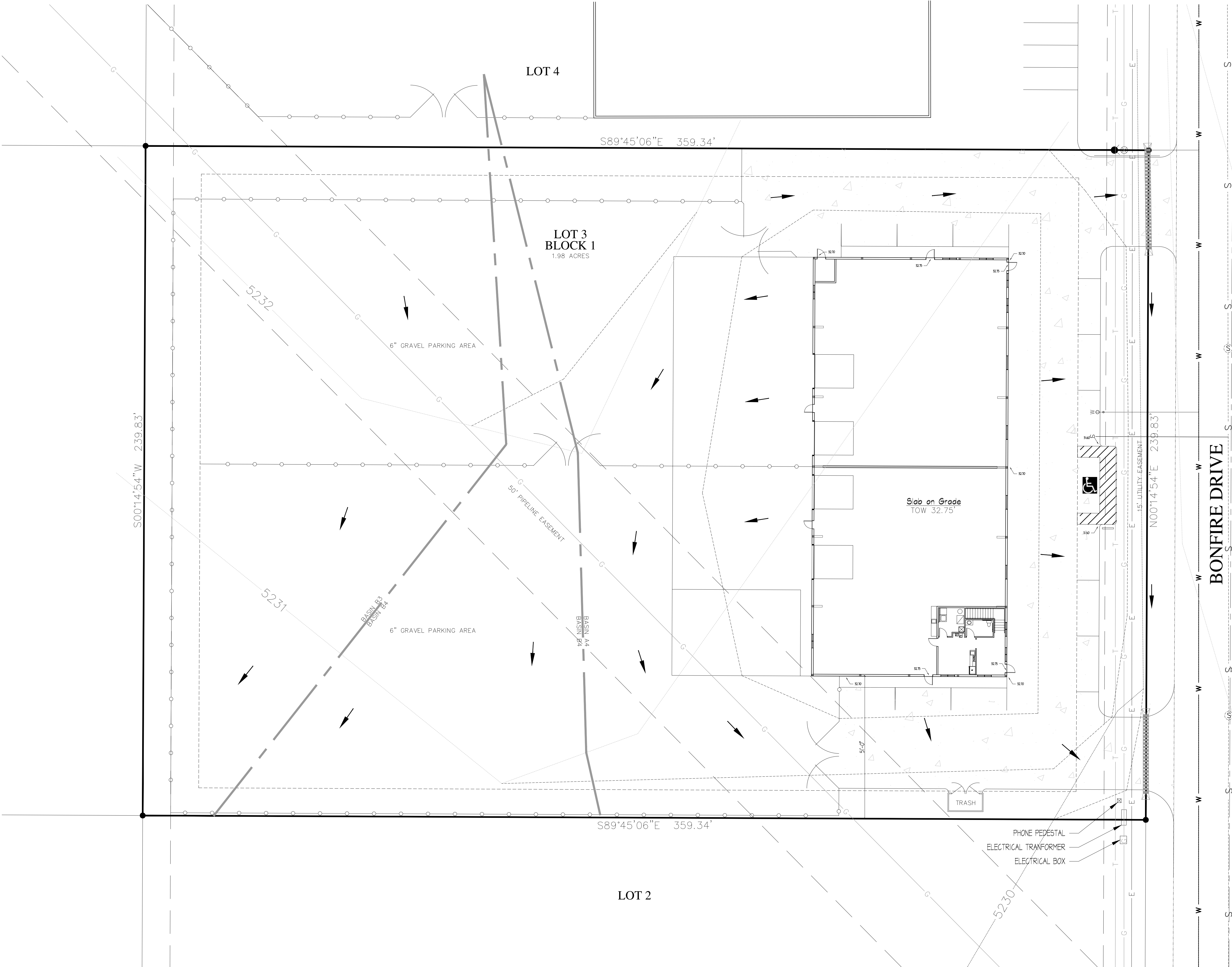
FILE NAME:
STREAMLINE

PROJECT NUMBER:
1351-01-23

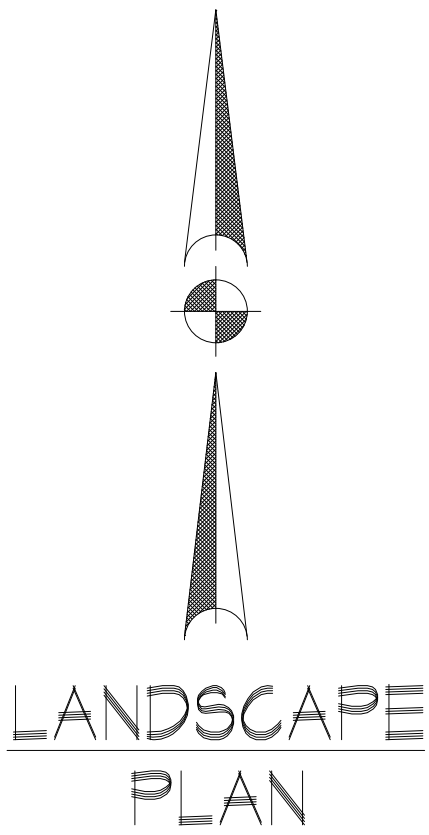
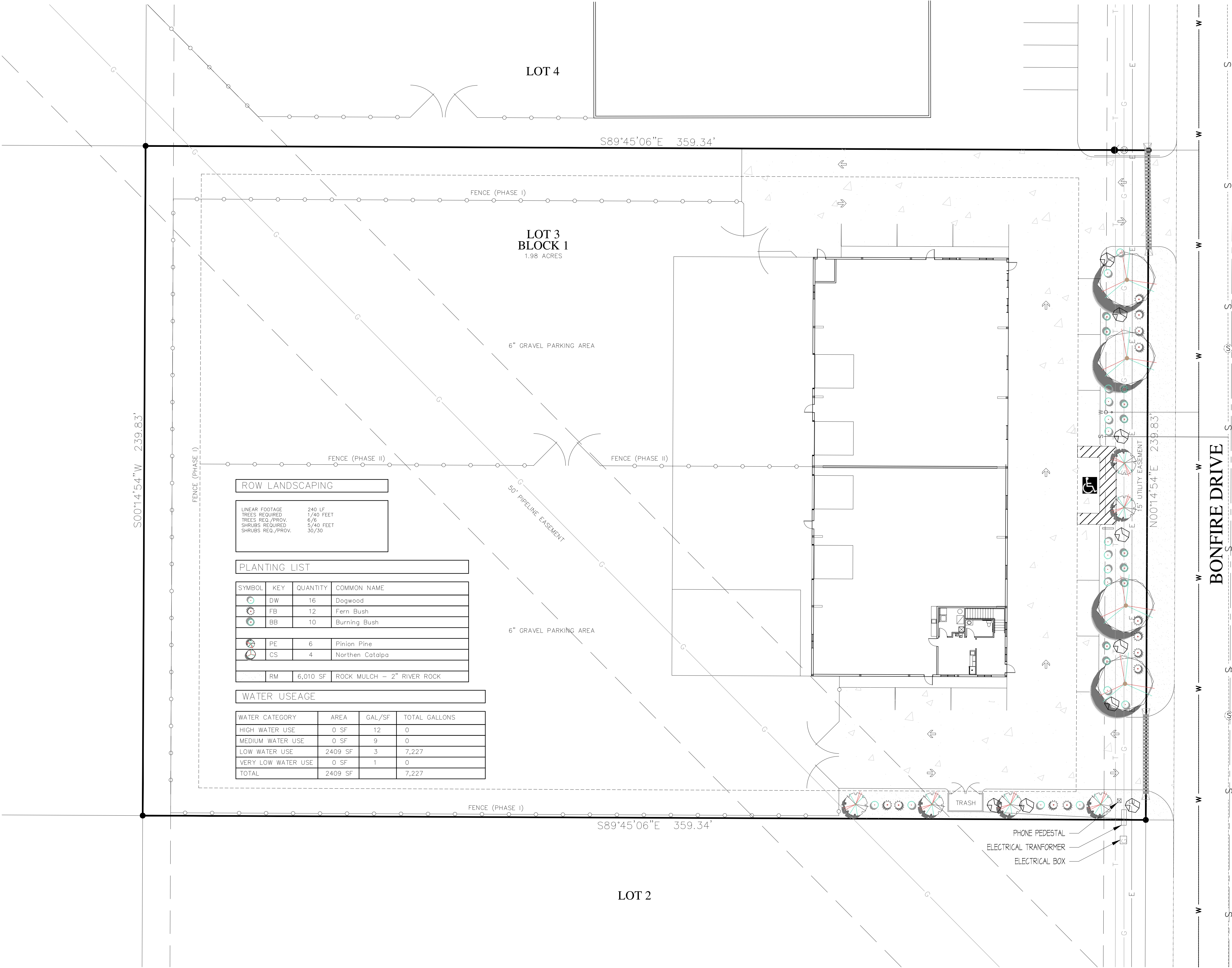
SHEET
NO.
2.1



PROJECT TITLE: CORE AND SHELL/TENANT FINISH 8761 BONFIRE DRIVE LOT 3, BLOCK 1, BONFIRE SUBDIVISION SECOND FILING WELLINGTON, COLORADO	BUILDER: STREAMLINE CRANE SERVICE, LLC	DESIGNER: PRECISION DRAFTING LLC 3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549 PHONE: (970) 568-0799 FAX: (970) 568-9575 EMAIL: predes@hotmail.com	REVISIONS:	SCALE: 1/16" = 1'-0" Drawn <u>W.M.K.</u>	DATE: JANUARY, 2023	FILE NAME: STREAMLINE	PROJECT NUMBER: 1351-01-23	SHEET NO. SITE
--	--	---	------------	--	------------------------	--------------------------	-------------------------------	-----------------------------



SHEET NO. GRAD	PROJECT NUMBER: 1351-01-23	FILE NAME: STREAMLINE	DATE: JANUARY, 2023	SCALE: 1/16" = 1'-0" Drawn <u>W.M.K.</u>	REVISIONS:	DESIGNER: PRECISION DRAFTING LLC 3376 MAMMOTH COURT, WELLINGTON, COLORADO, 80549 PHONE: (970) 568-0799 FAX: (970) 568-9575 EMAIL: predes@hotmail.com	BUILDER: STREAMLINE CRANE SERVICE, LLC PROJECT TITLE: CORE AND SHELL/TENANT FINISH 8761 BONFIRE DRIVE LOT 3, BLOCK 1, BONFIRE SUBDIVISION SECOND FILING WELLINGTON, COLORADO
--------------------------	--------------------------------------	---------------------------------	-------------------------------	--	------------	---	--





Planning Commission Meeting

Date: July 10, 2023
Submitted By: Cody Bird, Planning Director
Subject: 2nd Quarter 2023 Residential Building Permit and Lot Inventory Report

EXECUTIVE SUMMARY

This quarterly report on residential building activities is intended to provide an update of the current trends and expected trends within the Town. It also identifies the number of buildable lots remaining within the Town, and future lots that will be available for permits once public infrastructure is installed.

Town staff tracks the number of new residential dwelling permits issued throughout the year. Staff also tracks the number of available buildable lots (buildable lots in this context means zoned residential, platted for development, and public infrastructure is installed and operational). Tracking the number of permits and the number of buildable lots is an indicator of development trends and is used as a resource to guide when and how many new residential building permits the Town is able to issue.

Attached is a report of residential building permits issued for 2nd Quarter 2023 (April 1, 2023 to June 30, 2023). Also included is a report of new residential dwelling permits issued since 2009. The report also includes projected residential dwelling permits based on expected development trends. The annual total number of residential building permits is used to identify trends and project future permits. An inventory report is included to show available residential lots by subdivision, the number of lots remaining for permits, and the status of zoning, platting and infrastructure availability. Residential lot supply and inventory is depicted graphically to show the trend over time.

At the end of the second quarter of 2023, there are 34 residential lots within town that can be issued a building permit. For the 2023 Town budget, the Town anticipated issuing 80 new residential building permits. There are not currently sufficient residential lots ready for building permits to meet the budgeted permit projections for 2023. Sage Meadows Second Subdivision is currently under construction for public improvements to be able to have residential lots available for permits.

BACKGROUND / DISCUSSION

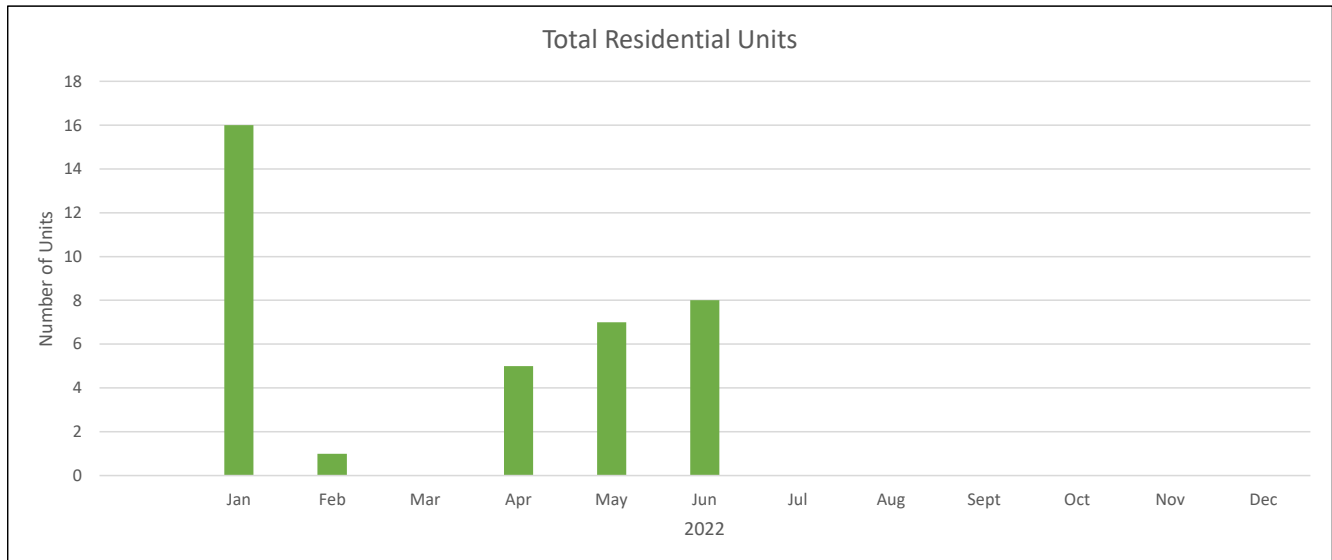
STAFF RECOMMENDATION

Information only - No action required.

ATTACHMENTS

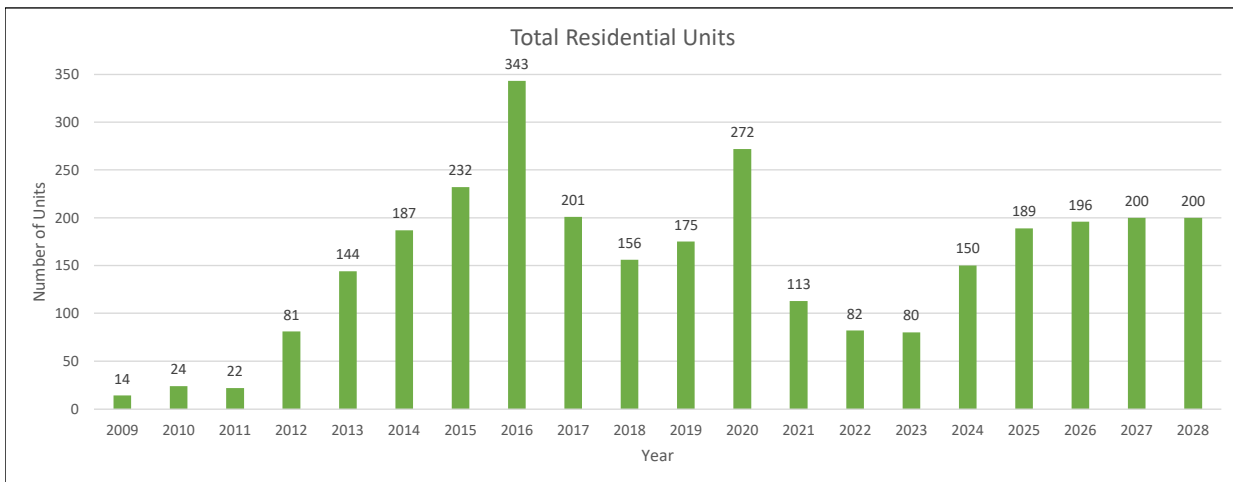
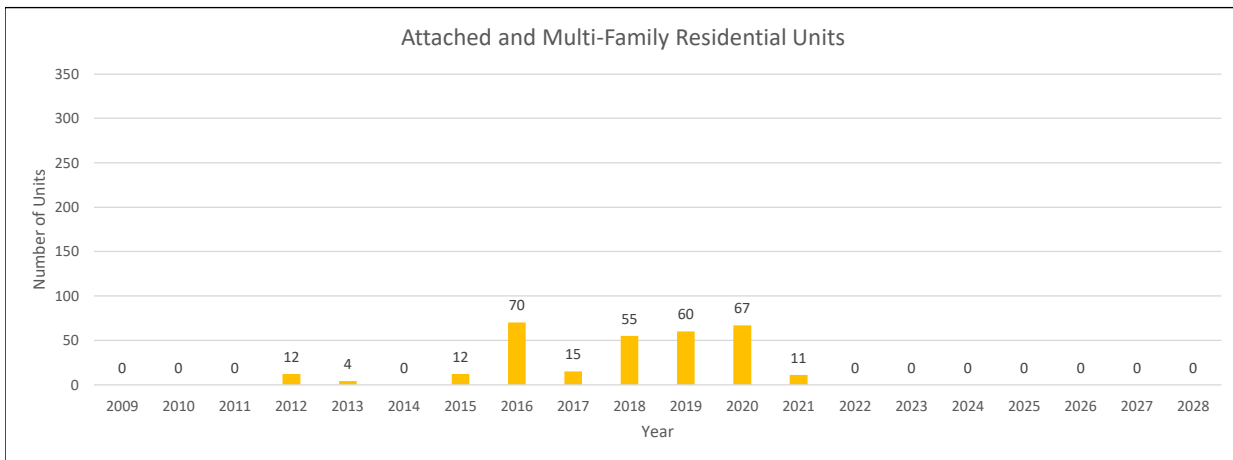
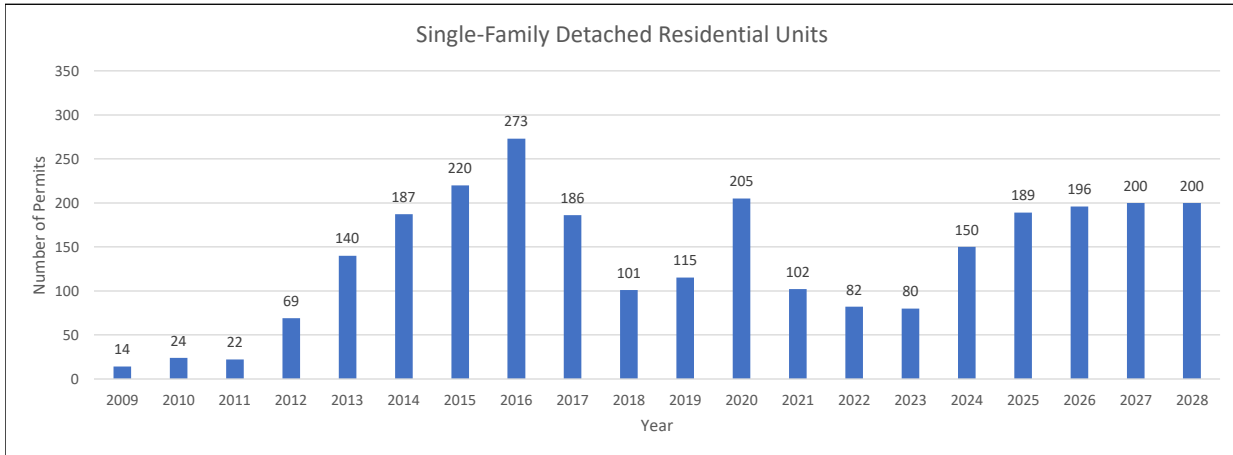
1. 2nd Quarter 2023 Residential Building Permit and Lot Inventory Report

Residential Permits Issued by Month 2023



2023	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Single-Family Units	16	1	0	5	7	8	0	0	0	0	0	0
Attached Units	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL RES. UNITS	16	1	0	5	7	8	0	0	0	0	0	0
	17			20			0			0		
	Total 37											

Residential Dwelling Units - Historic and Projected



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Single-Family Detached	14	24	22	69	140	187	220	273	186	101	115	205	102	82	80	150	189	196	200	200
Attached and Multi-Family	0	0	0	12	4	0	12	70	15	55	60	67	11	0	0	0	0	0	0	0
TOTAL RES. UNITS	14	24	22	81	144	187	232	343	201	156	175	272	113	82	80	150	189	196	200	200

* Attached and Multi-family unit counts manually adjusted to reflect changes in the way permits were entered over time

** Years 2021, 2022 and 2023 - Permits limited due to capacity constraints during construction of water and wastewater treatment plant expansions

Wellington, Colorado
Residential Dwelling Unit Inventory

Updated: 7/6/2023
Printed: 7/6/2023

Subdivision Name	Remaining Lots/Units	Annexed	Zoned	Platted	Infrastructure
Boxelder Commons	0	Yes	Single-family	Yes	Yes
Harvest Village Townhomes	0	Yes	Multi-family	Yes	Yes
Wellington Village Townhomes	0	Yes	Multi-family	Yes	Yes
Wellington Row Townhomes	0	Yes	Multi-family	Yes	Yes
Infill (the Knolls)	2	Yes	Single-family	Yes	Yes
Infill (Fifth St.)	1	Yes	Single-family	Yes	Yes
Infill (Garfield Ave.)	1	Yes	Single-family	Yes	Yes
Sage Meadows	1	Yes	Single-family	Yes	Yes
Columbine Estates	29	Yes	Single-family	Yes	Yes
Sage Meadows 2nd (Phase 1)	45	Yes	Single-family	Yes	No
Sage Meadows 2nd (Phase 2)	58	Yes	Single-family	Yes	No
Saddleback (Phases 1 & 2)	89	Yes	Single-family	Yes	No
Saddleback (Phases 3 & 4)	64	Yes	Single-family	Yes	No
Sundance Phase 1A	60	Yes	Single-family	Yes	No
Sundance Phase 1B	91	Yes	Single-family	Yes	No
Sundance Phase 2	101	Yes	Single-family	Yes	No
Sundance Phase 3	65	Yes	Single-family	Yes	No
Country Lane Acres	41	Yes	Single-family	No	No

Platted Lots	607
Buildable Lots (with infrastructure)	34

