



## **PALISADE BOARD OF TRUSTEES**

### **Agenda Item Cover Sheet**

**Meeting Date:** SEPTEMBER 22<sup>ND</sup>, 2020

**Presented By:** ALLYSON SHELLHORN, COMMUNITY DEVELOPMENT DIRECTOR

**Department:** COMMUNITY DEVELOPMENT DEPARTMENT

**Re:** PRO 2019-24: AN APPLICATION TO REQUEST APPROVAL OF A  
CONDITIONAL USE PERMIT TO OPERATE A RETAIL MARIJUANA  
STORE LOCATED AT 3816 NORTH RIVER ROAD, PARCEL # 2937-  
091-00-027, AS APPLIED FOR BY DRIFT 6, LLC

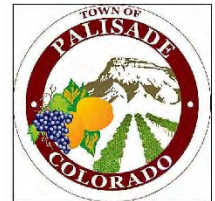
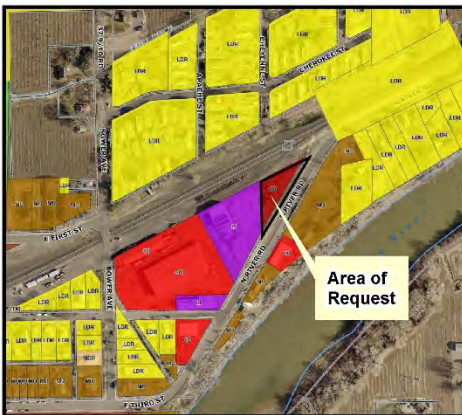
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**PRO 2019-24: AN APPLICATION TO REQUEST APPROVAL OF A CONDITIONAL USE PERMIT TO OPERATE A RETAIL MARIJUANA STORE LOCATED AT 3816 NORTH RIVER ROAD, PARCEL # 2937-091-00-027, AS APPLIED FOR BY DRIFT 6, LLC**

**SUMMARY**

Staff received an application to request approval for a conditional use permit to operate a retail marijuana store located at 3816 N. River Road as applied for by Drift 6, LLC. Operating a retail marijuana store requires approval of a conditional use permit under the Palisade Land Development Code. The current property is zoned Commercial Business, which permits a retail marijuana store business under a CUP application. The applicant has fulfilled all requirements of the initial application process including the pre-application meeting, the staff and agency review, and notice of public hearing.

On September 15<sup>th</sup>, 2020, the Conditional Use Permit application was submitted to the Planning Commission for recommendation to the Board of Trustees. The Planning Commission voted to recommend denial of the application with a vote of 5-2. Staff is asking the Board of Trustees to review the application and make a final decision pursuant to section 4.05.C.2.c. of the Land Development Code. The Board of Trustees shall act as the final decision maker on conditional use permit applications.



**PRO  
2019-24**

**REQUEST:  
A Conditional  
Use Permit for  
a Recreational  
Marijuana Store**

**LOCATION:  
3816 North  
River Rd.**



120 60 0 120 Feet



## SITE INFORMATION

The property at 3816 N. River Road is approximately 0.46 acres and contains one principal structure of 1,080 square feet. The property is zoned Commercial Business and is currently utilized as a commercial space.



## NORTH RIVER ROAD IMPROVEMENTS

Staff has contacted engineer, Scott Samuels, with Mesa County Public Works on improvements along North River Road. The improvements will consist of a four-foot-wide shoulder on each side of North River Road, as well as an overlay in two phases. The first phase will occur in the spring of 2021, and will stretch from the west end of the Colorado River Bridge to the Town of Palisade boundary past the entrance to the Base Camp, RV Park. The second phase still needs approval from the Union Pacific Railroad, and will stretch from the end of Phase 1 to Bower Avenue.

## LAND DEVELOPMENT CODE

On November 8<sup>th</sup>, 2016 the residents of the Town of Palisade voted during the general election to authorize the establishment and operation of retail marijuana stores, retail cultivation facilities, retail marijuana manufacturing facilities and retail marijuana testing facilities. The Palisade Municipal Code and the Palisade Land Development Code were amended in May of 2017 to establish the licensing and land use regulations for the approved businesses.

This application, if approved, would allow for the applicant to operate a retail marijuana store at 3816 North River Road. Under the Land Development Code, the application shall meet the standards of a retail marijuana establishment. A retail marijuana establishment is a retail marijuana store, retail marijuana cultivation facility, retail marijuana products manufacturing facility or a retail marijuana testing facility. Retail marijuana establishments shall meet the following minimum standards in addition to licensing requirements and regulations of Article V of Chapter 6 of the Palisade Municipal Code.

This staff report shall cover the standards and approval criteria regarding the proposed land use as a retail marijuana application. It should be noted that the process for a retail marijuana license is an additional, separate process through the State of Colorado. Retail marijuana businesses are licensed and regulated by the State of Colorado through the Marijuana Enforcement Division of the Colorado Department of Revenue. The industry is scrupulously regulated by the Colorado Retail Marijuana Code, sections 12-43.3-101 Colorado Revised Statutes and other rules 1 CCR (Code of Colorado Regulations) 212-2. The licensee must, agree to use the State's Inventory Tracking System and that products must be labeled and packaged according to the Retail Marijuana Code standards. The premises are also subject to inspections by the Marijuana Enforcement Division.

The following section, Section 7.03.M., for retail marijuana establishments details the standards required for approval to operate a retail marijuana store under the Palisade Land Development Code.

### Section 7.03.M. Retail Marijuana Establishment:

A retail marijuana establishment is permitted subject to the following standards:

1. Regardless of zoning, no retail marijuana establishment shall be located in the designated Retail Marijuana Free Zone in the downtown core as identified by the Retail Marijuana Free Zone Map:
2. Regardless of zoning, no retail marijuana establishment, with the exception of the



retail marijuana testing facilities, shall be established closer than a one thousand (1,000) foot distance from any school or preschool as measured from the nearest property boundary of such school use to the boundaries of the proposed licensed premises.

3. Retail marijuana stores may only be open to the public between the hours of 8:00 a.m. and 10:00 p.m. daily. A licensed cultivation facility or its contracted agent may deliver marijuana and marijuana products on any day of the week except between the hours of 9:00 p.m. and 7:00 a.m.
4. Shipping and receiving of products and supplies shall only occur between the hours of 4:00 a.m. and 10:00 p.m. daily for retail marijuana cultivation facilities, retail marijuana products manufacturing, and retail marijuana testing facilities.
5. All retail marijuana businesses shall contain the best available filtration system, such as carbon air filter scrubbers or charcoal filtration systems.
6. For retail marijuana stores, the odor of marijuana must not be perceptible at the exterior of the building, the exterior of the licensed premises or at any adjoining use of the property.
7. Retail marijuana cultivation facilities shall be indoor only.

*The application complies with the standards of retail marijuana establishments outlined in the Land Development Code under commercial use standards. The proposed location falls outside of the marijuana free zone and is no closer than one thousand feet from any school or preschool. The applicant shall comply with all business hours including shipping and receiving hours. The operation shall be limited to indoor use only and any odor shall not be perceptible at the exterior of the building.*

#### **Section 4.07 Conditional Use Permit:**

A conditional use is a use that may or may not be appropriate depending on the location and the conditions imposed upon the approval of the use that are designed to reasonably mitigate any adverse impacts on surrounding properties. Conditional uses may be approved for the uses indicated in the use regulations of the zoning district of the property for which the conditional use permit is requested. Approval of a conditional use permit allows for flexibility and to help diversify uses within a zoning district.

#### **Section 4.07.E. Conditional Use Permit Findings of Fact:**

No Conditional Use Permit shall be approved unless the following findings are made concerning the application.

1. That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved.

*The proposed use is limited to a retail marijuana store and shall not materially endanger the public health or safety if located where proposed and developed according to the submitted site plans. The proposed site plan includes additional parking spaces greater than the required number of spaces under the Land Development Code. The applicant will provide landscaping buffers for adjacent properties.*

2. That the application meets all required specifications and conforms to the standards and practices of sound land use planning and other applicable regulations.

*The applicant shall comply with all required specifications and standards within the Land Development Code and Municipal Code. The retail marijuana store shall comply with the above required standards for a retail marijuana establishment. Additionally, the proposed use shall comply with parking, landscaping, trash containments, lighting, and all other required sections of the Land Development Code.*

*The application shall comply with all requirements of the Town of Palisade Marijuana Code and all applicable regulations of the State of Colorado.*

3. That the application will not substantially injure the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.

*Staff does not foresee any substantial impact to the value of adjoining or abutting properties. Approval of the conditional use permit should not be detrimental to neighboring development. The property is surrounded by developed residential lots to the northeast. To the direct north, the property abuts the railroad. Developed*

*Commercial Business, Light Industrial, and Mixed Use zoning surround the property to the west and south. Staff is recommending a one-year review of the application to determine any adverse impacts and impose additional conditions, if necessary.*

4. That the application will not adversely affect the adopted plans and policies of the Town or violate the character of existing standards for development of the adjacent properties.

*The application, as presented, does not adversely affect the adopted plans and policies of the Town. Commercial Business zoning permits a retail marijuana store under a conditional use permit. Previously, the Town adopted the plan to permit three retail marijuana stores within Town limits, so long as the applications comply with all necessary standards within the adopted Marijuana Code and Land Development Code.*

## **RECOMMENDATION**

In granting a conditional use permit, the Board of Trustees may impose reasonable conditions which serve to assure that the required findings are upheld.

Staff recommends the Board of Trustees make a final decision on the submitted application based on the Conditional Use Permit Findings of Fact. If approved, staff recommends the following conditions to the permit application:

1. The conditional use permit approval is based on the submitted site plan. No expansion of the area or use shall occur without the consideration and approval of the Board of Trustees. Development of any expansion shall be reviewed as an amendment to the approved conditional use permit and shall be subject to the notice and hearing procedures and standards which governed the initial approval.
2. The application shall be subject to an administrative site plan review and approval. Any improvements to the site (structural, electrical, fire, plumbing, and building) associated with the use requires planning clearances and building permits before site improvements commence. Future signs shall require separate sign clearances.
3. Prior to final planning clearances, any associated fees shall be paid to the Town.
4. The Conditional Use Permit is subject to a one-year review by the Town Board of Trustees. However, the Board may review the CUP at any time, if complaints are received and the Board determines that the use and the associated operations are unreasonably impacting adjoining properties.
5. The Conditional Use Permit shall only be valid in conjunction with a Business License issued by the Town of Palisade.
6. The Conditional Use Permit shall become null and void if the use is discontinued for 12 consecutive months.

## **ATTACHMENTS**

Letter of Intent  
Site Plan/ Civil Plans  
Letters from Residents  
Traffic Impact Study

## LETTER OF INTENT





Town of Palisade  
Community Development Department  
ATTN: Allyson Shellhorn, Planner  
P.O. Box 128  
Palisade, CO 81526

LETTER OF INTENT – BASIS FOR REQUEST AND CRITERIA FOR APPROVAL

November 13, 2019

Dear Town of Palisade,

This firm represents Drift 6, LLC, the applicant for a retail marijuana store license at 3816 N. River Road, Palisade, Colorado 81526. In furtherance of its application for a retail marijuana store license, Drift 6, LLC is applying to the Town of Palisade's Community Development Department for a Conditional Use Permit to operate the proposed retail marijuana store in a Commercial Business zone district in Palisade. Drift 6, LLC hereby submits this Letter of Intent in support of its application for a Conditional Use Permit.

The proposed property address for the retail marijuana store is 3816 N. River Road, Palisade, Colorado 81526. The property is zoned Commercial Business. The property is currently owned by Kraig Ketner and Linda Ketner. Mr. and Mrs. Ketner currently use the property for Mr. Ketner's log furniture business as well as Ms. Ketner's personal care services business. Drift 6, LLC proposes to change the use of the property to a retail marijuana store. Mr. And Mrs. Ketner support this application for a conditional use permit.

In support of Drift 6, LLC's application for a conditional use permit, Drift 6, LLC hereby states the following:

- 1) The application will not materially endanger the public health or safety at the proposed location. Drift 6, LLC's proposed business is suitable for a Commercial Business zoning district. The proposed business will actually increase the public health and safety of the surrounding area for several reasons. First, the security and surveillance systems which are strictly required by the State of Colorado Marijuana Enforcement Division for all retail marijuana stores allow for the business owner and law enforcement to be able to monitor and evaluate any suspicious behavior or potential criminal activity on the property both in real time and through recorded video surveillance. The expensive and complex security systems actually deter criminal activity at the property and enable law enforcement in pursuing criminal activity, both on the proposed business locations and surrounding area. Second, the proposed renovations to the building and the



- lot will enhance the aesthetics of the property. Third, the proposed asphalt parking lot with a defined driveway and parking spots will create a more appealing and safer access way to and from the property.
- 2) The application meets all required specification and confirms to the standards and practices of sound land use planning and other applicable regulations. The building is sufficiently set back from the railroad right of way and North River Road. Among other potential renovations, Drift 6, LLC plans to meet required specifications through an updated parking lot with the requisite number of parking spots, a defined access way from the road into the parking lot, potential landscaping for beautification purposes, a handicap accessible ramp from the parking lot to the front door of the building, and updating of the façade and signage of the building itself.
  - 3) The proposed business will not substantially injure the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses. The applicant does not anticipate any detrimental effect to adjoining or abutting property. The abutting properties include storage and warehouse facilities which are engaged in commercial activity. The proposed location is bordered on the north side by the railroad right of way and on the south side by North River Road. Across the street, on the south side of North River Road, are residential properties and other commercial buildings. The applicant does not anticipate the retail marijuana store causing any more traffic or activity than any of the other businesses along North River Road or any other successful retail business that could be located at the facility. Other than occasional delivery by van or small vehicle (not semi-truck) of retail marijuana and customer parking in the designated parking lot, the applicant does not anticipate a large increase in traffic to the area. The size of the lot itself and the proposed parking area (which comprises a large portion of the parcel) will be sufficient to accommodate all vehicles servicing or visiting the business. The proposed business will not cause sound issues that other business uses within a commercial business might cause. Furthermore, the business will contain a state-of-the-art air filtration system so that the odor of marijuana will not be perceptible from the exterior of the building or from any adjoining use of the property. The beautification of the lot and the building will likely cause an increase in value to adjoining or abutting properties.
  - 4) The proposed business shall not adversely affect the adopted plans and policies of the Town of Palisade or violate the character of existing standards for development of the adjacent properties. The Town of Palisade has authorized a limited number of retail marijuana stores within the town. Moreover, the Town of Palisade has strictly defined in which zone districts the retail marijuana stores can exist within the Town by permitting the retail marijuana stores in Commercial Business zone districts. The applicant's proposed location is compliant and in furtherance with the Town's policy in this regard. Furthermore, the activities and impact of the retail marijuana store ultimately will be the same as any other proposed retail sales operation that would exist on this property with the major difference being this proposed retail marijuana store will be heavily fortified, secure, and subject to security surveillance. The applicant's business will be in strict compliance with all existing standards for development of the proposed zone district.

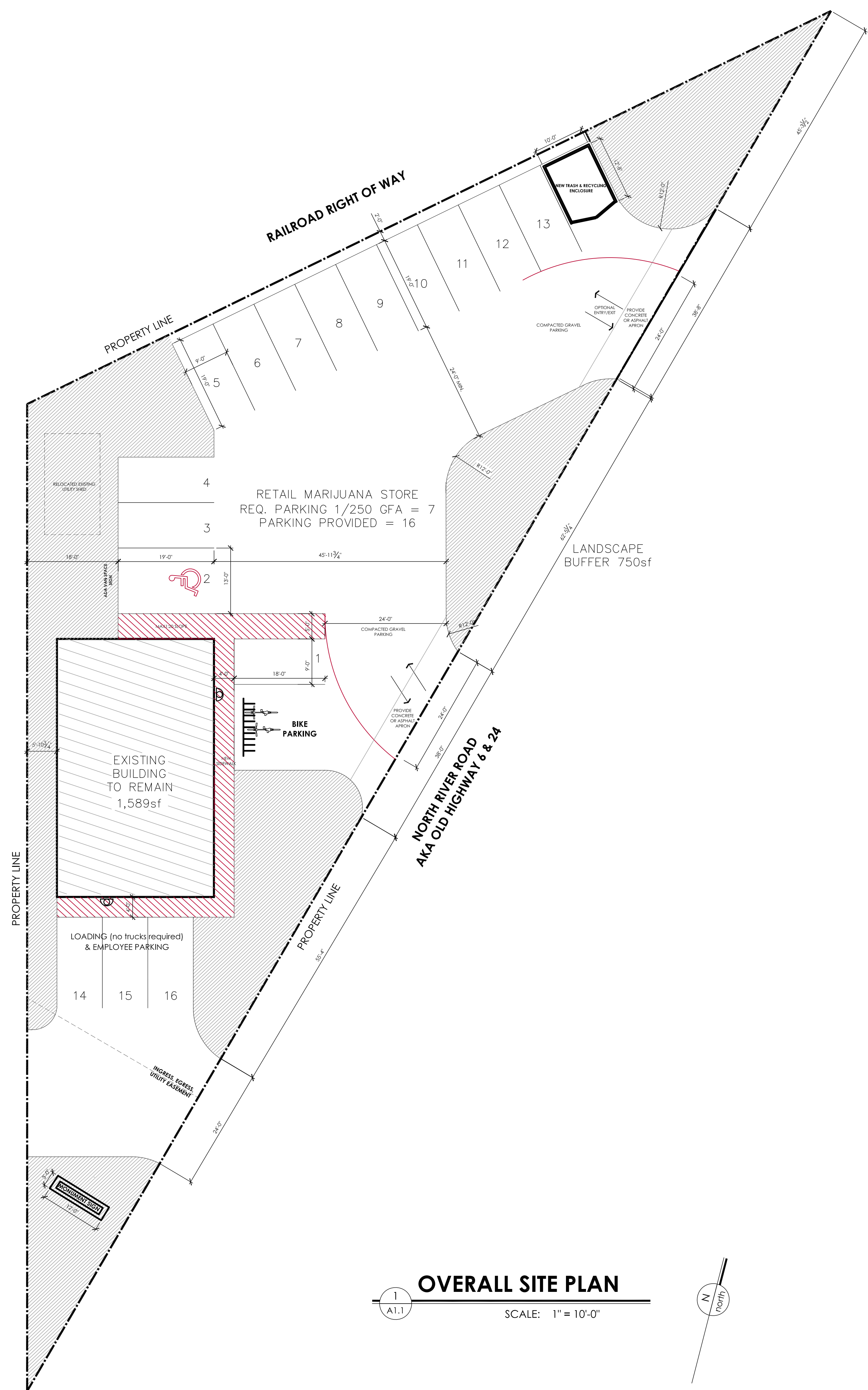
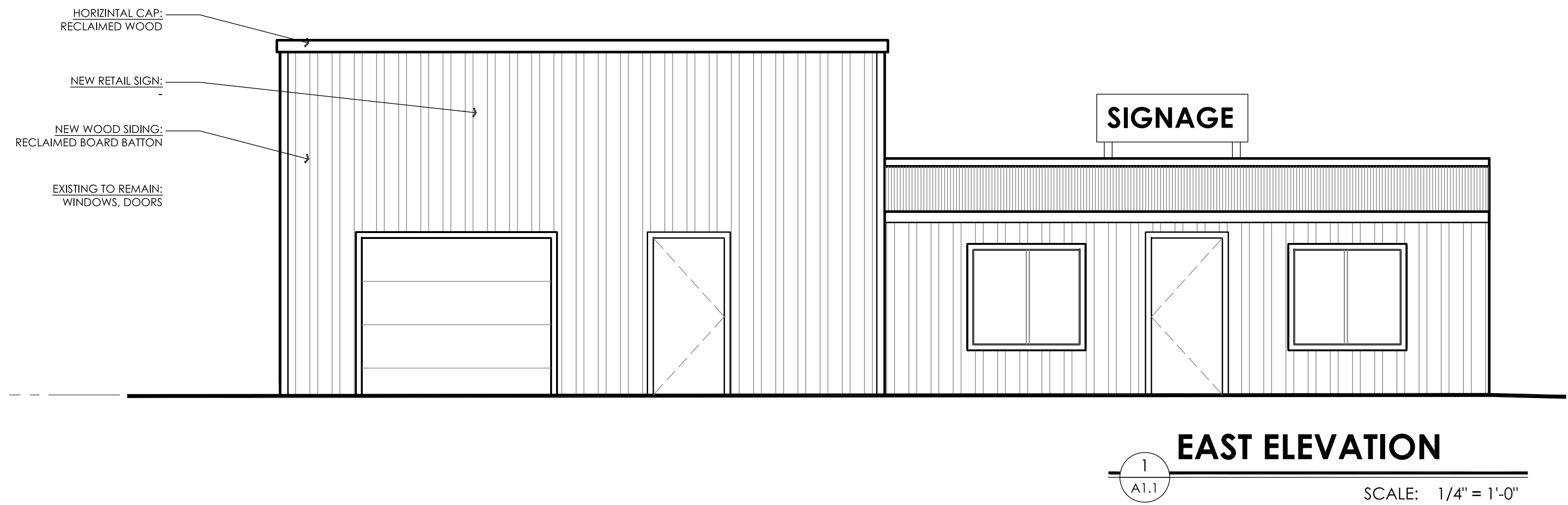
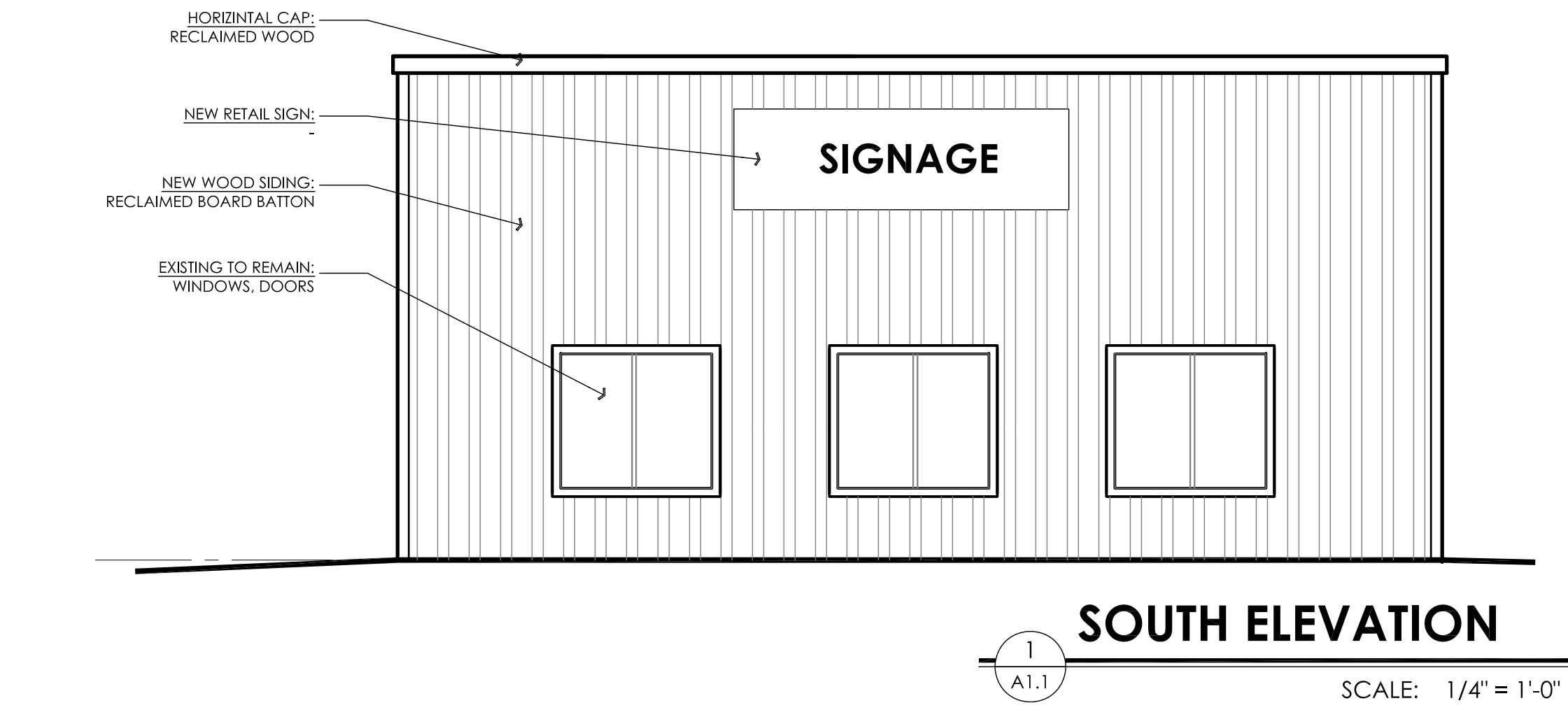
It is my client's hope that the foregoing reasons identify sufficient basis for granting the conditional use permit for Drift 6, LLC's retail marijuana store at the proposed location of 3816 N. River Road in Palisade. Finally, I would like to request that the Town communicate with me directly during the application process so we can arrange for appearance at any hearings or meetings. Thank you for your time and we look forward to working with you on this application for a conditional use permit.

Sincerely,

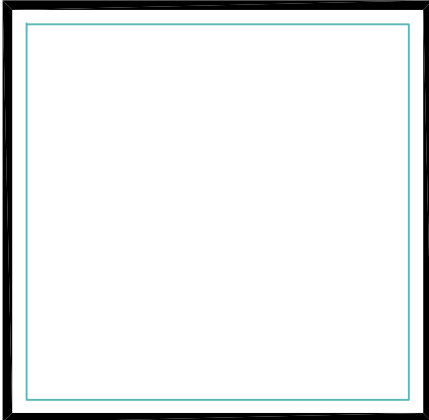


Drew S. Gottlieb, Esq.

## SITE PLAN/ CIVIL PLANS



**Maggie T. Fitzgerald, AIA**  
— architect —  
P.O. Box 1328 Eagle, Colorado 81631  
970.445.0486

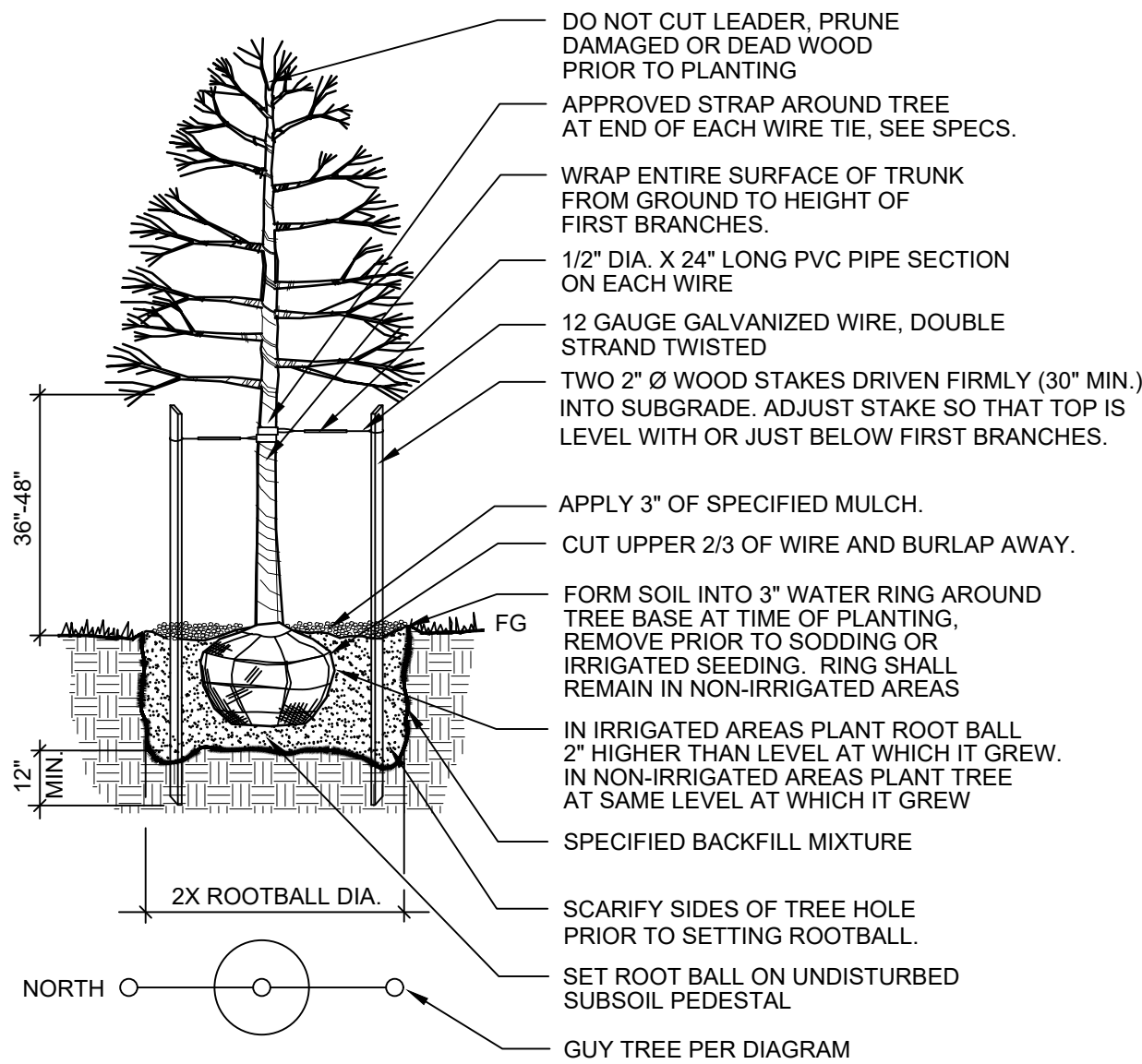


**MARIJUANA RETAIL STORE  
TENANT FINISH**  
3861 NORTH RIVER ROAD  
PALISADE, CO 81562

issue:	TOWN OF PALISADE PLANNING SET	date:	4-30-2020
	PROGRESS SET		5-20-2020
	RESPONSE TO TOWN COMMENTS		6-29-2020

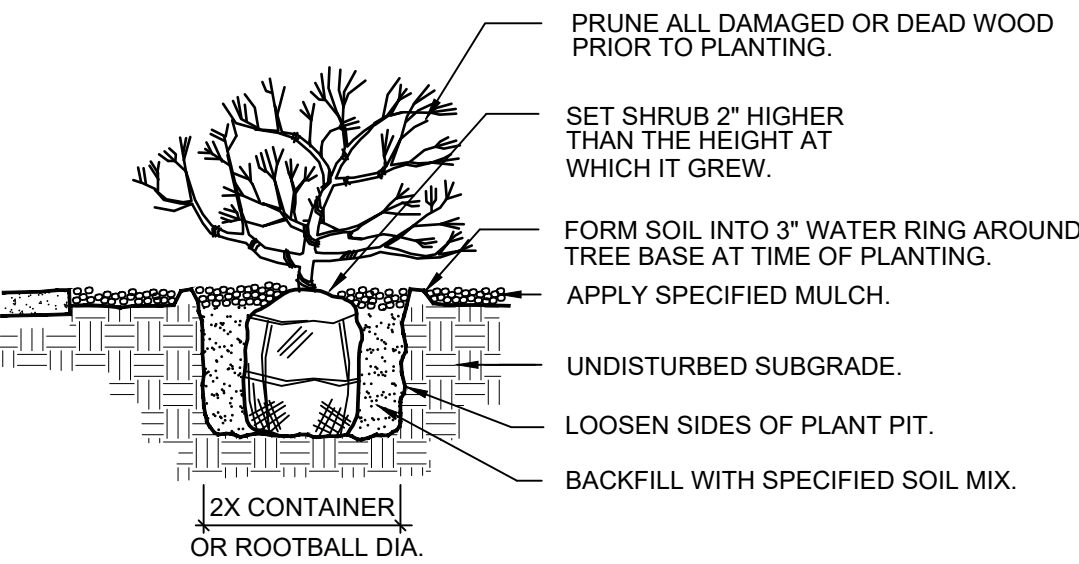
**A1.1**  
OVERALL SITE PLAN





## A Tree Planting Detail

SCALE: NTS



## B Shrub Planting Detail

SCALE: NTS

## SOIL PREPARATION AND PLANTING SPECIFICATIONS

### 1.1 PREPARATION - GENERAL

- A. Lay out individual tree and shrub locations and areas for multiple plantings. Stake locations and outline areas and secure Architect's acceptance before start of planting work. Make minor adjustments as may be required.

### 1.2 PREPARATION OF PLANTING SOIL

- A. The landscape contractor shall collect soils samples and run soils testing for the proposed planting areas. Add soil amendments and fertilizers as recommended in the soil testing report to ensure a good planting medium. Delay mixing any fertilizer if planting will not follow placing of planting soil within a few days.
- B. Any imported planting soil shall also be tested and be three parts screened topsoil and one part manure.
- C. Before mixing, clean topsoil of roots, plants, stones, clay lumps, and other extraneous materials harmful or toxic to plant growth.
- D. For pit and trench type backfill, mix planting soil prior to backfilling, and stockpile at site.
- E. For planting beds mix planting soil either prior to planting or apply on surface of topsoil and mix thoroughly before planting.

### 1.3 PREPARATION OF PLANTING BEDS

- A. Spread planting soil mixture to minimum depth required to meet lines, grades, and elevations shown, after light rolling and natural settlement. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer, then place remainder of the planting soil.
- B. Remove 8 inches to 10 inches of soil and replace with prepared planting soil mixture. Backfill for each bed with three parts topsoil and one part manure thoroughly mixed prior to placing.

### 1.4 EXCAVATION FOR TREES AND SHRUBS

- A. Excavate pits, beds, and trenches with vertical sides and with bottom of excavation slightly raised at center to provide proper drainage. Loosen hard subsoil in bottom of excavation.
1. For balled and burlapped trees, make excavations at least half again as wide as the ball diameter and equal to the ball depth, plus following allowance for setting of ball on a layer of compacted backfill.
2. Allow for 3 inch thick setting layer of planting soil mixture.
3. For container grown stock, excavate as specified for balled and burlapped stock, adjusted to size of container width and depth.
- B. Dispose of subsoil removed from planting excavations. Do not mix with planting soil or use as backfill.
- C. Fill excavations for trees and shrubs with water and allow water to percolate out prior to planting.
- D. Backfill pits with three parts topsoil and one part manure thoroughly mixed prior to placing.
- E. Place Agriform tablets in planting pit prior to backfilling at the following rate: three per each tree, one per each shrub.

### 1.5 PLANTING TREES AND SHRUBS

- A. Set balled and burlapped (B&B) stock on layer of compacted planting soil mixture, plumb and in center of pit or trench with top of ball at same elevation as adjacent finished landscape grades. Remove burlap from sides of balls; retain on bottoms. When set, place additional backfill around base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.
- B. Set container grown stock, as specified, for balled burlapped stock, except cut cans on 2 sides with an approved can cutter an from plantball so as not to damage root balls.
- C. Dish top of backfill to allow for mulching.
- D. Apply anti-desiccant, using power spray, to provide an adequate film over trunks, branches, stems, twigs and foliage.
1. If deciduous trees or shrubs are moved when in full-leaf, spray with anti-desiccant at nursery before moving and spray again 2 weeks after planting.
- E. Remove and replace excessively pruned or misformed stock resulting from improper pruning.
- F. Wrap tree trunks of 2 inches caliper and larger. start at ground and cover trunk to height of first branches and securely attach. Inspect tree trunks for injury, improper pruning and insect infestation and take corrective measures before wrapping.
- G. Guy and stake trees immediately after planting, as indicated.

## LANDSCAPE REQUIREMENTS

### Street Frontage Landscaping:

- 316 LF - 236' of Sight Triangles and Curb Cut = 80 LF
- Required Class A Buffer: 2 Canopy Trees, 2 Understory Trees and 10 Shrubs required.
- Street Frontage Landscaping Provided = 2 Canopy Trees, 2 Understory Trees and 10 Shrubs

### 20% of the Total Lot Area shall be landscaped:

- Lot Area 15,670 SF (20%) = 3,134 SF Required
- Required Lot Area Landscaping: 4 Canopy Trees, 4 Understory Trees and 16 Shrubs required.
- Total Lot Area Landscape Provided = 3,134 SF, 4 Canopy Trees, 4 Understory Trees and 21 Shrubs + Ornamental Grasses + Landscape Boulders

## PLANT LIST

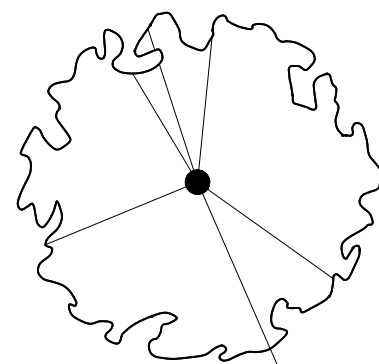
No.	Sym.	Common Name/ Biological Name	Planting Size/ Remarks	Mature Size
Deciduous Trees:				
2	HAW	Cockspur Thornless Hawthorn/ Crataegus crus-galli 'Inermis'	2" cal./ B&B	20' Ht. & 15' Spd.
2	IMP	Imperial Locust/ Gleditsia triacanthos inermis 'Imperial'	2" cal./ B&B	35' Ht. & 25' Spd.
4	RSP	Redspire Pearl/ Pyrus calleryana 'Redspire'	2" cal./ B&B	35' Ht. & 25' Spd.
Deciduous Shrubs				
3	ATR	Rose-of-Sharon/ Hibiscus syriacus		
2	BMS	Blue Mist Spirea/ Caryopteris x clandonensis	18"-24" Spread/ #5	10' Ht. & 5' Spd.
3	MKL	Miss Kim Lilac/ Syringa patula 'Miss Kim'	18"-24" Spread/ #5	3' Ht. & 3' Spd.
6	PFG	Goldenfinger Potentilla/ Potentilla fruticosa	18"-24" Spread/ #5	5' Ht. & 5' Spd.
2	RBA	Red Barberry/ Berberis thunbergii	18"-24" Spread/ #5	2' Ht. & 2' Spd.
5	YFC	Yellow Flowering Currant/ Ribes aureum	18"-24" Spread/ #5	4' Ht. & 5' Spd.
4	YRE	Red Yucca/ Hesperaloe parviflora	18"-24" Spread/ #5	5' Ht. & 5' Spd.
Evergreen Trees and Shrubs:				
4	AEM	Emerald Arborvitae/ Thuja occidentalis 'Emerald'		
6	GMJ	Green Mound Juniper/ Juniperus procumbens 'Green Mound'	6" Tall/ #10	15' Ht. & 4' Spd.
Ornamental Grasses:				
2	FRG	Karl Foerster/ Calamagrostis acutiflora 'Karl Foerster'	#1	1' Ht. & 8' Spd.
3	FGP	Purple Fountain Grass/ Pennisetum alopecuroides	#1	4' Ht. & 2' Spd.

\*ALL PLANT TOTALS ON THE PLANT LIST SHALL BE VERIFIED WITH PLANT NUMBERS ON THE LANDSCAPE PLANS.

## LANDSCAPE AND IRRIGATION NOTES

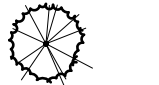
- Planting areas are to have 3" of Crushed Landscape Rock over landscape fabric. Approve landscape rock with owner. All plant material shall have a planting ring at the base of each plant with 3" of western red cedar mulch over landscape fabric.
- An underground, pressurized irrigation system will be provided. All planting beds are to be irrigated with an automatic drip system. An approved backflow prevention device is required. The protective cover for a backflow prevention device must be tamper-resistant.
- Steel edging is to be installed along the edge of the landscape rock areas.
- The landscape contractor shall collect soils samples and run soils testing for the proposed planting areas. Add soil amendments and fertilizers as recommended in the soil testing report to ensure a good planting medium. Any imported planting soil shall also be tested and be three parts screened topsoil and one part manure.

## LANDSCAPE LEGEND

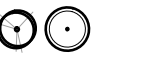


CANOPY TREES

UNDERSTORY DECIDUOUS TREES



UNDERSTORY EVERGREEN TREES



DECIDUOUS SHRUBS



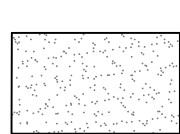
EVERGREEN SHRUBS



ORNAMENTAL GRASSES AND YUCCA



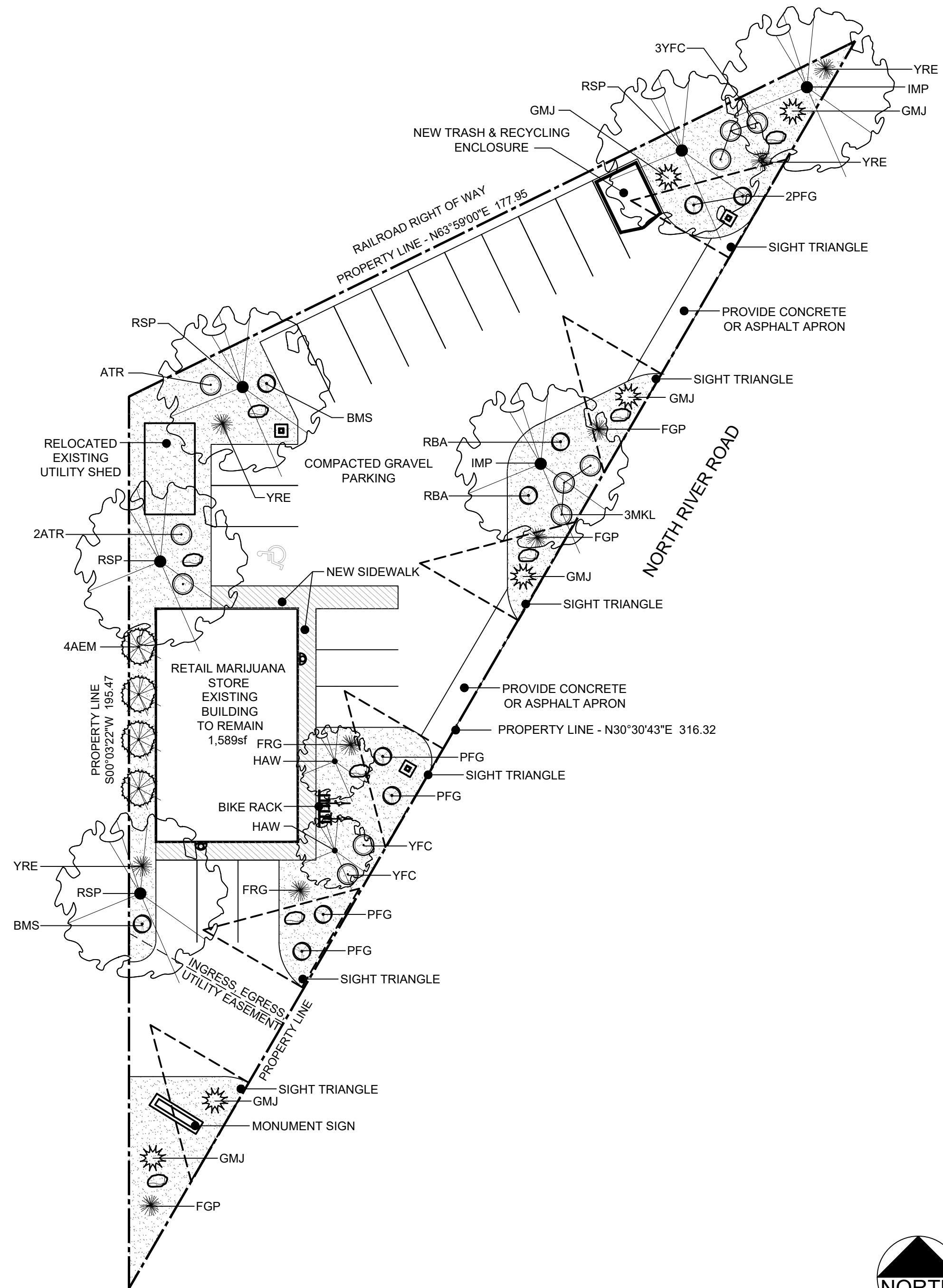
LANDSCAPE BOULDERS



LANDSCAPE ROCK



LOCATION OF UTILITIES SHOWN HEREON WAS PROVIDED BY OTHERS. CONTRACTOR MUST VERIFY LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.



## 1 Landscape Plan

Scale: 1"=20'-0"



0 20'

MRLA MITCHELL REWOLD LANDSCAPE ARCHITECTURE AND LAND PLANNING



MARIJUANA RETAIL STORE  
3861 NORTH RIVER ROAD  
PALISADE, COLORADO

### ISSUED FOR:

No	Date	Remarks
	06.25.20	Plan Review

PHASE: PLAN REVIEW

DRAWING TITLE:

LANDSCAPE PLAN

SHEET NUMBER

L1.0

386 34 1/2 Road  
Palisade, Colorado 81526  
(970) 361-4345



## LETTERS FROM RESIDENTS



[www.lincolnwoodworks.com](http://www.lincolnwoodworks.com)

Shop: 970-464-0467 Cell: 970-210-1659

Shop: 3810 N. River Rd. Mailing: P.O. Box 299 Palisade, CO 81526

09/09/2020

Dear Town of Palisade Board of Trustees,

Thank you for considering my comments and concerns and for serving our town. I appreciate the sacrifices you make to be involved in making Palisade the best it can be. I am writing this letter to express my opinions and concerns in objection to the proposed new Marijuana shop at 3861 North River Rd. I am asking that you vote to deny this proposal based on the reasons listed below.

I am the immediate neighbor of this property. I own the property at 3810 North River Rd. (NRR) and operate a Woodworking business out of this location since 2008. My father has run this business in different locations within the town city limit for the last 40 years. I have invested all I have into this property. I plan to make another huge investment soon in an expansion project, bringing our entire operation under one roof here in Palisade. I have worked tirelessly for years to establish an upstanding business that provides local jobs and improves the lives of my employees and the families they represent. My parents moved to Palisade in 1976 and I was raised here. My family is a longtime family in this community. I am raising my family here; I have 5 children from ages 2 years old to 10 years old. I love this town and want the best for the town, today and for future generations. Some people have short sighted visions and desires for the town. To me there are warning signs all over businesses that shield their identities from the public. What are they hiding? I have personal convictions against this type of activity in our town. I am deeply concerned about the development of the 3861 North River Rd property into a retail marijuana store. I have several reasons for this that I will explain in the letter below. I feel like we are at a major crossroads here and the weight of this decision has dire consequences.

**Parking:** Let us not continue on the path of dangerous overflow parking along NRR. The Happy Camper (THC) parking situation is a total failure for public safety. The speed limit there should be reduced to 25 MPH, and a "highway congestion ahead" sign erected. I have had THC customers walk across the highway right in front of me as I was driving. Just last week an individual acted like I was the one needing to yield as they crossed. Thankfully, I already drive through with great anticipation of this safety issue. People park along both sides of the road and open doors into the road. People using the newly purchased products right there in the open daylight, right before getting into their cars. People back up into the highway to get out of parking spaces. It is very dangerous, and I am surprised that there has not been a serious accident there. Cars come right off the interstate there heading West, and in certain daylight hours you cannot see well. THC parking was not planned well, and I think that this was a known issue going into it, but that our codes did not reflect this type of business parking requirement. I was at the public meetings where Retail Marijuana store advocates explained the parking issues in Trinidad and other towns that attract a regional following. As part of the Expansion project for Lincoln Woodworks I will be creating 24 new parking spaces. These parking spaces exceed what I will be needing and there will be several open parking spaces on my property that will be immediately accessible to the proposed 3861 marijuana store. Who is going to stop them from using my parking lot? I do not want my parking lot, code required, to be used by the proposed 3861 Marijuana store. I do not want to be policing this and I will not tolerate them using my property. I do not want to be put in this situation. On the site plan there is a "monument sign" that is on the South most tip of the small triangular lot. This sign location will only encourage customers to

use my parking lot. WE have an approved site plan showing that my driveway egress is larger than what is on the plan submitted by the new proposed marijuana store. I do not want to see our neighborhood turn into an overflow parking lot. The footprint of this property will not support the needed parking for this type of business.

Traffic Safety: Once the THC business came to town our roads are less safe. The traffic issues we currently experience on NRR is a major Safety issue. Another pot shop on this road will only increase traffic on this route. We will only get more traffic with more shops. I ride my bike to work and I know many others who also enjoy this simple lifestyle. Since THC has been in business, my daily route to work by bicycle has seen many "near misses", these are safety violations to me personally. Now I must watch out for the pot shop customers. You can tell who is heading to THC. They have tunnel vision and are just rushing through town as quick as possible to get the weed and leave. The average THC customer route is to come from the West, take First street down all the way West, come across the tracks, cut down East Second street (where I have experienced many near misses), zip down second, then zip down North River Road, and then the THC final destination you just park anywhere you feel like it. It is not a safe area anymore to ride a bike. I used to ride down NRR for exercise and now I do not, it is too dangerous. I know many people who say the same thing. That is a real bummer to the safety and lifestyle of the people who live here. I am not against change or business; I am just seeing a lot a negative impact here already. And now we are in line for an increase in this type of activity. My kids ride bikes and walk to my shop frequently. I know and love many of the local neighborhood kids on this side of town. I just do not see general respect for the neighborhood in these drivers. For the safety of my family and others I have great concerns with the proposed 3861 marijuana store. Please consider the safety of the people who live here.

The legacy we have been given: One of the reasons I love this town so much is all the amazing people who have come before us. We have a rich history. People who lived and lead in a way that made a lasting impact. People who saw the value of the water and engineered canal system and got involved in water law to secure this water for future generations. Their wisdom and insight has created the flourishing agricultural powerhouse that Palisade is now riding on. People like Albert Merlino who lived an incredible life here in Palisade and lead in a way that left the town better than when he got here. Albert was a key player in bringing the State insectary here, he served as mayor of Palisade, he served in the military and was part of the Lions club. I could go on and on. This town has had many great people invest their lives in the greater vision of Palisade. Let us lead in a way that leaves Palisade better. I want to live my life in a way that honors people today and the ones to come. Let us be honest here, the retail marijuana industry is driven by the hopes of high profits. There is no other benefit to the town, only negative side effects. In the big picture this is not what is best for Palisade.

Our legacy: What is the benefit to the community of this type of business? Is a little tax revenue worth the negative side effects to the community of people who moved here because they love it. Is more accessible marijuana good for the town? It is scientifically proven that Marijuana use deteriorates your brain. It is also a fact that Marijuana usage is way up across our community and most concerning is amongst our children and youth. We are making Marijuana increasingly accessible. In general Palisade is contributing to the deterioration of the minds of our youth and overall community. What effect is this going to have to the long-term health of our community? Is this a good thing to encourage and Is the extra tax revenue worth it?

From my perspective I would deny the application based on public safety, and the negative side effects to the immediate property owners and the overall community.

Respectfully submitted,

Curtis Lincoln

**From:** [Rondo Buecheler](#)  
**To:** [Allyson Shellhorn](#)  
**Subject:** Comments for the proposed Dispensary at 3816 North River Road  
**Date:** Friday, September 11, 2020 9:22:17 AM

---

To: Planning Commission

From: Rondo Buecheler, Property owner 255 East 2nd. St, Palisade

I would like to comment on the proposed CUP for 3816 North River Road. I feel that this location is not able to handle the traffic and parking that will visit this proposed business. North River Road has become a safety concern since Palisade Basecamp, Gen X Greenhouse and the Happy Camper dispensary have opened. Then we have to add the traffic that the Palisade Plunge should bring. We know that North River Road is scheduled to have a four foot safety lane added at some future date. I do not feel that will not be enough to provide safe bike and pedestrian access from those businesses to downtown.

Using the Happy Camper as an example the number of proposed parking spaces will not be enough for the employees and customers for a business of this type. We will have customers parking in the safety lane on both sides of the road at a blind curve. This will force riders and pedestrians out in the street at this blind curve.

Another question we have is about whether the applicants actually meet the requirements originally set forth by the Town of Palisade for the dispensary owners in Ordinance 2017-34. This ordinance references requirements for licensees to have been a resident of Palisade for at least a year immediately preceding the application. Neither of the two applicants appear to meet this criteria as they both are and have been residents of the eastern slope, actively involved in business operations there with personal addresses on the eastern slope. Our question is whether the current applicants meet the basic requirements set forth by the Town of Palisade.

Thank you for considering these comments,

Rondo Buecheler











September 9, 2020

TO: Town of Palisade Planning Commission

FR: Jan & Gary Miller, 347 Troyer Avenue

RE: proposed pot shop at 3816 North River Road

We live at 347 Troyer Avenue and want to begin by stating that we are writing primarily out of concern for the safety of the residents, bike riders and those using North River Road. The RV Base Camp and Happy Camper were opened in the past two years without any changes to the width of North River Road, the quality of the road nor consistent enforcement of the speed limits or parking restrictions. Although it is our understanding that there should not be parking on the North side of North River Road across from the Happy Camper dispensary, there are frequently many vehicles lined up on both sides of the road making it impossible for two moving vehicles to safely pass each other on that stretch, not to mention additional bike traffic trying to share the road. This is a safety hazard to pedestrians, bike traffic and vehicles through this stretch and we would like to see a plan for making sure that as the TOP meets their growth goals, it is also done in a way that promotes safety.

Our second concern is adding additional vehicle traffic accessing the new dispensary at the same time we promote The Plunge which will dump hundreds of bike riders onto the same narrow road that doesn't safely accommodate the current traffic demands. Currently the access to the Stump commercial properties and the three homes next to those (one of which is ours), is a very unsafe, blind access with cars speeding around the corner in front of the proposed dispensary location. It is very difficult to safely exit. Adding more traffic to this area, without changing the access to make it safer, does not seem like a good idea.

Another question we have is about whether the applicants actually meet the requirements originally set forth by the Town of Palisade for the dispensary owners in Ordinance 2017-34. This ordinance references requirements for licensees to have been a resident of Palisade for at least a year immediately preceding the application. Neither of the two applicants appear to meet this criteria as they both are and have been residents of the eastern slope, actively involved in business operations there with personal addresses on the eastern slope. Our question is whether the current applicants meet the basic requirements set forth by the Town of Palisade. I am attaching information on both applicants for review.

It seems that it would be reasonable to hold the application for this location until the Town of Palisade has a plan to address the community safety concerns on this stretch of road. These same concerns were voiced before the Happy Camper and RV Basecamp opened and they are still issues today, although more pressing.



Lastly, if the Planning Commission approves this location for an additional dispensary, I would ask for simultaneous approval for the residences along the affected stretch to be allowed to install fences / walls / gates / trees or other barriers to help mitigate the increased traffic, noise and light that will be infused into our everyday life.

Respectfully -

Jan & Gary Miller



Document must be filed electronically.  
Paper documents are not accepted.  
Fees & forms are subject to change.  
For more information or to print copies  
of filed documents, visit [www.sos.state.co.us](http://www.sos.state.co.us).

Colorado Secretary of State  
Date and Time: 06/09/2017 11:14 AM  
ID Number: 20171437525  
Document number: 20171437525  
Amount Paid: \$50.00

ABOVE SPACE FOR OFFICE USE ONLY

### Articles of Organization

filed pursuant to § 7-80-203 and § 7-80-204 of the Colorado Revised Statutes (C.R.S.)

1. The domestic entity name of the limited liability company is

Drift 6 LLC

*(The name of a limited liability company must contain the term or abbreviation "limited liability company", "ltd. liability company", "limited liability co.", "ltd. liability co.", "limited", "l.l.c.", "llc", or "ltd.". See §7-90-601, C.R.S.)*

*(Caution: The use of certain terms or abbreviations are restricted by law. Read instructions for more information.)*

2. The principal office address of the limited liability company's initial principal office is

Street address

300 center drive g247

*(Street number and name)*

superior

*(City)*

CO

*(State)*

80027

*(ZIP/Postal Code)*

United States

*(Country)*

Mailing address

(leave blank if same as street address)

*(Street number and name or Post Office Box information)*

*(City)*

*(State)*

*(ZIP/Postal Code)*

*(Province – if applicable)*

*(Country)*

3. The registered agent name and registered agent address of the limited liability company's initial registered agent are

Name

(if an individual)

goldston

*(Last)*

greg

*(First)*

*(Middle)*

*(Suffix)*

or

(if an entity)

*(Caution: Do not provide both an individual and an entity name.)*

Street address

300 center dr g247

*(Street number and name)*

superior

*(City)*

CO

*(State)*

80027

*(ZIP Code)*

Mailing address

(leave blank if same as street address)

*(Street number and name or Post Office Box information)*

\_\_\_\_\_  
(City) CO \_\_\_\_\_  
(State) (ZIP Code)

(The following statement is adopted by marking the box.)

☒ The person appointed as registered agent has consented to being so appointed.

4. The true name and mailing address of the person forming the limited liability company are

Name  
(if an individual) Goldston Greg \_\_\_\_\_  
(Last) (First) (Middle) (Suffix)

or

(if an entity) \_\_\_\_\_  
(Caution: Do not provide both an individual and an entity name.)

Mailing address 300 center dr g247  
(Street number and name or Post Office Box information)

superior CO 80027  
(City) (State) (ZIP/Postal Code)  
United States  
(Province – if applicable) (Country)

(If the following statement applies, adopt the statement by marking the box and include an attachment.)

☐ The limited liability company has one or more additional persons forming the limited liability company and the name and mailing address of each such person are stated in an attachment.

5. The management of the limited liability company is vested in

(Mark the applicable box.)

☐ one or more managers.

or

☒ the members.

6. (The following statement is adopted by marking the box.)

☒ There is at least one member of the limited liability company.

7. (If the following statement applies, adopt the statement by marking the box and include an attachment.)

☐ This document contains additional information as provided by law.

8. (Caution: Leave blank if the document does not have a delayed effective date. Stating a delayed effective date has significant legal consequences. Read instructions before entering a date.)

(If the following statement applies, adopt the statement by entering a date and, if applicable, time using the required format.)

The delayed effective date and, if applicable, time of this document is/are \_\_\_\_\_  
(mm/dd/yyyy hour:minute am/pm)

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Causing this document to be delivered to the Secretary of State for filing shall constitute the affirmation or acknowledgment of each individual causing such delivery, under penalties of perjury, that the document is the individual's act and deed, or that the individual in good faith believes the document is the act and deed of the person on whose behalf the individual is causing the document to be delivered for filing, taken in conformity with the requirements of part 3 of article 90 of title 7, C.R.S., the constituent documents, and the organic statutes, and that the individual in good faith believes the facts stated in the document are true and the document complies with the requirements of that Part, the constituent documents, and the organic statutes.

This perjury notice applies to each individual who causes this document to be delivered to the Secretary of State, whether or not such individual is named in the document as one who has caused it to be delivered.

9. The true name and mailing address of the individual causing the document to be delivered for filing are

Goldston	Gregory		
<small>(Last)</small>	<small>(First)</small>	<small>(Middle)</small>	<small>(Suffix)</small>
300 center dr g247			
<small>(Street number and name or Post Office Box information)</small>			
<hr/>			
superior	CO	80027	
<small>(City)</small>	<small>(State)</small>	<small>(ZIP/Postal Code)</small>	
United States			
<small>(Province – if applicable)</small>	<small>(Country)</small>		

*(If the following statement applies, adopt the statement by marking the box and include an attachment.)*

- ☐ This document contains the true name and mailing address of one or more additional individuals causing the document to be delivered for filing.

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N-Fuzed

owner at NFuzed I only look at Link in on Saturday - one time per week.

Greater Denver Area · 74 connections · [Contact info](#)

## Experience

**owner**

N-Fuzed

Jan 2019 – Present · 1 yr 9 mos

## Education

**University of Cincinnati Carl H. Lindner College of Business**

BBA, Business

1989 – 1993

## Skills & Endorsements

**Businessowners**

Preparing PDF, your download will begin shortly.



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## Additional Information

**N-Fuzed**

 1880 S Flatiron Ct Ste E  
Boulder, CO 80301-2850

**Location of This Business**

1880 S Flatiron Ct Ste E, Boulder, CO 80301-2850

**BBB File Opened:** 12/18/2018**Years in Business:** 2**Business Started:** 4/2/2018**Business Incorporated:** 4/2/2018**Type of Entity:** Limited Liability Company (LLC)**Business Management**

Mr. Greg Goldston, Registered Agent

**Contact Information**

Principal

Mr. Greg Goldston, Registered Agent

Customer Contact

Mr. Greg Goldston, Registered Agent

**Business Categories**[Marijuana Processor](#)

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## NEWS > LOCAL NEWS

# Bid for pot shop west of Longmont is by developer, not restaurant's owners



Lewis Geyer / Staff Photographer

The Smetana family, owners and operators of the Praha Restaurant & Bar, 7521 Ute Hwy, are not the ones seeking permission to operate a marijuana retail business at that address. The application was filed by developer Greg Goldston, who might buy or lease the property from the Smetanas, should the license be granted.

By **JOHN FRYAR** | [jfryar@prairiemountainmedia.com](mailto:jfryar@prairiemountainmedia.com) | Longmont Times-Call

November 10, 2017 at 5:03 p.m.



The Smetana family members who currently own and have long operated a restaurant along Colo. 66 between Lyons and Longmont are not the applicants for Boulder County permission to convert the property's use to a [retail marijuana sales business](#), a spokesman for the family said Friday.

Smetana family spokesman George O'Brien said the person applying for the change of use is Greg Goldston, a developer who O'Brien said is proposing the change for the property at 7521 Ute Highway that is now the home of the Praha Restaurant and Bar and formerly was the home of The Old Prague Inn.

Under a tentative property transaction agreement with the Smetanas, if the county grants the change of use, the Smetana family might then sell or lease the property to Goldston, O'Brien said.

If the county does not approve the change of use, the current owners intend to continue using the property for a restaurant, O'Brien said.

Boulder County commissioners decided on Thursday to hold a yet-to-be-scheduled public hearing on the application, although the commissioners also noted that marijuana establishments are one of the permitted uses in the business zoning district where the Praha Restaurant sits.

The Boulder County application available on the county's website for the Land Use docket lists LMMJC LLC, a business with a Superior address, as the change-of-use applicant. No one could be reached late Friday afternoon at the telephone number on the application form for that company.

*John Fryar: 303-684-5211, [jfryar@times-call.com](mailto:jfryar@times-call.com) or [twitter.com/jfryartc](https://twitter.com/jfryartc)*



# Zach Adair

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6500 West 13<sup>th</sup> Avenue Apt 219 Lakewood, CO 80214 | (970)712-4432 | [zadair005@gmail.com](mailto:zadair005@gmail.com)

LinkedIn Profile: [www.linkedin.com/in/zach-adair](http://www.linkedin.com/in/zach-adair) | GitHub Repository: <https://github.com/zadair005>

## Career Profile

Data Analyst with over 5 years' experience with analytics and data science projects where I have honed my skills collecting, interpreting, analyzing and presenting data while helping and working with others to solve business solutions within the healthcare industry. Outstanding knowledge in mathematics, statistics and analytics. Superb awareness of business operations and analytic tools to effectively interpret data for analyses.

## Education

**DECEMBER 2019**

**REGIS UNIVERSITY**

**Masters: Data Science**

**Related coursework:** Machine Learning, Predictive Modeling and Statistical Inference, Data Analytics, Exploratory Data Analysis, Data Visualization, Experimental Design, Data Engineering, IT Research Methods

**MAY 2014**

**COLORADO MESA UNIVERSITY**

**Mathematics: Concentration in Statistics**

**Related coursework:** Mathematical Modeling, Mathematical Statistics I and II, Correlation and Regression, Experimental Design and Analysis and Computer Programming I

## Experience

**NOVEMBER 2017 – PRESENT**

**SCL HEALTH SYSTEM**

**Data Analyst:** Work with end users on projects designed to monitor work outputs, automate processes and give insight for important business decisions within the HIM department. Currently, working on a project with an SCL clinic using data science principles to study the patient population of the clinic then construct a neural network which will help the clinic be more proactive on helping patients avoid particular chronic conditions that could potentially cripple their lifestyle.

**MAY 2015 – NOVEMBER 2017**

**ROCKY MOUNTAIN HEALTH PLANS**

**Configuration/Data Analyst:** Using primarily Microsoft Access, Microsoft Excel and SQL Server; construct, analysis and interpret data and present reports to upper management to help inform them to make proper business decisions. Configure and test provider contracts to make certain that processed claims will operate smoothly.

**MAY 2014-MAY 2015**

**ROCKY MOUNTAIN HEALTH PLANS**

**Junior Healthcare Economics Analyst (Contract):** Fulfill ad-hoc data requests from varying departments, run weekly, monthly or quarterly reports and extract, interpret and analysis data all to help with company business decisions.

## Skills & Abilities

- Tableau Associate certified along with proficient in Microsoft Office tools, G-Suite tools, SQL Server, Alteryx, Power BI Desktop, RStudio, Python, Rapid Miner, Hadoop
- Epic Certifications: Cogito, Caboodle Data Model, Clarity Data Model.
- Excellent communication, leadership and time management skills

# Experience



## Data Scientist

### Improvement Path Systems Full-time

Jun 2020 – Present 4 mos

Denver, Colorado, United States



## Data Analyst

### SCL Health

Nov 2017 – Jun 2020 2 yrs 8 mos

Broomfield, Colorado



## Rocky Mountain Health Plans

3 yrs 7 mos



### Contract Configuration Analyst

Jun 2015 – Nov 2017 2 yrs 6 mos

Grand Junction, Colorado



### Junior Analyst

May 2014 – Jun 2015 1 yr 2 mos

grand junction, colorado area



## Building Manager at the Hamilton Recreation Center

### Colorado Mesa University

Feb 2012 – May 2014 2 yrs 4 mos

Grand Junction, Colorado Area

Work with customers selling memberships and merchandise, and help set-up events held in recreation center.



## Referee

### Colorado Mesa University

Jun 2011 – Aug 2011 3 mos

Grand Junction, Colorado Area

Referee summer high school basketball games at the four Colorado Mesa University basketball team camps.

September 17, 2020

Dear Palisade Board of Trustees,

Thank you for your service to this Town and for your consideration of public comments on the proposed location of a second Retail Marijuana Establishment (RME) on North River Road (NRR). I am opposed to this location.

The current traffic situation on NRR is abominable. I own a warehouse on Troyer Avenue and I own property across the river. I travel from my warehouse to my property going "the long way" down NRR 2 to 3 times a day. I am routinely passed by cars going up to 50-60 mph despite the narrow road, hills and curves that block the view, and the double yellow NO PASSING marks painted in the middle of the road. Once I approach The Happy Camper (THC), I reduce my speed to 10-15 mph. Due to the overflowing parking lot, THC customers park on the shoulder, not 6 inches off the eastbound side of the road, and fling open their door despite not looking for oncoming traffic. Just last night, at approximately 4:56 pm, the driver of a semi-truck parked on the east-bound side of the road opened his door right in front of me. Customers parked on the shoulder of the east-bound lane also will do a U-turn without looking for oncoming cars. If you're extra lucky, you will miss hitting the customer who is crossing the road (of course not looking either way) to THC's other overflow parking area provided courtesy of the Union Pacific right of way. So many residents have noted similar experiences that it would be comical if not such a serious an issue.

A few weeks ago I saw 3 or 4 tipsy members of a bridal party slowly pedaling down NRR into Town near the turn-off for Troyer Avenue. Behind them was a car, crawling along at 5-10 mph, unable to safely pass the bicycles due to the upcoming blind curve. A big old suburban passed them all, traveling at least 45 mph as he headed into the curve (right near the proposed location). It's an absolute miracle that nobody was coming the other direction, or there would be several dead women and a bunch of mangled bikes.

I'm not the first person to mention the excessive speeds and hazardous driving on NRR and the risk of death and serious injury to residents who try to walk/run/bike on the road or the tourists on bikes who pedal down the road completely unaware of the danger. What will happen once there is a substantial increase in cyclists on the road from the Plunge?? Under current conditions, it is only a matter of time before someone else is killed on that road.

#### **PARKING, SPEEDING, AND PUBLIC SAFETY**

Town of Palisade Ordinance No. 2017-07 (May 29, 2017) 3.5.15, Section 7 states that the off-street parking ratio must be one (1) parking spot per 250 sq. ft. of gross floor area. The situation at THC proves day after day that the Town grossly underestimated the parking needs when writing this code. The Town either had absolutely no idea how many cars would park at a typical RME on any given day, or they intentionally kept the parking space requirement as low as possible to effectively increase the number of possible locations around town for an RME. Either way, this decision has come back to haunt us.

THC has set a precedent in not only allowing, but *actively encouraging*, their customers to use the surrounding private property/easements/right of ways for parking. This way, THC doesn't have to give up any of their own land for additional customer parking. Have you noticed all the "private property" and "no trespassing" signs posted all over the majority of

THC/EcoGen's property to discourage their own customers from parking off the road in a safe area of their property if the designated parking lot is full? THC actively encourages their customers to trespass onto the property of others and park haphazardly all over the surrounding area, posing great hazards to passing cars, cyclists, and pedestrians. The RME at the proposed location will no doubt follow this established precedent.

The application for the proposed location includes a site plan showing 16 parking spaces. Three of these parking spaces are designated for deliveries and employee parking. This leaves only 13 spaces for customer parking, one of which is reserved for handicap parking. This limits the number of parking spaces for the vast majority of customers to 12 spaces.

Requirement 1 of the CUP states **"That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved."** Requirement 3 of the CUP states **"That the application will not substantially injure the value of adjoining property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses."**

Residents of the NRR area have documented in excess of 60 vehicles at The Happy Camper at one time. One reasonable assumption is that the new proposed location will take half of THC's customers, which could mean the possibility of 30 vehicles at the new proposed location at one time. If there are only 12 available spaces, that means 18 cars (or more) will be looking for a place to park. Where will they go? The answer is that they will trespass onto Curt Lincoln's property and use his parking lot, which is detrimental to the use of his property. The customers will park on the north shoulder of NRR adjacent to the RME's parking area, interfering with the ability of the RME's exiting customers to see west-bound traffic coming around the blind curve, which will materially endanger the safety of not only the customers pulling out of the parking lot, but also the occupants of the speeding vehicles coming around the blind curve and any pedestrians or cyclists in the area at the time. The customers will park at Tim Wedel's home and in front of his studio and storage units, which will both endanger his safety (and that of his renters) and be detrimental to the use of his storage units and pottery studio. They will park in the driveways of the neighboring short-term rentals and all the other residential houses across the street and materially endanger each and every resident and tourist staying at the vacation rentals. What happens on a Friday afternoon of a holiday weekend when there aren't 30 customers looking for parking, there are 40? Or 50? Finally, what about the safety of the customer who parked in Tammy Tallant's driveway and is walking back to his car just as the speeding car comes around the corner?

The proposed location for the new RME will have fewer parking spaces and fewer alternative parking options for customers than THC, with the added risk that it is situated on a blind corner. I don't believe any Trustee can honestly state that there would be **NO** detrimental impact to the surrounding properties nor a risk to the safety of the people who live across the street if an RME was permitted to use the proposed location.

#### **A BIT MORE ON PUBLIC SAFETY: PICKING APART THE TRAFFIC STUDY**

Town of Palisade Ordinance Code No. 2017-14 (May 29, 2017), Section 6-100 (d), **"This Article is to be construed to protect the interests of the public over marijuana**



**business interests.** Operation of a retail marijuana business establishment is a revocable privilege and **not a right** within the Town."

Town of Palisade Ordinance Code No. 2017-14, Section 6-100 (e), "**The purpose of this Article V is to** implement the Recreational Marijuana Amendment in a manner consisted with he Colorado Retail Marijuana Code to **protect the health, safety and welfare of the residents of the Town...**"

Town of Palisade Ordinance Code No. 2017-14, Section 6-100 (e) (2), "**Protect public health and safety as they relate to** noise, air quality, food safety, **public safety**, security for the businesses and their personnel, **and other health and safety concerns**"

In three separate sections of this Code, the Town states that they will ***protect the interests of the public over the interests of marijuana businesses.*** In addition, the very first requirement of the CUP for the new RME location states, "**That the application will not materially endanger the public health or safety if located where proposed and developed according to the plans as submitted and approved.**" There is absolutely zero possibility that the application will not materially endanger the public health and safety of the surrounding neighbors. To believe otherwise is willful ignorance.

The traffic engineers hired by the applicant performed traffic counts in April, 2020, after the Governor's stay-at-home order, which eliminated a significant amount of the traffic (and speeders) on NRR at the time of the counts. Although the engineers applied a "COVID adjustment" to the traffic counts, it is unreasonable to believe that the adjusted counts they created have any grounding in reality. In addition, the engineer's report states (page 16-17) that "**The required sight distance for a vehicle traveling on the highway toward the access is 150 feet for a 25 mph speed limit. ... The required sight distance for single-unit trucks entering the roadway at this location is 325 feet.**" The traffic engineers calculated the sight distance based on a speed limit of 25 mph. Unfortunately, the true speed of vehicles in that area of NRR often times greatly exceeds 25 mph, which in turn greatly reduces the sight distance (particularly for trucks). According to Table 4-1 (page 48) of CODOT's State Highway Access Code (SHAC) ([https://www.codot.gov/business/permits/accesspermits/references/601\\_1\\_accesscode\\_march2002 .pdf/view](https://www.codot.gov/business/permits/accesspermits/references/601_1_accesscode_march2002.pdf/view)), at 45 mph, the sight distance for cars traveling on NRR to the access of the RME increases from 150 feet to 400 feet. At 50 mph (I have absolutely seen west-bound cars traveling at least 50 mph as they head into the curve), the sight distance increases to 475 feet. Table 4-2 of the SHAC shows the sight distance requirements to provide the entering vehicle adequate sight distance in order to leave the RME and enter or cross the highway. Table 4-2 (page 49) shows that the entering sight distance on a 2-lane road at 25 mph is **250 feet** for cars and 325 feet for single-unit trucks (please note here that the traffic engineers conveniently left this higher number for cars out of their report). This same Table 4-2 shows that at 45 mph, the sight distance requirement for the entering vehicle is 450 feet for cars and 585 feet for single-unit trucks. At 50 mph, the sight distance requirements are 500 feet for cars and 650 feet for single-unit trucks. **Using the actual numbers provided in CODOT's State Highway Access Code and not cherry-picking the best numbers from the tables shows that the proposed location will likely NOT meet sight distance requirements when \*actual\* speeds on that road are taken into consideration. Failing to ensure adequate sight distance requirements at this location will lead directly to car accidents and deaths. I hope you caught the fancy wordsmithing in the traffic engineer's report.**

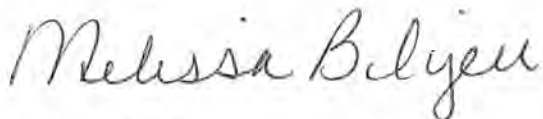
They gave the sight distance requirement for a car traveling on NRR to the access point into the proposed RME (but not leaving the RME and getting on to NRR), and they gave the sight distance requirement for a truck exiting the RME onto NRR (but not traveling on NRR toward the RME) and claimed that the sight distance requirements were adequate. When you look at the complete tables and take into consideration the actual speeds present on that road, you can see that the situation is not as desirable as you have been led to believe based on the report the applicant provided.

The excess speed of drivers on NRR is a serious issue. Despite numerous complaints related to public safety over the last year or two—there is essentially no presence of Town of Palisade Police on NRR. Last year I fairly often saw Police cars positioned on the side of the road in an attempt to catch speeders (perhaps the horrific death of a woman in an accident on Mother's day 2019 prompted them into action at the time). This year, however, I have only seen Police cars two or three times (all year!). It is possible that the Police cars are present when I am not; however, I travel that road so often that it seems implausible that the Town is actively trying to enforce the speed limit and safe driving conditions on this road. The installation of the speed monitor on NRR near the proposed location is a welcome addition (the rule follower in me gets a small thrill each time it gives me a smiley face), yet I wonder: is it an actual deterrent to hazardous driving if there is no enforcement waiting there for the bad drivers? Is there any repercussion for drivers who are going too fast to get the smiley face? (Do they even get a sad face??) I understand that the Police face no shortage of things that require their attention; however, if they are not able to adequately patrol this section of road due to budget constraints, then the Town needs to impose additional fees on the existing RMEs to fund additional Police Officers (note that the Town of Palisade Ordinance Code No 2017-14, Section 6-100 (e) (3) allows the Town to **"Impose fees in an amount sufficient to cover the direct and indirect cost to the Town of licensing and regulating retail marijuana establishments"**). Without adequate Police patrols to maintain the posted speed limit (allowing for reduced sight distances), the proposed location is an accident waiting to happen.

It is clear that the applicant fails to meet the two most significant requirements of the CUP, and I believe that the proposed location also fails to meet CODOT's sight distance requirements according to the State Highway Access Code. I therefore respectfully ask the Board of Trustees to deny the applicant's request for a CUP to operate a Retail Marijuana Establishment at the proposed location.

Thank you for your service to the Town of Palisade and your consideration of the public comments on this topic. Your decision will greatly influence the safety and quality of life of a significant number of Palisade's residents.

Sincerely,



Melissa Bilyeu  
145 East Fifth Street and 363 Troyer Avenue

September 10, 2020

Dear Members of the Town of Palisade Planning Commission,

Thank you for your service to this Town and for your consideration of public comments regarding the proposed location of a second Retail Marijuana Establishment (RME) on North River Road.

I am writing to express my opposition to the location of the proposed RME on North River Road. I do not believe that the benefit to the Town via tax revenue is worth the dangers to the residents and tourists and the liability to the Town that this location presents.

I hope you will give great consideration to the comments from the people who live and work near the proposed location. What risk is the Town willing to accept in terms of the safety of its residents and the liability it is willing to incur due to a fatality on this road due to excessive speed and hazardous drivers?

The current traffic situation on North River Road is abominable. I work at a warehouse on Troyer Avenue and I own property across the river. I travel from my warehouse to my property going "the long way" down North River Road (as opposed to through downtown) at least twice a day. Once I'm out of town limits, and knowing my tendency to pay more attention to the scenery than to my speed, I set my cruise control at 30-32 mph (35 mph if I'm feeling extra generous to the crazed driver on my tail). I am routinely (as in at least once a week) passed by cars going upwards of 50-60 mph despite the narrow road, hills that block view, and the double yellow NO PASSING marks painted in the middle of the road. Once I approach THC, I reduce my speed to 10-15 mph. Why? I have spilled hot coffee on my lap twice. My kid's snack has flown out of his hands and all over my floor more times than I care to count. My dog has smashed her face into the back seat quite a few times... If you haven't driven by THC lately, let me warn you: Due to the overflowing parking lot, customers park on the shoulder, not 5 inches off the eastbound side of the road, and like to fling open their car door despite not looking for oncoming traffic. Customers parked on the shoulder of the east bound lane also like to do a U-turn without looking for oncoming traffic. If you're extra lucky, you will miss hitting the customer walking out from between parked cars to cross the road (of course not looking for oncoming cars) to THC's other overflow parking area provided courtesy of the Union Pacific right of way.

A few weeks ago I saw 3 or 4 tipsy members of a bridal party slowly pedaling down North River Road into Town near the turn-off for Troyer Avenue. Behind them was a car, crawling along at 5-10 mph, unable to safely pass the bicycles due to the upcoming blind curve. This was an unacceptable scenario for the big old suburban behind them, so he passed them all, traveling at least 45 mph as he headed into the curve (right near the proposed location). It's an absolute miracle that nobody was coming the other direction, or there would be 3 or 4 dead women and a bunch of mangled bikes.

I am not the first person to mention the excessive speeds and hazardous driving that takes place on North River Road. I am not the first person to mention the safety hazards and the risk of death and serious injury to the residents who walk/run/bike on the road (very few these days, sadly) or the tourists on bikes who unwittingly pedal down the road not knowing the looming perils of that area. There is a public record of all of this, so what



liability is the Town willing to assume by not only *not addressing* current hazardous conditions courtesy of THC's customers, but actually actively contributing to these hazards by allowing a business at the proposed location that will attract more traffic and ensuing hazards? Under current conditions, it is only a matter of time before someone is killed, and I hope the Town recognizes the liability that it must face if this happens.

Regarding my complaints, I point you to the Town of Palisade's Codes regarding RMEs:

### **PARKING**

Town of Palisade Ordinance No 2017-07 (May 29, 2017) 3.5.15, Section 7 states that the off-street parking ratio must be one (1) parking spot per 250 sq ft of gross floor area. If THC's current parking ratio meets this standard, then the Town of Palisade must amend this Code immediately to more accurately reflect the true parking density of a retail marijuana establishment. If THC does not meet this ratio, then the Town needs to enforce this code consistently and effectively before actively encouraging another parking disaster at the new proposed RME.

I am also bewildered as to why the Town/County/Union Pacific so readily allows THC to use their property/easements/right of ways to provide parking to their customers so that THC doesn't have to give up any of their own land for additional customer parking. Would any other business be granted permission to let their customers run rough shod over their neighbors' property? If THC's customers are allowed to park all along the shoulder of North River Road and all over the Union Pacific right of way, can we expect that the customers of the new RME at the proposed location will also be permitted to park all over Curt Lincoln's property, as well as in and around the driveways of Tim Wedel's studio and all the residential neighbors across the road?

### **PUBLIC SAFETY**

Town of Palisade Ordinance Code No 2017-14 (May 29, 2017), Section 6-100 (d), **"This Article is to be construed to protect the interests of the public over marijuana business interests.** Operation of a retail marijuana business establishment is a revocable privilege and **not a right** within the Town."

Town of Palisade Ordinance Code No 2017-14, Section 6-100 (e), **"The purpose of this Article V is to** implement the Recreational Marijuana Amendment in a manner consisted with the Colorado Retail Marijuana Code to **protect the health, safety and welfare of the residents of the Town..."**

Town of Palisade Ordinance Code No 2017-14, Section 6-100 (e) (2), **"Protect public health and safety as they relate to noise, air quality, food safety, public safety, security for the businesses and their personnel, and other health and safety concerns"**

In three separate sections of this Code, the Town states that they will ***protect the interests of the public over the interests of marijuana businesses***. So I am puzzled as to why—despite numerous complaints related to public safety over the last year or two—there is essentially no presence of Town of Palisade Police on North River Road. Last year I fairly often saw Police cars positioned on the side of the road in an attempt to catch speeders, but this year I have only seen this twice (all year!). It is possible that the Police cars are present when I am not; however, I travel that road so often that it seems implausible that the Town

is actively trying to enforce the speed limit and safe driving conditions on this road. The installation of the speed monitor on North River Road is a welcome addition (the rule follower in me gets a small thrill each time it gives me a smiley face), yet I wonder: is it an actual deterrent to hazardous driving if there is no enforcement waiting there for the bad drivers? Is there any repercussion for drivers who are going too fast to get the smiley face? (Do they even get a sad face??) I understand that the Police face no shortage of things that require their attention; however, if they are not able to patrol this section of road due to budget constraints, then the Town needs to impose additional fees on the existing RMEs to fund additional Police Officers (note that the Town of Palisade Ordinance Code No 2017-14, Section 6-100 (e) (3) allows the Town to **"Impose fees in an amount sufficient to cover the direct and indirect cost to the Town of licensing and regulating retail marijuana establishments"**). I hope it is just an issue of funding, and not that the Town is intentionally avoiding patrolling North River Road so as not to upset the tax-generating business at the east end of the road...

### **LIMITATION ON THE NUMBER OF LICENSES**

In response to the public comments at previous meetings that the Town of Palisade has a "mandate" to allow three RMEs, I direct you to the Town of Palisade Ordinance Code No 2017-14, Section 6-105 Limitation on the Number of Licenses That May Be Issued Within the Town, which states, "A **maximum** of two (2) retail marijuana store licenses not including a co-located medical and retail marijuana business shall be issued by the Local Licensing Authority. Said limitation is based on a **maximum** of one (1) retail marijuana store per 1,000 residents or a fraction thereof."

Please note the key word appearing twice in the ordinance: MAXIMUM. (Adjective: As great or high as possible; Noun: the greatest or highest amount possible; Adverb: at the most). By stating that there will be a *maximum* of three RMEs, the Code dictates that there can NOT be four (or more) RMEs... The code does NOT say that there will be a *MINIMUM* of three RMEs. This leaves open to the Town the very acceptable situation that there be only TWO RMEs (total) within Town limits, thus making the current proposal under consideration null and void.

I respectfully ask the members of the Planning Commission to consider the numerous hazards already present on North River Road and the absolute certainty that these hazards will only increase—with disastrous consequences—if a high-traffic business such as a Retail Marijuana Establishment is allowed at the proposed location.

I re-iterate my heart-felt thanks for your service to the Town of Palisade and your consideration of the public comments on this proposal.

Sincerely,



Melissa Bilyeu  
145 East Fifth Street and 363 Troyer Avenue



**From:** [joe.asfmachine.com](mailto:joe.asfmachine.com)  
**To:** [Allyson Shellhorn](#)  
**Subject:** New Dispensary & Old Traffic Issues  
**Date:** Wednesday, September 16, 2020 8:56:04 PM

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Mr. Mayor & Valued Board of Trustees:

>

> While the hot button of the evening may be the discussion of the proposed new cannabis dispensary, the old question still plagues myself and my neighbors. What are we going to do about the traffic on East 3rd Street/North River Road? I've often glazed over and fallen dull when an argument is prefaced with "we need to do it for the children." Today I know the true meaning of "doing it for the children," as I witness my own and my neighbor's kids scooted, skate or bicycle on East 3rd Street. I'm often shocked when I see The Happy Camper patrons (or THC as they like to call themselves, clever), barrelling through my neighborhood at an estimated close to 55-60mph. I shudder to think of what slowing one of these vehicles down abruptly might look like. It isn't simply the sheer volume as it is the velocity and mass which equals momentum followed by a sudden stop. We now have large class B & C RV/motorhomes rolling through in addition to the extra "sin" traffic. I've seen trucks high centered on the guard rail overlooking the river; we've had our own cars crashed into while street parked on 3rd st and both of those folk were likely sober. What I fear most is what I've yet to witness.

>

> My goal or my aim isn't to rally and rail against commerce, tourism or God-forbid, legal cannabis. My goal is to rally and rail for common-sense. How can we even discuss a new dispensary on North River Road, when this passage is wrought with current issues, many a result of the current dispensary already in operation. I have taken it on myself to directly reach out to the folks that run The Happy Camper and after a couple phone calls, I was put in touch with a woman in Georgia named Colleen. Colleen politely introduced herself as one of THC's owners and asked what my complaint was. I suggested they might take stewardship of their clientele to guide Happy Campers into driving slower through residential areas. I was met with short and sweet platitudes suggesting they might put a small message on their paper receipts. One thing I have noticed about folks running cannabis businesses; the very successful ones become part of the communities they serve. I might bring up the Loughmans as they've been a very decent example in Palisade. One may find difficulty cultivating stewardship from as far away as Georgia.

>

> We've got traffic problem with speeders and HIGHly likely intoxicated drivers on North River Road. Our police department may or may not be well funded or equipped enough to deal with it. Adding another dispensary seems of questionable choice. In closing I'd like to reiterate that pro-action always beats reaction or as my Grandma always said an ounce of prevention is worth a pound of cure. Do it for the children.

>

> Sincerely,

>

> Joseph Hanna

>

> Resident

>

> 237 S Bower Ave Palisade, CO 81526

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> --

> Joe Hanna

> ASF Machine

> 590 N Westgate DR STE

> Grand Junction, CO 81505

> 970.242.0919

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> This email has been checked for viruses by Avast antivirus software.

> <https://www.avast.com/antivirus>

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9/16/2020

To the Palisade Board of Trustees:

Please place the following letter in the September 22nd 2020 Packet.

My name is Caleb Hicks, I live with my wife and 3 young boys at 315 Troyer Ave. We live on the curve of North River Road just passed the new proposed Recreational Marijuana Shop. My family and the neighbors are concerned about the safety on North River Road if this should be allowed.

A brief history of just 5 years on North River Road (NRR). The following are the additions to the neighborhood:

1. The addition of short term rentals bringing tourism from all over
2. Bike traffic by the dozens and sometimes hundreds on nice weekends and festival weekends
3. Huge increases in river use and parking up by the bridges
4. The installation of a major RV park (Base Camp)
5. The rezoning of the industrial park to allow for heavier machinery
6. The Happy Camper Marijuana shop
7. The addition of a major processing business, EcoGen
8. And finally, the soon coming excitement of The Plunge.

*A 9th change is not responsible for the area or for road safety.*

Please don't misunderstand me, many of the entities listed above are doing an awesome job and have fit into the NRR corridor. I am not anti-business and I am not anti-tourism. I enjoy the tourists riding through town and floating the river. They create a happy atmosphere for the most part.

However, the addition of what I see as 8 MAJOR CHANGES in only 5 years is plenty. Our road has not improved, there are no improvements for bikers mixed even with just RV traffic. The danger of someone being killed is already very high and could happen any day.

Adding a second shop on this already busy road is simply putting revenue above safety.

Just for a second picture a busy Friday on a tourism or festival weekend. The bachelorette parties are beginning to ride their bikes, families are out walking dogs after work, the school bus is dropping kids off, Plunge riders are coming through, Huge RVs are headed down to the sold out base camp, and finally people are swinging through to get their pot. The parking is overflowing on the road two blocks from the town hall, the neighbors are angry because people are turning around in their driveways, the train is going by with it's ear piercing horn. In addition to this scene, all of this is happening on one of the most dangerous curves in the town that is not patrolled and often has people going 45 in a 25. Directly across the tracks there are roughly 70 units in the Palisade Mobile Home Park. This close proximity encourages people to walk across the tracks to get to the new shop.

This storm of activity is going to produce safety issues. Someone is going to get killed on this road if the town continues to allow this kind of growth. It is the town's duty to see the safety issues here and I respectfully ask you to decline this application due to safety concerns, parking, and the list of 8 recent additions to this neighborhood.

Other Considerations:

1. Some think that widening the road is going to be the trick to solve everything. A 4 foot ribbon down the side of the road is only going to encourage more parking.
2. It has been said that another shop will “spread people out”. This fails to see that the new shop is on a blind curve with many more problems than the Happy Camper.
3. The applicant tries to say that because they followed the rules they should be approved. This is much more complex than box checking. The town code clearly states that CUPs are only approved if they do not violate safety.
4. The applicant tries to make a case that it is going into a non-residential area when the entire South side of the street is residential.

Perfect Storm:

Imagine the above situation in the photos plus the following:

- Plunge riders
- Train going by with whistle
- CARS PARKED EVERYWHERE
- Bachelorette
- Wine tour riders
- RVs
- EcoGen employees getting off work
- School bus
- People crossing tracks to get weed
- U-turns happening all over the place



In summary, this is a bad place for a shop considering the changes of the past 5 years.

Thanks for your consideration,

Caleb Hicks  
315 Troyer Ave  
Palisade, CO 81526

To the Planning Commission:

Please place the following letter in the September 15th 2020 Packet.

My name is Caleb Hicks, I live with my wife and 3 young boys at 315 Troyer Ave. We live on the curve of North River Road just passed the new proposed Recreational Marijuana Shop. My family and the neighbors are concerned about the safety on North River Road if this should be allowed.

A brief history of just 5 years on North River Road (NRR). The following are the additions to the neighborhood:

1. The addition of short term rentals bringing tourism from all over
2. Bike traffic by the dozens and sometimes hundreds on nice weekends and festival weekends
3. Huge increases in river use and parking up by the bridges
4. The installation of a major RV park (Base Camp)
5. The rezoning of the industrial park to allow for heavier machinery
6. The Happy Camper Marijuana shop
7. The addition of a major processing business, EcoGen
8. And finally, the soon coming excitement of The Plunge.

*A 9th change is not responsible for the area or for road safety.*

Please don't misunderstand me, many of the entities listed above are doing an awesome job and have fit into the NRR corridor. I am not anti-business and I am not anti-tourism. I enjoy the tourists riding through town and floating the river. They create a happy atmosphere for the most part.

However, the addition of what I see as 8 MAJOR CHANGES in only 5 years is plenty. Our road has not improved, there are no improvements for bikers mixed even with just RV traffic. The danger of someone being killed is already very high and could happen any day.

I have a video of the current shop with 30 cars this past Labor Day weekend, and I have another video with 60 cars. U turns are common, and many many cars are parked on the side of the road. The new shop has 16 spots. If approved there will absolutely be a parking nightmare for the residents on NRR. There will also be traffic safety issues.

Adding a second shop on this already busy road is simply putting revenue above safety.

Just for a second picture a busy Friday on a tourism or festival weekend. The bachelorette parties are beginning to ride their bikes, families are out walking dogs after work, the school bus is dropping kids off, Plunge riders are coming through, Huge RVs are headed down to the sold out base camp, and finally people are swinging through to get their pot. The parking is overflowing on the road two blocks from the town hall, the neighbors are angry because people are turning around in their driveways, the train is going by with it's ear piercing horn. In addition to this scene, all of this is happening on one of the most dangerous curves in the town that is not patrolled and often has people going 45 in a 25. Directly across the tracks there are roughly 70 units in the Palisade Mobile Home Park. This close proximity encourages people to walk across the tracks to get to the new shop.

This storm of activity is going to produce safety issues. Someone is going to get killed on this road if the town continues to allow this kind of growth. It is the town's duty to see the safety issues here and I

respectfully ask you to decline this application due to safety concerns, parking, and the list of 8 recent additions to this neighborhood.

Thanks for your consideration,  
Caleb Hicks  
315 Troyer Ave  
Palisade, CO 81526



To: Town of Palisade Planning Commission  
From: Bill and Kristin McDonald  
RE: The proposed dispensary on North River Road  
Date: September 8<sup>th</sup>, 2020

We live directly across the street from the proposed dispensary on North River Rd at 305 and 311 Troyer ave. (I know that address does not compute to North River Rd, but The Town addresses it that way. Go figure... same road). Anyway, we will be directly affected by this and have a few appropriate concerns.

We understand that dispensaries are legal and have been voted in by Colorado residents and the Town of Palisade. Our major concern is excessive speed of traffic and the reduction of our personal safety and the safety of three tiny boys next door, when we get close to the road currently, because of blind corner and drivers on North River Road's excessive speed. This proposed dispensary sits on this very location. The Town of Palisade already recognizes a traffic problem on North River Rd. from the dispensary clients traveling just to the East of us. This is evidenced by the multiple calls from residents to the police to enforce speeding, and the fact that the town has erected a speed chronograph in front of the Wedel property to remind drivers to slow. It is not working...

We would like to ask that this proposition of the new dispensary be tabled until the Town Planning Commission and the Town Police can put together an action plan on how they are going to enforce the new traffic load. There is currently a serious disconnect on the enforcement of excessive speed on North River Rd. Let us all please be proactive on this subject and on the same page. I personally have nearly 32 years in Emergency Services and can tell you that there is a traffic problem due to one dispensary on North River Rd. that is not being addressed. I cannot imagine what will happen with two in such close proximity without proper planning.

Secondly, if you decide to pass this request to add another dispensary, we request that the building be Dark Sky compliant with limited hours of operation. Currently, spotlights from the Spa Depot (The building in question) and Food Bank blast all the residences across the street from it with light all night long. Not good! Limited hours of operation to reduce stress on the current residents should be applied.

Lastly, if passed, included in your ruling, is that all the homes across the street from the proposed dispensary along Troyer ave. and North River Rd, be allowed variances on types of fencing or building setbacks, to block out the excessive light, noise, and the busy-ness of yet another dispensary.

Please look out for the town residents. Safety before profits!

Respectfully,



Bill and Kristin McDonald

Dear Planning Commission:

We live at 315 Troyer Avenue just above 300 feet from the proposed marijuana retail shop. Our boys are ages 3, 6, and 9 years old. We have residents on either side of us. When we moved here 5 years ago, we used to enjoy walks to town daily. Over the past several years, there has been a steady increase in traffic that has made us more cautious to walk as there is no shoulder for a stroller or for our young kids to safely walk.

Since the Happy Camper moved in, our quality of life has been affected. I can no longer take walks to town without risk. Cars are routinely blazing up and down our road at inappropriate speeds. Even pulling out for work in the morning being at the turn in the road poses a risk. I am aware that the Town of Palisade has voted to allow recreational marijuana shops. I am pro-business, especially small business and support the growth of this delightful town. However, I would like to urge you to look at what this could do residential life for the residents on North River Road and Troyer Avenue. Please imagine this is **your** family living across the street from a recreational marijuana shop. Please imagine the population, parking, volume of patrons and how you would feel about your family being within 300 feet of this.

We moved here from downtown Grand Junction to find peace and quiet. We have absolutely loved Palisade and being able to walk to Family Food Town or to the Café with our children. There is already ONE marijuana shop in this vicinity. It seems asinine to me that there would be consideration for TWO locations. *I ask you with all sincerity to consider turning down this application and asking for Drift, LLC to find a different location in town.*

My boys ride the bus to school Monday through Friday. At this point, I am worried for their safety crossing the road where speed limits are largely ignored. It was my understanding that a marijuana retail operation would not be allowed on a County Highway. Our driveway is a legal bus stop 2 times day due to being on this county highway. My understanding is that the Happy Camper received an exception to have their shop this close to the highway. Being the first exit off of I-70 headed West, many people take this road to access Colterris and the other wineries on the vinelands. As a result, we see bikes in groups up to 8-12 riding the road. We are shocked that no one has been hurt. This decision poses a safety risk to tourists, and my own family.

This is a public safety issue. This is not an issue against small business. We are pro-business and we do not have a problem with the way this town is headed. However, it is in your hands and it is your responsibility to protect those who visit this town. This road is a hazard. On top of that, it is your responsibility to protect the quality of life for those that have moved to this town. There are many opportunities for a company like Drift, LLC. However, right across the street from a residential area with small children and a VRBO with weekly patrons is completely out of the question.

We urge you to hear our concerns.

Very sincerely,

Rickelle Hicks on behalf of my children

315 Troyer Avenue

Palisade, CO

Dear Planning Commission:

We live at 315 Troyer Avenue just above 300 feet from the proposed marijuana retail shop. Our boys are ages 3, 6, and 9 years old. We have residents on either side of us. When we moved here 5 years ago, we used to enjoy walks to town daily. Over the past several years, there has been a steady increase in traffic that has made us more cautious to walk as there is no shoulder for a stroller or for our young kids to safely walk.

Since the Happy Camper moved in, our quality of life has been affected. I can no longer take walks to town without risk. Cars are routinely blazing up and down our road at inappropriate speeds. Even pulling out for work in the morning being at the turn in the road poses a risk. I am aware that the Town of Palisade has voted to allow recreational marijuana shops. I am pro-business, especially small business and support the growth of this delightful town. However, I would like to urge you to look at what this could do residential life for the residents on North River Road and Troyer Avenue. Please imagine this is **your** family living across the street from a recreational marijuana shop. Please imagine the population, parking, volume of patrons and how you would feel about your family being within 300 feet of this.

We moved here from downtown Grand Junction to find peace and quiet. We have absolutely loved Palisade and being able to walk to Family Food Town or to the Café with our children. There is already ONE marijuana shop in this vicinity. It seems asinine to me that there would be consideration for TWO locations. *I ask you with all sincerity to consider turning down this application and asking for Drift, LLC to find a different location in town.*

My boys ride the bus to school Monday through Friday. At this point, I am worried for their safety crossing the road where speed limits are largely ignored. It was my understanding that a marijuana retail operation would not be allowed on a County Highway. Our driveway is a legal bus stop 2 times day due to being on this county highway. My understanding is that the Happy Camper received an exception to have their shop this close to the highway. Being the first exit off of I-70 headed West, many people take this road to access Colterris and the other wineries on the vinelands. As a result, we see bikes in groups up to 8-12 riding the road. We are shocked that no one has been hurt. This decision poses a safety risk to tourists, and my own family.

This is a public safety issue. This is not an issue against small business. We are pro-business and we do not have a problem with the way this town is headed. However, it is in your hands and it is your responsibility to protect those who visit this town. This road is a hazard. On top of that, it is your responsibility to protect the quality of life for those that have moved to this town. There are many opportunities for a company like Drift, LLC. However, right across the street from a residential area with small children and a VRBO with weekly patrons is completely out of the question.

We urge you to hear our concerns.

Very sincerely,

Rickelle Hicks on behalf of my children

315 Troyer Avenue

Palisade, CO

Justin Bilyeu  
3837 E. Highway 6 and 24  
Palisade, CO, 81526

Town of Palisade  
Planning Commission

September 10, 2020

Re: Proposed Marijuana Products Dispensary Slated for 3816 N. River Road

Dear Palisade Planning Commission Members,

I happen to own the first two industrial buildings on the outskirts of town; otherwise known as Troyer Ave. I've been there for about 4 ½ years and have witnessed the shenanigans occurring on North River Road during the permitting, construction, and operation of the Base Camp RV complex and the ensuing Dispensary known as "the happy camper". To say the least, I am not impressed.

I am not impressed with the way Base Camp RV was annexed into city limits by a flag-pole extension. There was not really any rhyme or reason for this when a simple sewage treatment facility could have been designed and installed on their dollar. Anybody could reasonably assess that the revenue obtained from lodging tax would be insufficient to ever cover the costs associated with trenching a new sewage line and upgrading the pumping station. No way does it ever make sense to spend millions up front for hundreds over time. Unless, you had ulterior motives.

A marijuana shop was never discussed openly in the town review meetings. None of you (or your predecessors) asked the simple questions "what is to become of the green-houses?" "Are there plans for a future retail shop?" "We are doing all of this for a simple RV facility?". Several things in my mind just don't add up:

- Palisade approves 3 "pot" licenses.
- One is immediately granted to a set of operators who already have a medical pot license. Okay, I get that. It makes sense.
- The other two are supposed to be lottery draws. With 19 applicants.
  - Am I supposed to believe that one of the two winners just happens to partner up with the Base Camp people for a subsequent land purchase months after Base Camp's approval? The timing is suspicious.

I believe the Base Camp RV people knew the "long game" of installing a recreational marijuana store at their site from the beginning. I believe that the Palisade Planning Commission members also knew the game but did not reveal so to the public during the open hearings. I believe the Palisade Board of Trustees members also knew the game and did not reveal it to the public either. I think it was a set up from the start and you giggled about how cute you are behind our backs. Just know that some of us are skeptical about your honesty.

Now, I see speeders. I see pedestrians. I see skateboarders. I see horse riders, and tractors, and bicycles, and motorcycles, and cars, and pickup trucks, and box vans, and recreational vehicles, and



semi-tractor trailers. North River Road has the widest variety of traffic possible in modern society. Yet it remains a skinny little two lane road with blind corners, swells, valleys, and no shoulders whatsoever. It is unsafe for everyone and I lose count of the speeders blasting past my warehouses every day. I can't tell you if they are doing 51 mph or 61 mph, but I can surely guess it is faster than 25 miles per hour by the sounds of racing engines and roaring tires. It is completely out of control. And the pedestrians and bikers are most at risk.

The Palisade Police force stepped up and started enforcing traffic laws after the 2019 Mother's Day accident when a lady from Utah careened off of North River Road, crashed into my warehouse building and perished in the ensuing fire. It's tragic that a fatal accident has to spur us into action for code violations, but that is what it took. Alas, the memory has faded, and traffic enforcement has fallen by the wayside. I don't know if the mandate came down from On-high, to not make Palisade a "ticket-town", but I do notice that there are fewer Police drive-bys and far more speeders. Go figure? I'm not sure that your speed camera works either. It might slow them down a smidge before they round the corner to the Police station, but it sure doesn't work for east bound traffic parallel to the warehouses. Drivers act like a green flag was dropped at the corner.

Not all drivers seeking "the happy camper" are speeders; some are lost little souls needing guidance. They tepidly wonder down onto Troyer Avenue and search for their fix at the row of warehouses. When they realize their mistake, they often times spray gravel everywhere getting out of there. They also get rude and verbally abusive when we, the shop keepers don't supply them with directions. It's not our job to light their way or provide free advertising; we just want them to go away and be respectful doing it.

Now let's discuss the parking situation at "the happy camper". For the love of Pete, why can't they be forced to accommodate parking within their property boundary? Other businesses have to account for, and provide parking for their workforce and customers. They have two acres – take down a greenhouse. Get them off of the highway. They park on both sides of the road. They trespass on Union Pacific property. They pull out into traffic without looking. It is an absurd situation.

Finally, what to do about the third proposed recreational marijuana sales location? You finally have a third individual ready to open up shop. They have selected a location. It meets all of your criteria. Congratulations I might say, but I won't. You can see the parking and traffic problems that the first two stores have; this location could be worse. While it might re-direct business away from "the happy camper" and relieve traffic on eastern North River Road, it also introduces a new egress/ingress point to that road. High speeds, west bound traffic, bicyclers, private homes, and anxious patrons trying to light up and leave is not a good mixture.

I really don't care about the drivers or their cars as much as I do the kids and parents on their bicycles. They've come to Palisade to enjoy a leisurely ride along the river among orchards and vineyards surrounded by sandstone cliffs enveloped in sunshine. How wonderful. Let's not make their ride along North River Road any more terrifying than it already is. In fact, work on ways to make it more peaceful.

Sincerely,

Justin Bilyeu





Town of Palisade  
Planning Commission

September 16, 2020

Re: Proposed Marijuana Products Dispensary Slatd for 3816 N. River Road

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I really don't care about the drivers or their cars as much as I do the kids and parents on their bicycles. They've come to Palisade to enjoy a leisurely ride along the river among orchards and vineyards surrounded by sandstone cliffs enveloped in sunshine. How wonderful. Let's not make their ride along North River Road any more terrifying than it already is. In fact, work on ways to make it more peaceful. I'd say that until Palisade can improve the currently degrading situation of traffic in this region of town, they should delay or deny this license. Palisade has not responsibly addressed the concerns of the townsfolk with regard to known problems. Palisade continues to "see no evil" occurring on North River Road. You, as voting members of the Board of Trustees can either be a part of the problem, or you can be part of a solution. A third retail marijuana store is an additional problem.

Sincerely,

A handwritten signature in blue ink, appearing to read "Justin Bilyeu". The signature is fluid and cursive, with the first name "Justin" and last name "Bilyeu" clearly distinguishable.

Justin Bilyeu

**From:** [Natalie Chilton](#)  
**To:** [Allyson Shellhorn](#)  
**Subject:** Please place the following letter in the September 22nd 2020 Packet.  
**Date:** Wednesday, September 16, 2020 7:23:49 PM

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9/16/2020

To the Palisade Board of Trustees:

Please place the following letter in the September 22nd 2020 Packet.

Greetings Board members,

My name is Natalie Chilton. My husband, our 9 year old daughter and I live on Majestic Ct in Palisade. We are active runners and bikers around town. Living off of a very busy First Street, only a few blocks from the dispensary on Peach, has been eye opening. Running and biking down to the river via River Rd as well. First St at least has the benefit of a parking/bike lane on the North side of the street. The times we have used River Road we have been even more cautious as the turn in town does not have great visibility and the hills from town toward the river can have people flying down the road. Not to mention increased RV traffic with the addition of Base Camp.

Regarding the proposed addition of a third recreational marijuana dispensary in Palisade, and a second on River Rd, I feel like that is not a good place, nor is it a good time. The address proposed is directly across the street from residential properties, as well as in close proximity via crossing railroad tracks to other residential areas. The turn located between the proposed location and the residential area is blind.

I feel that the board should not approve the request at this location at any time, and also that any future location be well out of the busy town area. We don't want Palisade to become known for the dispensaries. It needs to stay known for its wine, fruit and river access!

Thank you for your consideration.

Natalie Chilton  
129 Majestic Ct.  
Palisade, CO 81526

**From:** [Tony bates](#)  
**To:** [Allyson Shellhorn](#)  
**Subject:** proposed marijuana dispensary on North River Road  
**Date:** Thursday, September 10, 2020 4:09:14 PM

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Dear Ms. Shellhorn,

We were told by the receptionist to email our concerns regarding the above mentioned project to you. Below is our letter to the planning commission.

Sincerely, Tony Bates and Sharon Weidner

September 10, 2020

To: Town of Palisade Planning Commission

Re: The proposed marijuana dispensary on North River Road(NRR)

Dear Planning Commission,

We own 337 and 337 ½ Troyer Ave. 337 Troyer is on NRR. Presently 337 ½ Troyer is a short term rental property.

We think the project should be put on hold or moved until the town of Palisade can properly address safety issues on NRR. The town of Palisade has encouraged business development on NRR without properly providing necessary infrastructure to provide safety to residents and tourists. NRR is a mix of residential and commercial. In addition, tourist use the road for not only bicycles but for access to the river and surrounding attractions. Residents, tourists and commercial users need to be kept physically safe, and residential property values need to be protected. Adequate vehicle parking and speed controls need to be addressed. Bicycle safety and foot travel safety need to be addressed.

At present we consider NRR unsafe. Adding another development will make it more unsafe.

In addition, because the proposed development is in proximity to residences, business hours should be limited, and bright lights and large signs should not be allowed.

Sincerely,

Tony Bates and Sharon Weidner

**From:** [winevalleyinn@aol.com](mailto:winevalleyinn@aol.com)  
**To:** [Keli Frasier](#); [ldrake@townofpalisade.org](mailto:ldrake@townofpalisade.org); [Janet Hawkinson](#); [Allyson Shellhorn](#); [winevalleyinn@aol.com](mailto:winevalleyinn@aol.com)  
**Subject:** Public comment Palisade Planning Commission 9/15/20, 3rd pot shop hearing  
**Date:** Tuesday, September 15, 2020 11:51:27 AM

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Palisade Planning Commissioners

Thank you for your service to the Town.

**The recreational marijuana shop traffic is destroying quality of life in our town.**

**The recreational marijuana shop traffic is destroying quality of life in our town, and we are not doing anything about it.**

We understand your obligation to consider this 3rd licensee. This will be a 50% increase in retail marijuana sales activity in Palisade.

Since the recreational pot industry opened here several years ago, the traffic issues, noise issues, littering issues, and bad behavior at our corner, (1st & Elberta), increased dramatically, and these issues continue to worsen. It is becoming harder to just live here, much less continue to operate a fun, safe, and peaceful lodging business.

We depend on you to insist that town staff provides the complete, and specific information that you *must* consider, prior to allowing a 50% increase of an industry that is already negatively impacting many Palisade homeowners. This is the time to review and discuss these issues.

- **You *must* ask:** "Are we ready for, and can we handle the impacts of a 3rd pot shop?" What are your options?
- **You *must* ask:** "How has Town staff, including Palisade Police, dealt with the impacts of this huge change to the nature of our town? More patrols? Less? Is it working? How do they know? Have they reached out to residents affected by the traffic to and from the pot shops? Have You? Have they worked directly with the 2 existing shops to make sure the owners understand the problems? Maybe they can help.
- **You *must* ask:** "What is the current plan to control traffic volume and speeds? The customers for these shops speed into town, get what they want and then speed back out, with 1st Street as the main east/west route, and Elberta as the drag strip to and from Exit #42. Has staff provided you with real, actual traffic counts now, compared with 5-10 years ago so you can compare, and know the increase? If not, why not? How can you properly evaluate the traffic impacts to any location in town without this information?
- **You *must* ask:** "Will customers to this new location be able to back out of the parking lot onto the street? They do now at the Weadery, & Happy Camper shop, Is that safe? Will it be more, or less safe when you factor in the hill and corner at this location?

Please base your decisions on real information, and facts, not on applicant pressure or personal feelings.

Is the plan offered in this application complete, sufficient and enforceable? Will this business, at this location create new, and even more traffic issues?  
Is it good for the town?

**Please put town residents first in every decision you make.**

Thank you,

**Michelle and Dave Walker**  
**Palisade Wine Valley Inn**



**588 West 1st**  
**Palisade, Co. 81526**  
**970-464-1498**

Kraig and Linda Keltner  
3816 North River Road, Palisade Co  
970-376-0246

9/15/2020

Dear Palisade Board of Trustees and Planning Commission,

We are the owners of the building where the potential third and last marijuana retail store is applying to locate. We have run our business from this location since 2008. With the property being zoned CB, we thought purchasing this property would be a good opportunity to rent out to help supplement retirement. We have reached that time in our lives and a good opportunity has come before us. This building has been a commercial property since 1940.

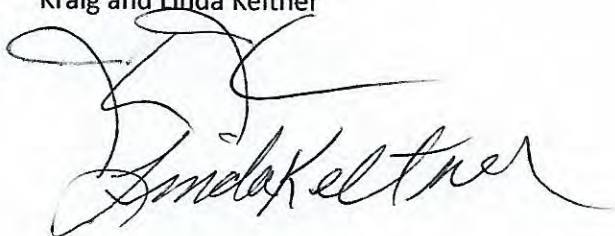
Drift 6 LLC, who is the last licensee, has gone above and beyond what the town has asked of them to get to this point. This property is on the designated zoning area map for a retail marijuana store the town put out when they had the lottery. Drift is planning sidewalks with a large ingress and separate egress into and out of a 19 space parking lot, landscape improvements and remodel of the building.

We are sympathetic to our neighbors concerns about traffic. Until the project of widening the shoulders to accommodate bikers is completed, we feel this store would immediately ease the congestion around the Weedery as well as all the parking and traffic problems from the Happy Camper which people are complaining about. The customers of these stores are already coming to Palisade, it's not going to increase the traffic to town. Since most customers are coming from the west and the speed limit is 25 mph we feel it might actually slow some folks down before getting to the sharp corner to head east on the North River road.

The town of Palisade promotes itself as a tourist destination. The traffic is going to increase as well as the bikers. No matter what we put in this location, whether it be another bike shop, tasting room, brewery or any other type of business, we can only hope there will be more traffic. No one is in business to fail.

In conclusion, after 3 years of waiting their turn and being the last option for the final retail marijuana store, we believe this to be the best option for the town of Palisade.

Kraig and Linda Keltner

A handwritten signature in black ink, appearing to read "Linda Keltner", written in a cursive style. The signature is positioned below the typed name "Kraig and Linda Keltner".

To: Town of Palisade Trustees  
From: Bill and Kristin McDonald  
RE: The proposed dispensary on North River Road  
Date: September 16<sup>th</sup>, 2020

We live directly across the street from the proposed dispensary on North River Rd at 305 and 311 Troyer ave. (I know that address does not compute to North River Rd, but The Town addresses it that way. Go figure... same road). Anyway, we will be directly affected by this and have a few appropriate concerns.

We understand that dispensaries are legal and have been voted in by Colorado residents and the Town of Palisade. Our major concern is excessive speed of traffic and the reduction of our personal safety and the safety of three tiny boys next door, when we get close to the road **currently**, because of blind corner and drivers on North River Road's excessive speed. This proposed dispensary sits on this very location. The Town of Palisade already recognizes a traffic problem on North River Rd. from the dispensary clients traveling just to the East of us. This is evidenced by the multiple calls from residents to the police to enforce speeding, and the fact that the town has erected a speed chronograph in front of the Wedel property to remind drivers to slow. It is not working...

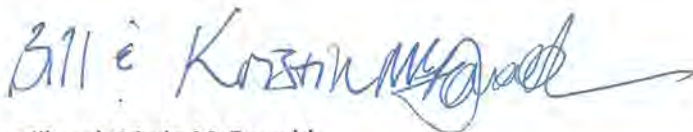
We would like to ask that this proposition be voted down in entirety. There is currently a serious disconnect on the enforcement of excessive speed on North River Rd. Let us all please be proactive on this subject and on the same page. I personally have nearly 32 years in Emergency Services and can tell you that there is a traffic problem due to one dispensary on North River Rd. that is not being addressed. I cannot imagine what will happen with two in such close proximity without proper planning. If revenue is what the town seeks, please post Palisade Police on North River Road to write excessive speed citations.

If you end up deciding to pass this request to add another dispensary, we request that the building be Dark Sky compliant with limited hours of operation. Currently, spotlights from the Spa Depot (The building in question) and Food Bank blast all the residences across the street from it with light all night long. Not good! Limited hours of operation to reduce stress on the current residents should be applied.

We ask that if you rule in favor of the Dispensary, all the homes across the street from the proposed dispensary along Troyer Avenue. and North River Road be allowed variances on types of fencing or building setbacks, to block out the excessive light, noise, and the busy-ness of yet another dispensary.

Please look out for the town residents. Safety before profits!

Respectfully,

A handwritten signature in blue ink, appearing to read "Bill & Kristin McDonald", with a long, sweeping horizontal line extending to the right.

Bill and Kristin McDonald



Town of Palisade Administer  
Town of Palisade Planning Commission  
Town of Palisade Board of Trustees

In reference to the application by Drift 6 LLC to operate a retail marijuana dispensary at 3816 North River Road, I would like to introduce the following.

Nobody wants a Retail Marijuana store in front of their home.

#### PARKING.

Palisade presently has two dispensaries in operation, giving clear examples of the need for adequate parking. The Weedery utilizes improved, paved lots. Clients also utilize safe parking at the neighboring brewery and distillery.

The Happy Camper (THC) on North River Road provides a dozen off-street parking spaces that are accessed through an unpaved entrance shared with neighbor ECO-GEN. Regardless of whether the designated parking lot is full, Happy Camper customers park along North River Road for ease of entrance and exit. Customers commonly park in front of the designated parking, or across the street on the Railroad easement. I'm aware of no cases where the Railroad welcomes the public's use of their easement.

Due to the roadside parking, Palisade has a serious safety concern. The Fruit and Wine Byway promotes the route for pedestrians, cyclists, and motor touring. Soon this route will be popular with the Palisade Plunge. Clients to The Happy Camper primarily come from the west, and parking along the road entices motorists to make unsafe U-turns. Motorists often use the orchards of Colterris Winery, or the Railroad property, depending on the size of the vehicle and turning capacity. North River road is not designed for U-turns, and I've witnessed several instances of cyclists and cars making evasive moves to avoid collision. Overflow parking extends far beyond the leasehold of The Happy Camper, and has a detrimental impact on neighboring properties creating rutted easements and areas where vegetation no longer grows.

With The Happy Camper as an example, I'm concerned that my property at 3813 and 3815 will be perceived in the same light. Over the years I've had issues with the soft terrain along North River Road being destroyed, and I've had to personally repair these areas with my time and energy. Parking on either side of North River will produce the same safety concerns, compounded by the blind turn along the Railroad tracks, and lack of concern for the posted 25 mph speed limit. Motorists making U-turns will impact my property and be a danger for friends and neighbors who walk this stretch of road daily.

3815 North River has a private driveway that passes north to south in front the cabins. I've lived in one for 26 years, and the others are long term rentals. To date it's been very rare that a curious vehicle ventures on to this private road to turn back towards town, but the location of a dispensary across the street, and the huge number of visitors projected, makes this unpermitted access appear convenient. The private road has been in service for my buildings since 1928.

3813 North River is the location of Storage units and Art Studio. Security on this property is of the highest concern, and public parking is not permitted in front of the commercial building. On occasion I have vehicles park and stop to enjoy the marijuana products they've purchased, raising concern for the security of the locked units. It's open format might appear as if it's a convenient and public place to pull off, but not so. What steps will the Town of Palisade take to maintain the privacy of these beautiful properties along the Colorado River??

Please address these concerns prior to the decision on a Conditional Use Permit for 3816 North River Road. I do not wish to police or be financially responsible improper behavior that affects the Quiet enjoyment and safety of my residential and commercial property.

## LIGHTING.

For 25 years I've encouraged Palisade to adopt 'Dark Sky' lighting ordinances in all new development.

<https://www.darksky.org/our-work/lighting/public-policy/lighting-ordinances/>

3816 North River Road is directly in front of residences. The main living area of these residences face North River Road. Existing fences and trees are insufficient to shield these residences from 'light trespass'. In the winter months lighting at the proposed dispensary will impact residences as early as 5pm. The current 6 foot cedar fence existed before annexation, and is grandfathered. I request that the Town of Palisade allow a variance in their code to allow me to fence any area where light and exposure to the dispensary is a nuisance. Commercial lighting and signage could put a retail marijuana facility into several living rooms along North River, drastically changing the character of our homes.



## HOURS OF OPERATION

While hours of operation are longer in some areas where dispensaries are nestled in full commercial districts, smaller communities have limited hours of operation where dispensaries are close to residential areas. For example, The Happy Camper is headquartered in the small town of Bailey, Colorado. Hours of Operation in Bailey are 9am to 6:30 pm. I urge you to limit hours of operation for Palisade dispensaries, in accordance with the precedent set by our original, locally owned, dispensary (The Weedery and Colorado Alternative Health Care). Consumers adapt to hours set forth. Continuity between dispensaries establishes a consistent protocol for these establishments when located in a residential area. I believe the Town of Palisade, along with business owners, should curb the extended hours of operations of facilities that interfere with the residential environment and peaceful enjoyment of these residences.

## CONCLUSION

3816 needs an adequate footprint to serve as a retail marijuana dispensary. Estimates locally expect 350-600 automobiles a day.

In a recent conversation with the Chief Operations Officer for Kush Gardens in Debeque, CO, Mr. Fall commented that they'd had 876 visitors on Friday, January 31, 2020. Certainly, Kush gardens has convenient access when compared to Palisade's locations. The point remains that Palisade is the closest access for the 150,000 residents of the Grand Valley. ]

Please, establish no parking zones along North River Road in the interest of Public safety. Require businesses to adhere to minimal lighting standards, and reconsider the hours of operation to be more favorable to the residents who are negatively impacted by the marijuana lottery that was created. It is the Town of Palisade's responsibility to minimize the impact of commercial businesses on residential neighborhoods, or to deny such applications as inappropriate.

Thank you for your consideration of these concerns.

Tim Wedel  
3809, 3813, 3815 North River Road  
Palisade, CO 81526  
970-201-2123

**To:** Town of Palisade Board of Trustees

**From:** Rachel Cope

**Re:** Public Comment re: Proposed Marijuana Shop at 3861 N River

Dear Palisade Board of Trustees,

I am writing to express my opposition to the proposed marijuana shop at 3861 N River Road.

My name is Rachel Cope, and I am a property owner just down the street at 255 N River Road where the road curves and turns from 3rd St to N River Road. I am planning on building a home on the property in the near future.

My primary concerns are increased traffic, biker and pedestrian safety, parking overflow into the street, and the potential for increase of transient populations.

#### **Increased traffic and biker safety**

I am concerned with the increased traffic that will be generated from the marijuana shop. I am particularly concerned because the majority of the shop patrons will be coming from the west (since those coming from the east will already have passed other marijuana shops in east Palisade and Parachute). Those coming from the west (Grand Junction, Fruita, Utah, etc) would pass out-and-back right by my property to go to the nearest and most-western marijuana shop in Colorado.

The curve along my property is already dangerous for bikers and pedestrians. The bike traffic is only going to increase with the completion of the Palisade Plunge. Adding additional traffic to an already narrow road will increase the risk to the safety of drivers and bikers along the Fruit and Wine Trail.

#### **Street parking**

In addition to the increased traffic, I am concerned with the inevitable overflow street parking that will result with the opening of a marijuana shop. Based on evidence of the overflow street parking up and down the road at the Happy Camper shop, we can safely assume that the same will happen at a new location closer to downtown Palisade and Grand Junction. Based on the other shop, this street parking would likely extend down my property. This would decrease the safety of entering/exiting my property, increasingly narrow the already narrow NRR, and block the bike trail – increasing the risk of locals and tourists recreating on the Wine Loop and Palisade Plunge route.

#### **Transient populations**

Lastly, I am concerned with the increased transient populations that the marijuana shop could draw. Since the other marijuana shop opened, there have been multiple occasions that transient groups of people have set up (or attempted to) camp along the river on my property. I am concerned that the marijuana shop could further increase the transient population along N River Road and my property. This could lead to safety concerns for those people, the Palisade community, and be a liability for me as the property owner.

Thank you for considering my perspective and the negative traffic and safety concerns that would result in the approval of the marijuana shop.

Best regards,  
Rachel Cope

**To:** Town of Palisade Planning Commission

**From:** Rachel Cope

**Re:** Public Comment re: Proposed Marijuana Shop at 3861 N River

Dear Planning Commission and Board of Trustees,

I am writing to express my opposition to the proposed marijuana shop at 3861 N River Road.

My name is Rachel Cope, and I am a property owner just down the street at 255 N River Road where the road curves and turns from 3rd St to N River Road. I am planning on building a home on the property in the near future.

My primary concerns are increased traffic, biker and pedestrian safety, parking overflow into the street, and the potential for increase of transient populations.

#### **Increased traffic and biker safety**

I am concerned with the increased traffic that will be generated from the marijuana shop. I am particularly concerned because the majority of the shop patrons will be coming from the west (since those coming from the east will already have passed other marijuana shops in east Palisade and Parachute). Those coming from the west (Grand Junction, Fruita, Utah, etc) would pass out-and-back right by my property to go to the nearest and most-western marijuana shop in Colorado.

The curve along my property is already dangerous for bikers and pedestrians. The bike traffic is only going to increase with the completion of the Palisade Plunge. Adding additional traffic to an already narrow road will increase the risk to the safety of drivers and bikers along the Fruit and Wine Trail.

#### **Street parking**

In addition to the increased traffic, I am concerned with the inevitable overflow street parking that will result with the opening of a marijuana shop. Based on evidence of the overflow street parking up and down the road at the Happy Camper shop, we can safely assume that the same will happen at a new location closer to downtown Palisade and Grand Junction. Based on the other shop, this street parking would likely extend down my property. This would decrease the safety of entering/exiting my property, increasingly narrow the already narrow NRR, and block the bike trail – increasing the risk of locals and tourists recreating on the Wine Loop and Palisade Plunge route.

#### **Transient populations**

Lastly, I am concerned with the increased transient populations that the marijuana shop could draw. Since the other marijuana shop opened, there have been multiple occasions that transient groups of people have set up (or attempted to) camp along the river on my property. I am concerned that the marijuana shop could further increase the transient population along N River Road and my property. This could lead to safety concerns for those people, the Palisade community, and be a liability for me as the property owner.

Thank you for considering my perspective and the negative traffic and safety concerns that would result in the approval of the marijuana shop.

Best regards,  
Rachel Cope

To: Town of Palisade Planning Commission and Board of Trustees

From: Lafe Wood

RE: Proposed Retail Marijuana Shop at 3861 North River Road

Date: September 10<sup>th</sup>, 2020

I operate a short-term vacation rental (223 E 2<sup>nd</sup> Street) just around the corner from the proposed recreational marijuana shop and I have serious concerns about this location for another marijuana business.

As a result of the opening of Base Camp RV Park, The Happy Camper, and EcoGen in the last few years, North River Road has experienced a dramatic increase in traffic. There is too high a volume of traffic driving too fast on this road which is not being adequately policed. The same traffic that uses North River Road tends to use East 2<sup>nd</sup> Street to get over to Bower and 1<sup>st</sup> Street and I am already concerned about my guests backing out of the driveway at my rental given the volume and speed of vehicles coming through.

Parking is another issue which compounds the traffic problem. On a busy afternoon, the parking situation at The Happy Camper is completely out of control. Parked cars and trucks line both sides of a road that was not designed to handle shoulder parking, especially not on both sides of the road. It is hard for even one vehicle to safely pass through with the vehicle doors opening and closing and marijuana customers (many of whom consume their purchases right then and there) walking out into the road without looking. Two vehicles trying to pass from opposite directions is nearly impossible. ***Is the Town of Palisade waiting for a fatality to occur before getting serious about this?*** I pray not.

Please listen to the voice of the public on this one. We cannot even think about opening another similar business on North River Road at this point. The location at 3861 is especially dangerous given the curvature of the road which limits visibility. The lot is not large enough to accommodate the kind of parking demand that a marijuana business like this would generate.

I am asking the Planning Commission and Board of Trustees not to allow this project to proceed or any other project that would increase the level of traffic on North River Road until there is some plan in place to make this road safe again.

Respectfully,



Lafe Wood

**To: Town of Palisade Board of Trustees**

**From: Lafe Wood**

**RE: Proposed Retail Marijuana Shop at 3816 North River Road**

**Date: September 17<sup>th</sup>, 2020**

I am writing to express my concern over the proposed retail marijuana establishment at 3816 North River Road. As you all are aware, one of the requirements of the issuance of a Conditional Use Permit (CUP) is that the proposed use must not endanger public health and safety. While it is not due to any fault of the applicants, the opening of a business as busy as a pot shop at this specific location would indeed further endanger public safety.

As a result of the opening of Base Camp RV Park, The Happy Camper, and EcoGen in the last few years, North River Road has experienced a dramatic increase in traffic. There is too high a volume of traffic driving too fast on this road which is not being adequately policed. The same traffic that uses North River Road tends to use East 2<sup>nd</sup> Street to get over to Bower and 1<sup>st</sup> Street and I am already concerned about the guests at my VRBO on East 2<sup>nd</sup> Street backing out of the driveway given the volume and speed of vehicles coming through. We also have yet to see the increase in traffic which is certain to come when the Palisade Plunge is operational.

Parking is another issue which compounds the traffic problem. On a busy afternoon, the parking situation at The Happy Camper is completely out of control. Parked cars and trucks line both sides of a road that was not designed to handle shoulder parking, especially not on both sides of the road. It is hard for even one vehicle to safely pass through with the vehicle doors opening and closing and marijuana customers (many of whom consume their purchases right then and there) walking out into the road without looking. Two vehicles trying to pass from opposite directions is nearly impossible. ***Is the Town of Palisade waiting for a fatality to occur before getting serious about this?*** I pray not. There is no reason to think that a similar parking disaster would not occur at this proposed pot shop as well. Given that up to 60 vehicles have been seen parked at The Happy Camper at once, there is just no way for the lot at 3816 to contain the demand for parking that would be generated. The lot is not big enough. The location at 3816 is especially dangerous given the curvature of the road which limits drivers ability to see opposing traffic approaching.

Please listen to the voice of the public on this one. I am asking the Board of Trustees not to allow this project to proceed or any other project that would increase the level of traffic on North River Road until we make the road safe again.

Respectfully,



Lafe Wood





*Bella Bolettino Farms*

*3857 North River Road*

*Palisade, CO 81526*

[www.bellabolettinofarms.com](http://www.bellabolettinofarms.com)

*(970)261-7620*

Town of Palisade

Palisade, CO 81526

Greetings Planning Commissioners and Board of Trustees,

We are a small organic peach farm in Palisade, CO. Bella Bolettino Farms has been in our family since 1957, originally farmed by the Bolettino and Youngs, and currently farmed by Chris and Cheryl Young. We remember when NRR was 6 & 24 Alternate and traffic was almost nonexistent. In the mid 60's Chris could hop on his bike to baseball practice, ride back home to thin peaches, then ride back to town to hang out with friends. Coaches like Jimmy Sommerville and George DeStefano donated their time to OTA baseball and helped shape the lives of many youngsters in Palisade. In the fall, picking and packing peaches would result in Chris driving tractors down NRR to G 7/10ths as the family's orchard was split in half by the R/R and NRR. Of course, these were simpler times and we are not so naïve to believe that change should not be a part of life. We want to applaud the TOP for their vision and foresight in trying to maintain an agricultural atmosphere and way of life while at the same time trying to accommodate business as well as tourism. We believe that change should be planned, all points of view matter, but that safety remains the paramount responsibility for those who are elected to serve.

We moved back onto our land in 2015 and used to walk to town weekly to get groceries or drop by Mary Lincoln's (Slice O'Life). Since the Basecamp, The Happy Camper (THC), Eco-Gen hemp in McKee's old greenhouses, and expansion of the industrial area, we have not been able to walk to town. We can barely drive to town safely. We absolutely will not bike to town. We have escaped several near misses driving into and out of our steep driveway onto NRR. Trying to haul peaches to markets, or the rare occasion when we need to take our tractor over to our G & 7/10ths property, we are unsafe. We do not want to unfairly place blame on THC customers but the times we have followed the cars who have nearly rear-ended us or who pass us at 45-60 mph along NRR, 90% of the time they are parking or already parked along NRR and walking into THC. We have witnessed people get back into their cars after what appears to be using product just purchased and driving back down NRR.

The NRR corridor, Vineland, and EOM are the most photographed images of this community. We have several cars and cyclists who pull over at our mailbox to enjoy the view of the Colorado River, Vineland, Dogface, and the Palisade Rim. We appreciate the foresight that TOP and Palisade Chamber of Commerce demonstrated when they designated the Byway, encouraging cyclists and wine and orchard tours, but we must accept that in the past five years our community is putting NRR residents, as well as tourists, at serious risk. Destroying the gold standard of a scenic agricultural drive for retail marijuana is a contradiction. We have nearly every type of zoning/business along NRR (commercial, industrial, residential, agricultural, hospitality, service, B&B / VRBO and we already have one retail marijuana store. We can be proud of our diversity and at the same time fairly question if we have over utilized the NRR corridor. We have nothing against the marijuana industry or business, we do have a fondness for safety and planning in mixed use areas.

We have relatives whose farm adjoins the Basecamp. We visit regularly so we see the traffic from THC pot shop. We have counted as many as 64 cars the night before the quarantine went into effect and have this on video. It is common to count between 30 to 50 cars visiting THC in the evening and on weekends. Looking at THC on the Mesa County Assessors website, THC appears to have 13-14 parking spaces. To



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accommodate a normal evening and weekend for their customers they would need 4 times their number of spaces. You may argue that THC parking was worsened by Covid 19 restrictions as most of their parking lot appears to be utilized for social distancing lines for their customers. This would be equally true if a new retail marijuana shop is allowed on NRR but this time it will be on a blind curve across from a home with small children. Additional traffic concerns:

1. Eco-Gen Hemp industry utilizing Penske trucks to haul hemp up and down NRR, sometimes several times per day.
2. Basecamp RV's traveling in and out of town. Despite Basecamp's best efforts, many large RVs do not route around vineland rather they take the shortest drive to town or back to westbound I-70 access. I have seen RV's, Penske trucks, and the constant speeders coming from THC nearly collide with cyclists or tourists walking along the metal buildings as there is NO ESCAPE in that narrow section of NRR.
3. We were one of the first on the scene of the car that ran off the road and collided with the metal building along NRR corridor (May 2019), resulting in a fatality. We may not have all the facts about this accident, but speed and substance use were suspected initially.

Finally, one neighbor pointed out that the three lottery "winners" for retail marijuana licenses is based on a maximum number allowed by TOP using total population as the denominator. A maximum number is simply that, the maximum allowed in our town. The rules do not require a minimum number of retail marijuana stores. Do the TOP marijuana rules require that we fill all three licenses? Is there any violation in having two retail marijuana stores? Again, we are not anti-marijuana or anti-growth. Perhaps there is a more appropriate location elsewhere in the city limits. Once NRR is widened this would be a different discussion but given funding and the fact that NRR is the responsibility of Mesa County, the widening of NRR is currently unscheduled. One tragic accident involving cyclists along NRR will result in unimaginable pain to the victims and survivors and harm the very reputation TOP has worked so hard to cultivate.

Thank you in advance for considering the safety of those of us who live along NRR.

*J. Christopher Young Cheryl Young*

Chris and Cheryl Young  
Farmers

**From:** [Rondo Buecheler](#)  
**To:** [Allyson Shellhorn](#)  
**Subject:** Comments for the CUP for Drift 6  
**Date:** Thursday, September 17, 2020 9:40:44 PM

---

To: The Palisade Board of Trustees

From: Rondo Buecheler, Property owner 255 East 2nd. St, Palisade

I would like to comment on the proposed CUP for 3816 North River Road. I feel that the infrastructure is not in place to be able to handle the traffic and parking that will visit this proposed business. The Town of Palisade needs to address the connectivity to downtown before any other retail businesses are allowed on North River Road. North River Road has become a safety concern since Palisade Basecamp, Gen X Greenhouse and the Happy Camper dispensary have opened. Then we have to add the traffic that the Palisade Plunge should bring. We know that North River Road is scheduled to have a four foot safety lane added at some future date. I do not feel that will not be enough to provide safe bike and pedestrian access from those businesses to downtown. Also there are no sidewalks providing connectivity from the downtown to this location so the increased auto traffic coming to this location from downtown will be an issue. Using the Happy Camper as an example the number of proposed parking spaces will not be enough for the employees and customers for a business of this type. We will have customers parking in the safety lane on both sides of the road at a blind curve. This will force riders and pedestrians out in the street at this blind curve.

Two other questions should be addressed at the Trustee meeting. The first is whether the applicants actually meet the requirements originally set forth by the Town of Palisade for the dispensary owners in Ordinance 2017-34. This ordinance references requirements for licensees to have been a resident of Palisade for at least a year immediately preceding the application. Neither of the two applicants appear to meet this criteria as they both are and have been residents of the eastern slope, actively involved in business operations there with personal addresses on the eastern slope. Our question is whether the current applicants meet the basic requirements set forth by the Town of Palisade.

The second is that the the new retail marijuana store applicant is way past the 90 day limit for land use approvals the town adopted last year as a new rule per ordinance 2019-10. It says in the ordinance that there's a 90 day time limit for land use approvals, I understand that they're around 8 months past that 90 day deadline which would have started on October 8th 2019 when priority #3 Herban Legend (David Cox) was denied.

Thank you for considering these issues and clarifying them at the Trustees meeting.

Rondo Buecheler

Board of Trustees, Palisade, Colorado

I own three, gorgeous, coveted, properties along the Colorado River and across the street for the proposed Retail Marijuana facility. I've owned a majority of that property since 1994.

The residential cabins were built in 1928. All face the proposed facility. There is a private road in front of the cabins that will easily be misinterpreted as a public right of way and convenient turn around for customers of the facility. The current traffic behavior at the Happy Camper is a testament to numerous unsafe U-turns made on adjoining properties. I do not want to have to police trespassing, yet it will become a common occurrence.

Next door is my Art Studio and storage units. Built in 1978 according to County regulations, this building has served the community and is not fenced. The open lot in front of the units is occasionally used by trucks who believe it to be a safe place to park off North River Road. This often results in damage to the property, but more importantly, diminished security for the storage units. The customers who rent these units are Palisade Locals. To date there have been regular instances of people pulling off to inspect and or sample their recently purchased Marijuana products. I feel I am put in harms way when approaching an automobile of unknown, unwelcome passengers. It will be a very appealing alternative parking space for customers of the MJ facility, which I will not permit, nor do I want to spend my energy in this way

Public Safety has been a huge concern with speeding and reckless driving on North River. The Fruit and Wine Byway promotes valuable tourism, and has been established long before the legalization of retail marijuana sales.

I live here, and I work here. I can assure you I can give adequate testimony to both the range of traffic violations, and what I feel is a dangerously inadequate response from the Town of Palisade to curb the problem.

The popularity of Base Camp RV and the Happy Camper have resulted in extremely unsafe conditions for the cyclists and pedestrians. I know that myself and my neighbors have made numerous requests for attention to this problem, yet to this day I rarely see law enforcement presence. I would

suggest that until we start to experience measureable solutions to the current problem, we have a moratorium on creating more.

Our land development Code was adopted for promoting the public health, safety, and general welfare of the citizens of Palisade. Specifically it is intended to preserve and enhance integrity, stability, and liveability of residential neighborhoods

The footprint of the proposed business is too small for what we have experienced since allowing retail marijuana in Palisade. The traffic on North River is a dangerous, uncontrolled abomination. There has been a ten fold increase of garbage and littering. When public safety has not been addressed, we cannot assume another Marijuana business does not drastically impact the character of the adjoining residential neighborhoods. To allow the facility, is to ignore the Land Development code Palisade has created.

There seems to be a current trend towards getting money any way one wants without regard to the moral obligations of the community. Here, I am speaking not of marijuana, but of public safety. Palisade's comprehensive plans have been historically consistent. I believe that community mission drives fund-raising Fundraising should not drive community mission.

Photo journal:

Sept 11. 2020. 5-7PM

Traffic speed are well over the 25mph speed limit. With a radar gun, I measured speeds of 25-50 mph on this dangerous stretch.



Pedestrians (neighbors) have no safe place to walk







There isn't an adequate shoulder for the cyclists enjoying Palisade.





Tandem cyclists.

Partying cyclists





History and Experience of Palisade MJ facilities with an insufficient footprint. North River Road.



Frequent U-turns trespass on railroad property





Overflow parking simulation at 3816 North River. A VERY negative influence on the character of both residential and commercial properties.



Tim Wedel  
3809, 3813, 3815 North River Rd  
Palisade. CO 81526  
970-201-2123

## TRAFFIC IMPACT STUDY

# Palisade Dispensary

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## LEVEL 2 TRAFFIC IMPACT STUDY

**Project Location:** 3816 N River Road  
Palisade, CO

**Prepared By:** APEX Consulting Engineers, LLC  
1000 N 9<sup>th</sup> Street, Suite 44  
Grand Junction, CO 81501

**Report Date:** May 22, 2020  
**Revision Date** June 29, 2020



**APEX**  
**CONSULTING ENGINEERS**  
CIVIL ENGINEERS • MANAGEMENT • DEVELOPMENT



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## Appendix

- A. Project Site Plan – reduced for convenience
- B. Project Trip Generation
- C. Intersection Turning Movement Count Traffic Summaries
- D. Road Segment Growth Data
- E. Peak Hour Traffic Calculations
- F. LOS Calculations

## 1. Introduction

APEX Consulting Engineers, LLC prepared this Level 2 Traffic Impact Study (Study) for the proposed Palisade Dispensary (Project), located in Palisade, CO, accessing N River Road from an existing access on the north side of the roadway at mile post 3.76. The following sections describe the Project, traffic volumes, auxiliary turn lane assessments, access spacing, and sight distance evaluation for this intersection.

## 2. Project Location and Description

As shown in Figures 1 and 2, the proposed Project will be located on North River Road, east of the intersection of 2nd Street and N River Road. The proposed Project is a 1,589 sf marijuana dispensary in an existing building. The Project is expected to be completed in 2020. The Project will be open to the public at 9:00 am so this study will evaluate PM peak hours.

**Figure 1 - Site Location Map**



The existing access is undefined and is equal to the length of the road frontage, as shown in Figure 2. The existing access also provides access to the property to the west, an existing, small woodwork shop, which will remain. The Project will create defined access points, as shown in Figure 3.





**Figure 2 – Site Location Existing Conditions**



**Figure 3 – Project Site Access after Completion**



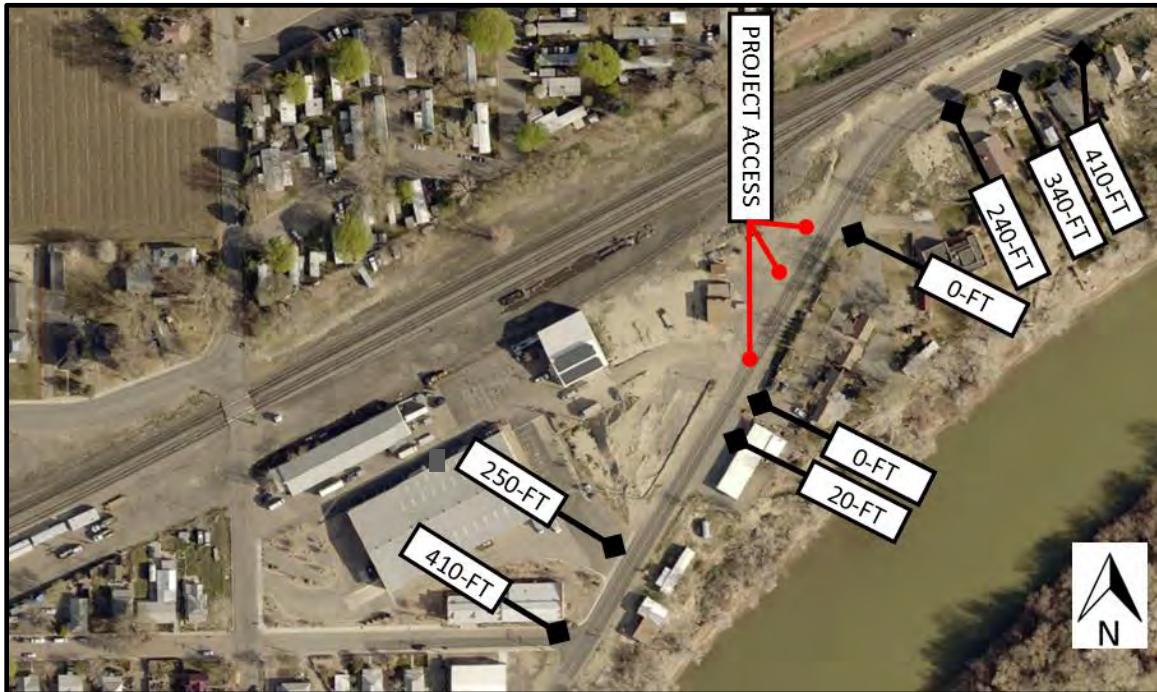
A reduced site plan is included in Appendix A.



### 3. Adjacent Access Points

Figure 4 shows adjacent access points within 500' of the Project.

**Figure 4 – Existing Driveways and Side Roads within 450 feet Upon Completion**



### 4. Trip Generation & Distribution

#### 4.1 Trip Generation

Land Use Code 882, Marijuana Dispensary, from the ITE Trip Generation Manual 10th Edition, was used in trip generation calculations. In all peak hour cases, the higher of “either peak hour of roadway” or “peak hour of generator” is used, providing a conservative assessment. In this case, peak hour of generator is used. Trip generation traffic calculations from the ITETripGen Web-based App are included in the Appendix B. Table 1 provides the Project peak hour traffic.

The Dispensary will open at 9:00 AM, outside of the AM peak hour period.

**Table 1 – Project Peak Hour Traffic Volumes**

Period	PM
Entry	24
Exit	24
<b>TOTAL</b>	<b>48</b>



## **4.2 Trip Reduction Factors**

An internal capture trip reduction factor was not used, due to the single-use nature of the Project. Additionally, pass-by capture factors were also not used.

## **5. Trip Distribution & Assignment**

### **5.1 Study Area Intersections**

The Project study area includes the following intersections.

1. Project Access and N River Road
2. 3rd Street and Main Street
3. 1st Street and Main Street
4. 1st Street and Elberta Avenue

The following locations were included in vehicle counting to provide trip distribution data:

- Access at 1043 N River Road, Existing Marijuana Dispensary
- Access at 125 Peach Avenue, Existing Marijuana Dispensary

### **5.2 Determination of Trip Distribution**

Peak hour intersection turning movement counts were conducted at the six intersections listed above on April 7-8, 2020. Additionally, APEX conducted turning movement counts at 1st Street and Elberta Avenue on July 17, 2019 for a previous study. All counts are include in the Appendix C.

The existing traffic counts were used to estimate Project trip distributions as follows:

- Access at 1043 N River Road, Existing Marijuana Dispensary
- Access at 125 Peach Avenue, Existing Marijuana Dispensary

Turning Movement counts at 1043 N River Road show east-west distribution of

- 90% to/from the west in the PM
- 10% to/from the east in the PM

This distribution will be assigned to the Project Traffic at the access to N River Road and no further evaluation of Project eastbound traffic is proposed as the Project will not generate sufficient eastbound traffic to increase existing traffic volumes more than 20% at the intersection of N River Road and SH 6A.



Turning movement counts at the existing dispensary located at 125 Peach Avenue will be used to determine eastbound and southbound distributions. Counts at the 125 Peach Avenue dispensary show:

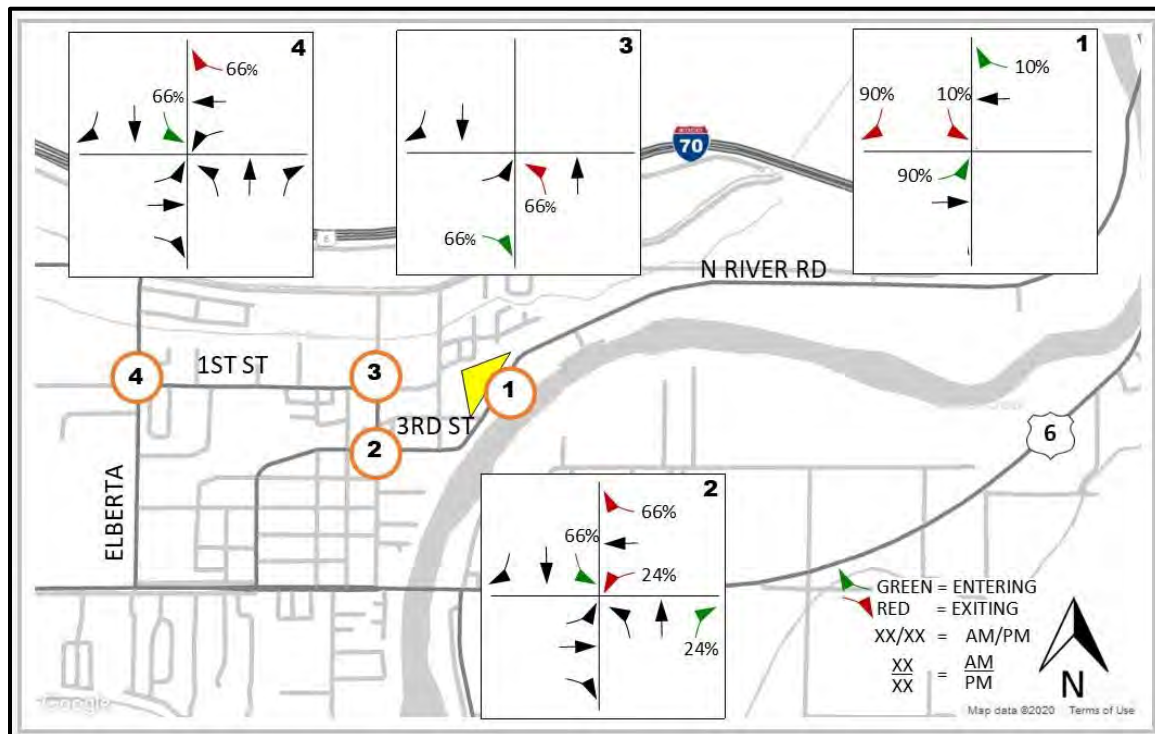
- 73% to/from the east in the PM
- 27% to/from the south in the PM

This distribution will be assigned to the Project traffic at the intersection of 3rd Street and Main Street. The 73% to/from the east will be assigned to other intersections as follows:

- 3rd Street and Main Street 73% of 90%, to/from the north
- 1st Street and Main Street, 73% of 90%, to/from the east in the PM
- 1st Street and Elberta, 73% of 90%, to/from the north.

The resulting distributions are shown in Figure 5.

**Figure 5 – Project Trip Distribution**

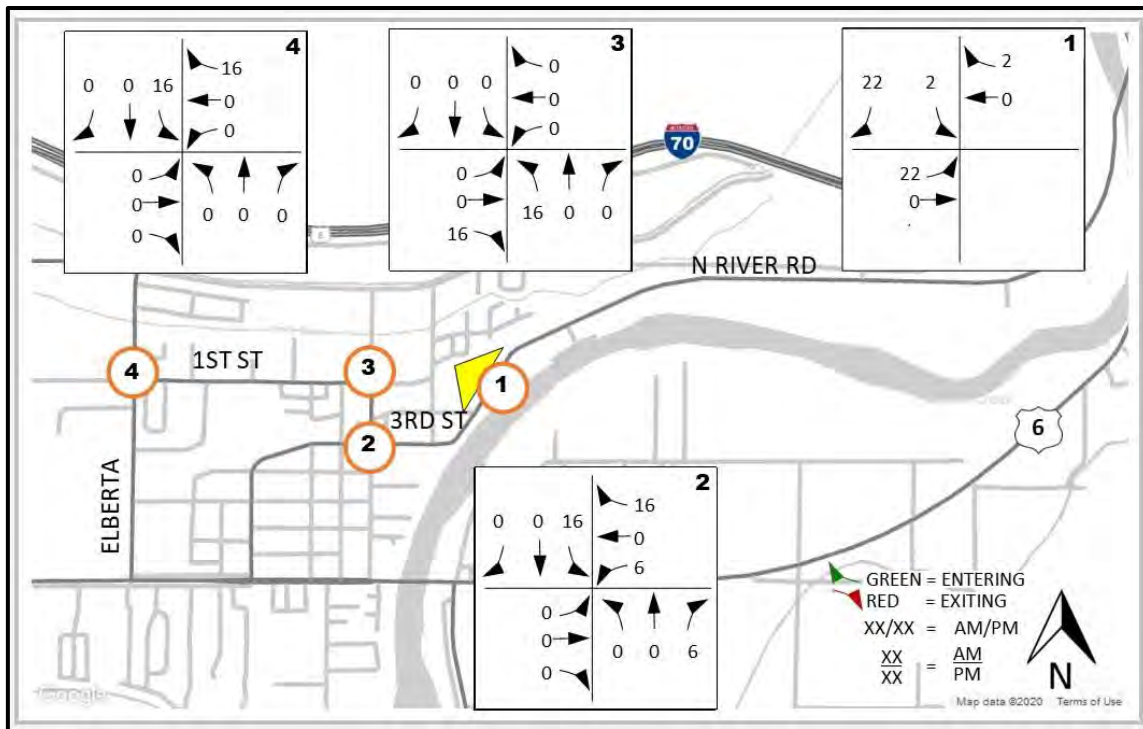


### 5.3 Assignment of Project Traffic

Project traffic determined from the trip generation calculation is assigned to the existing traffic network using the distributions from Figure 5. The resulting Project trip assignment is shown in Figure 6.



**Figure 6 – Project Trip Assignment**



## 6. Existing & Future Traffic Volumes

### 6.1 Existing Roadway Conditions

Functional Classification and speed limit within the Study area for each major roadway.

#### 6.1.1. Classifications and Speed Limits

Street Classifications and speed limits are as follows per Mesa County “Standard Specifications for Road and Bridge Construction” and field verification.

- N River Road, Local Roadway, 25 mph both directions.
- All Other streets, Local Roadways, 25 mph.

### 6.2 Existing Peak Hour Traffic Data and Adjustments

Peak hour intersection turning movement counts were conducted at the six intersections listed above on April 7-8, 2020. Additionally, APEX conducted turning movement counts at 1st Street and Elberta Avenue on July 17, 2019 for a previous study. All counts are included in Appendix C.

Mesa County conducted traffic counts approximately 200’ to the east of the Project in October 2019. The counts only provide ADT data and are summarized in Table 2.



**Table 2 – Mesa County N River Road Oct 2019 Count Data**

Date	ADT	HRS
10/16/2019	1047	24
10/17/2019	1069	24

In response to the COVID-19 virus pandemic, the State of Colorado issued a stay at home order, effective March 26, 2020. As a result, the vehicle counts conducted in April 2020 do not reflect normal traffic volumes and adjustment factors will be applied as follows:

Low Volume Streets (all streets other than Elberta and 1st Streets)

Mesa County traffic counts show an ADT of 1069 vehicles/day. Using the generally accepted peak hour to ADT ratio of 1:10, the expected 2019 (non-COVID 19) peak volume is estimated at 107 vehicles.

As N River Road has direct access to SH 6A and Interstate 70 (via a short connection from SH 6A), a seasonal adjustment factor should be applied to the traffic counts. A seasonal adjustment factor of 1.10 (per Table 2) results in a seasonally adjusted peak hour volume of 119 vehicles. The April 2020 counts resulted in a peak hour volume of 74 vehicles. A seasonal adjustment factor of 1.18 results in a seasonally adjusted peak hour volume of 88 vehicles. The COVID 19 adjustment factor of 1.35 will be applied to all traffic volumes for these lower volume streets.

Table 3 shows the monthly peak seasonal adjustments using average daily traffic counts for each month from the nearest CDOT continuous counting station for a similar roadway, SH 6C.

**Table 3 – Mesa County N River Road Oct 2019 Count Data**

Seasonal Adjustments

CDOT Count Station ID 15: SH 50 Traffic Data - Southeast of SH 141 S JCT, Whitewater

STATION ID	CAL YR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
15	2018	8916	9386	10568	10580	11554	11951	12178	12392	11826	10986	10282	9484
15	2017	8137	9382	10190	10461	11027	11932	11674	12176	11826	10799	10160	9685
15	2015	8495	8948	9596	9807	10578	11328	11691	11397	11217	10499	9340	8939
15	2014	7870	8209	8995	8829	9385	10084	10233	10322	10057	10091	9021	8853
15	2013	7880	8380	9157	9070	10226	10657	10826	10823	10148	9747	8912	8298
15	2012	8371	8740	9372	9330	10111	11005	10942	11053	10507	9922	9109	8371
15	2011	8241	8561	9262	9472	9892	10885	11027	11199	10728	9959	9278	8835
15	2010	8031	8525	9240	9592	10360	11189	11467	11393	10991	10183	9168	8926
15	2009	8657	9205	9465	9710	10407	11171	11578	11327	10876	10032	9187	8379
15	2008	7967	8590	9044	9164	9852	11022	10884	11128	10716	10252	9496	8972
10-yr total		82565	87926	94889	96015	103392	111224	112500	113210	108892	102470	93953	88742
% of highest month		73%	78%	84%	85%	91%	98%	99%	100%	96%	91%	83%	78%
Peak Season Factor		1.37	1.29	1.19	1.18	1.09	1.02	1.01	1.00	1.04	1.10	1.20	1.28



#### 1st Street and Elberta Avenue

Seasonal adjustment should be applied to Elberta Avenue, as it is the main connector to Interstate 70 and SH 6A. A seasonal adjustment factor is not required for 1st Street as it services mostly residential land uses and is separated from most of the town by the railroad with up to eight trains per day and not a convenient route for seasonal users.

The calculated COVID 19 adjustment factors for these streets are shown in Table 4.

**Table 4 – Calculated COVID 19 Adjustment Factors**

Street	2019 count	2019 Seasonal Adjustment	2020 count	2020 Seasonal Adjustment	2019 Seasonally Adjusted	2020 Seasonally Adjusted	Calculated COVID Adjustment
Elberta	412	1.1	276	1.18	454	326	1.40
1st Street	310	288	152	0	310	288	1.08

Elberta Avenue will use the Low Volume Streets adjustment factor of 1.35 in lieu of the calculated factor of 1.08 to provide a conservative traffic volume estimate.

The final COVID 19 Adjustment factor are in Table 5

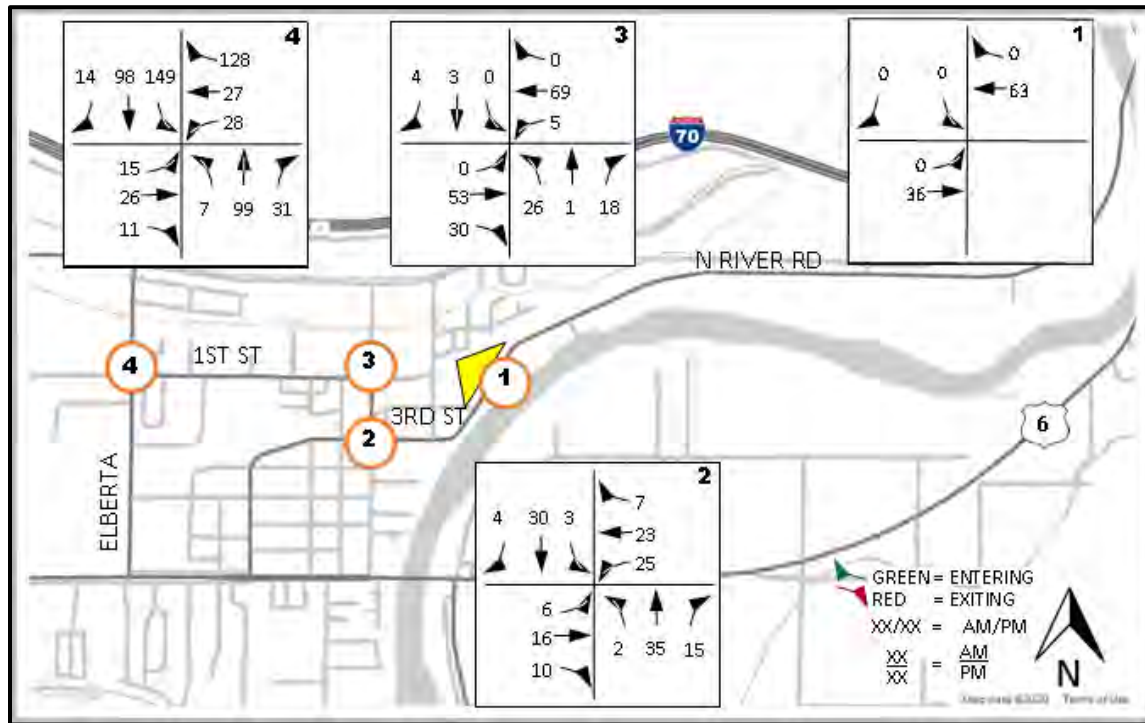
**Table 5 – COVID 19 Traffic Volume Adjustment Factors**

Street	Factor
Elberta Avenue	1.40
All Others	1.35

Figure 7 shows the existing PM peak hour traffic, adjusted for Peak Season and COVID 19 stay at home order.



**Figure 7 – Existing Peak Hour Traffic adjusted for Peak Season**



## 7. Study Years Traffic Volumes

Future background traffic is determined in this section.

The study years are 2020 and 2040. The Grand Valley Metropolitan Planning Organization (GVMPO) provided traffic volumes from the Regional Travel Demand Model (RTDM), base 2010 model + future 2040, and are the basis for the following road segment growth factors.

**Table 6 – Road Segment Growth**

Road	Segment	ADT		Period Growth Factor	Ave Annual Growth Rate	- year growth factor (2020-2020)	20 - year growth factor (2020-2040)
		2010	2040				
Elberta		6,000	10,000	1.667	1.72	1.000	1.407
N River Rd (rates from SH 6)		1,000	2,000	2.000	1.20	1.000	1.269
Sideroads (rates as agreed)					0.05	1.000	1.010

Road segment growth data is summarized in Appendix D. These growth factors were used to determine future peak hour background traffic volumes, as shown in the peak hour traffic calculations provided in Appendix E.

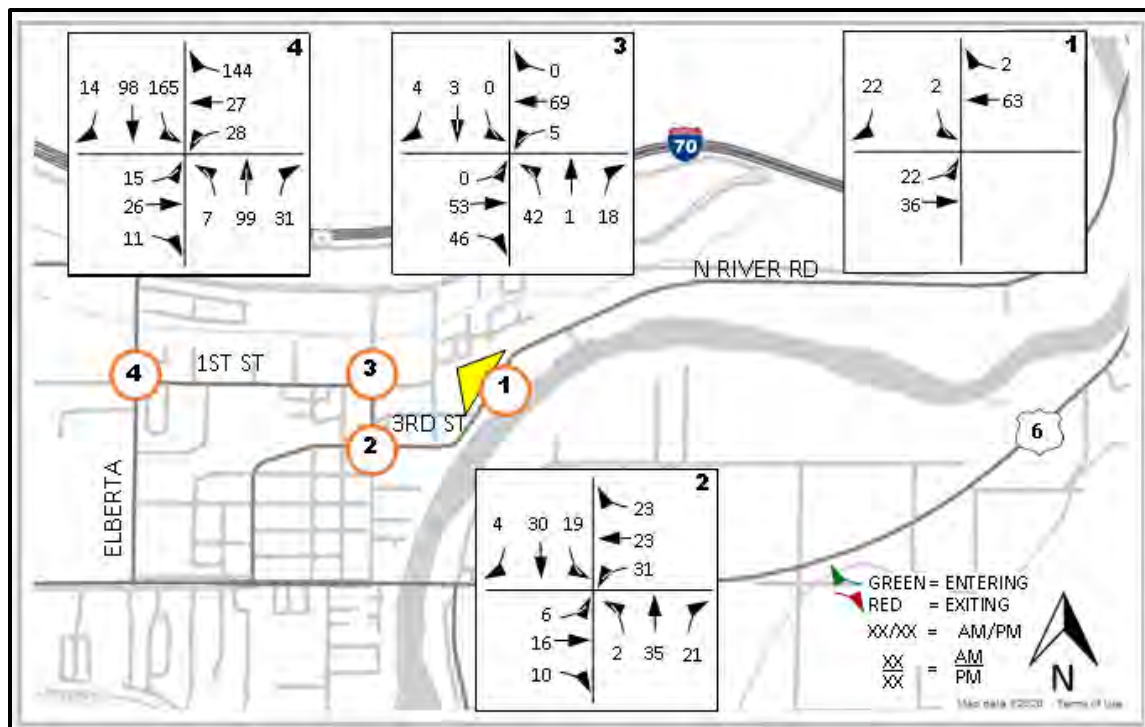
## 8. Study Period Volumes

Total traffic volumes consist of future background traffic volumes plus Project trips. The following figures present background and total peak hour traffic for the study periods. Calculations are included in Appendix E.

Period 1 is in year 2020 and shown in Figure 8.

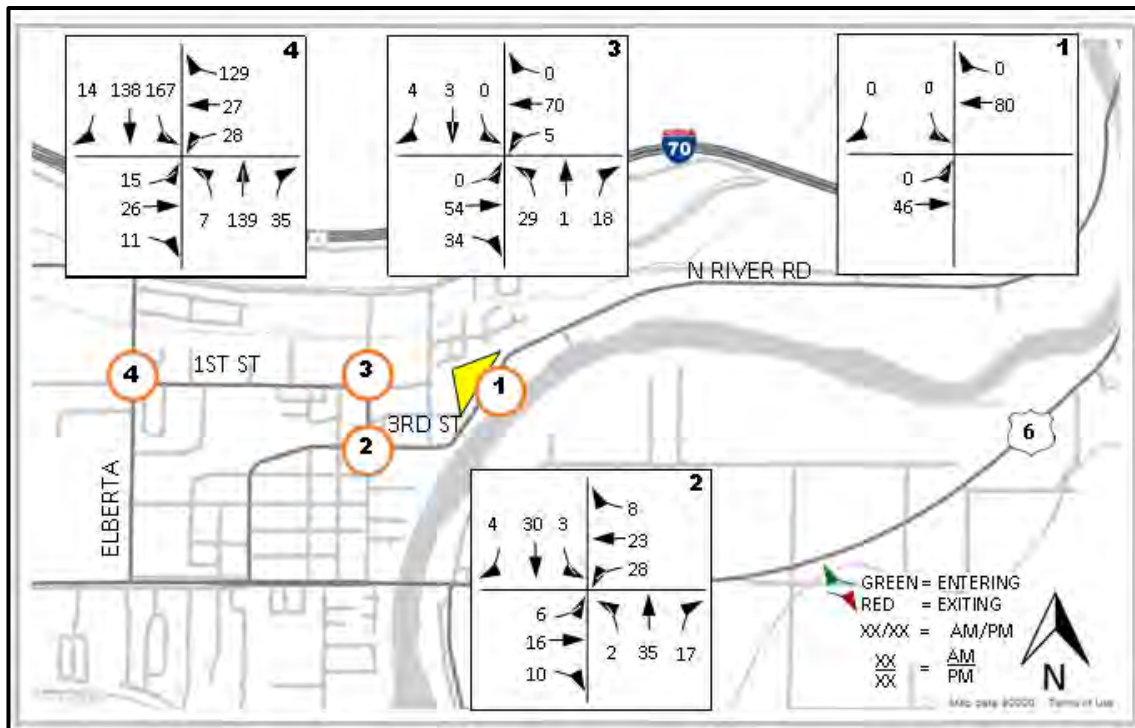
Total peak hour traffic combines existing traffic with Project traffic and is shown in Figure 8.

**Figure 8 –Total Peak Hour Future Traffic (Year 2020)**



Future background traffic adjusts for growth by applying the growth factors in Table 6 to existing background traffic and is shown in Figure 9.

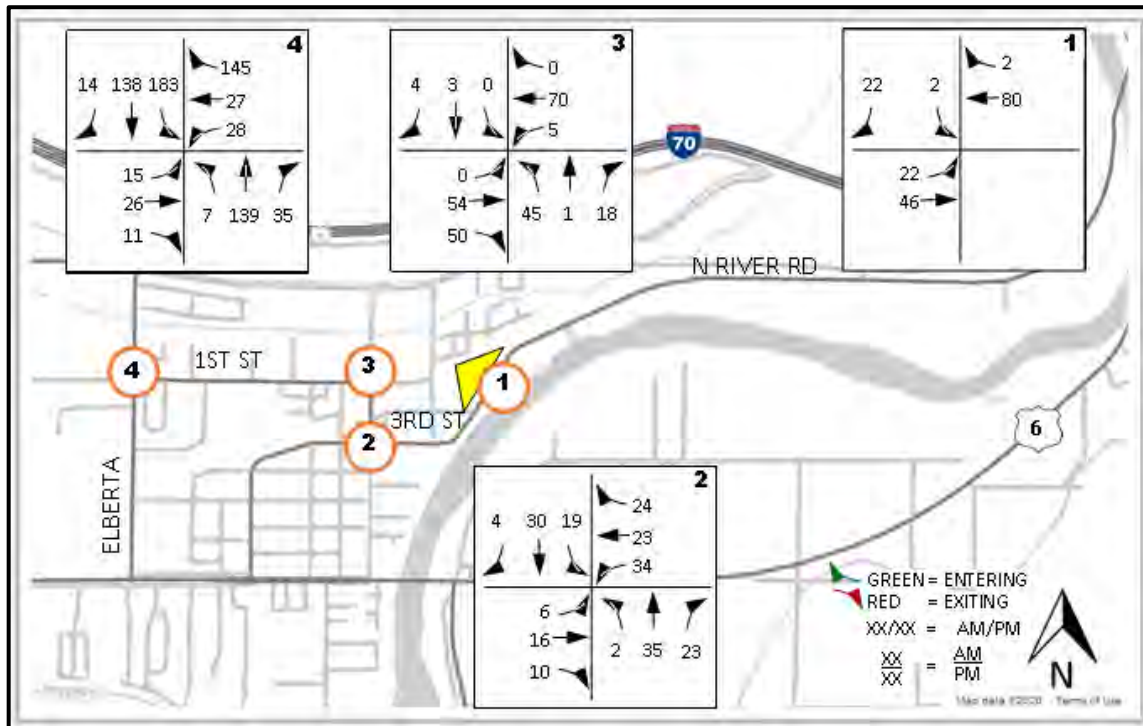
**Figure 9 – Background Peak Hour Future Traffic (Year 2040)**





Total future peak hour traffic combines future background traffic with Project traffic and is shown in Figure 10.

**Figure 10 – Total Peak Hour Future Traffic (Year 2040)**



## 9. Auxiliary Turn Lane Evaluation

The need for auxiliary lanes was based on the turn lane warrants listed in the Transportation Engineering Design Standards. Exclusive turn lanes are not listed in the warrant tables for speeds at 25 mph. However, the following table illustrates the volumes at each intersection with the lowest warranted volumes, 35 mph for right turns and 30-35 mph for left turns. Intersection 3, 1st Street and Main Street were not evaluated due to the low traffic volumes.

**Table 7 – Comparison of Turning Volumes to  
Turn Lane Requirements**

Intersection		Year	Deceleration Movement	Speed Limit	Highest Period	Turning (vph)	Traffic Volumes Through (vph)		Threshold Turning Volumes	Required Threshold	Auxiliary Lane Req'd
							Direction	Through		Though	
1	Access & North River Road	2020	EB Left	25	PM	22	EB	36	30	100	NO
		Total	WB Right	25	PM	2	WB	63	200	400	NO
		2040	EB Left	25	PM	22	EB	46	30	100	NO
		TOTAL	WB Right	25	PM	2	WB	80	200	400	NO
2	3rd & Main	2020	WB Left	25	PM	31	WB	31	30	100	NO
			WB Right	25	PM	23	WB	23	200	400	NO
			NB Right	25	PM	21	NB	35	200	400	NO
			SB Left	25	PM	19	SB	30	30	100	NO
		2040	WB Left	25	PM	34	WB	34	30	100	NO
			WB Right	25	PM	24	WB	24	200	400	NO
			NB Right	25	PM	23	NB	23	200	400	NO
			SB Left	25	PM	19	SB	30	30	100	NO
4	1st & Elberta	2020	WB Right	25	PM	23	WB	23	200	400	NO
		Total	SB Left	25	PM	19	SB	30	30	100	NO
		2040	WB Left	25	PM	24	WB	23	200	400	NO
		TOTAL	SB Left	25	PM	19	SB	30	30	100	NO

## 10. Transportation Impact Analysis

The traffic analysis was conducted using the methodologies outlined in the Transportation Research Board's, Highway Capacity Manual, 2010 Edition. Synchro® 10 Planning & Analysis Software and SIDRA Intersection 8.0 were used to determine traffic operations.

The results of the intersection operational analysis were used to assess the LOS experienced by drivers as the duration of delay a driver experiences at a given intersection increases. LOS A represents the most desirable conditions with free-flow movement of traffic and minimal delay to motorists. LOS F generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in congestion. CDOT Region 5 has a LOS standard of D for all movements, meaning that CDOT would not permit an access that shows a LOS E or worse, for any movement in the peak hour condition.



The duration of delay is measured differently for signalized intersections as compared to unsignalized intersections. The LOS delay range for an unsignalized intersection is typically shorter than at a signalized intersection primarily because at a stop sign, the traveling public has an expectation to experience less delay than at a signal. In addition, studies have shown that at unsignalized intersections drivers tend to become impatient with long delays and may use inadequate and unsafe gaps in the traffic stream to make left turns or enter the major street.

The following table provides the delay thresholds for signalized and unsignalized intersections.

**Table 8 – Intersection Delay & LOS Thresholds**

Level of Service (LOS)	Signalized Intersections (seconds/vehicle)	Unsignalized Intersection (seconds/vehicle)
A	0.0 – 10.0	0.0 – 10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	Greater than 80.0	Greater than 50.0

Source: Transportation Research Board, Highway Capacity Manual, 2010 Edition

Peak hour LOS was computed at the stop controlled intersections within the study area using Synchro's Highway Capacity Manual (HCM) 2010 Methodology Module. Results are reported in Table 9 and calculations are included in Appendix F.

**Table 9 – Intersection Operations Summary for Peak Hour Conditions**

	Intersection		Period	Traffic Control	Lane Geometry	2020		2040	
	E-W	N-S				Background	Total	Background	Total
2	3rd St	Main St	PM	Unsignalized					
		Eastbound		Stop	1-left/thru/right	A	A	A	A
		Westbound		Stop	1-left/thru/right	A	A	A	A
		Northbound		Stop	1-left/thru/right	A	A	A	A
		Southbound		Stop	1-left/thru/right	A	A	A	A
	Control Delay LOS & Delay (sec/veh)					A (7.4)	A (7.5)	A (7.4)	A (7.5)
3	1st St	Main St	PM	Unsignalized					
		Eastbound		Free	1-left/thru/right	A	A	A	A
		Westbound		Free	1-left/thru/right	A	A	A	A
		Northbound		Stop	1-left/thru/right	A	A	A	A
		Southbound		Stop	1-left/thru/right	A	A	A	A
	Control Delay LOS & Delay (sec/veh)					A (2.5)	A (2.9)	A (2.6)	A (2.9)
4	1st St	Elberta	PM	Unsignalized					
		Eastbound		Stop	1-left/thru/right	A	A	A	A
		Westbound		Stop	1-left/thru/right	A	A	A	B
		Northbound		Stop	1-left/thru/right	A	A	A	A
		Southbound		Stop	1-left/thru/right	A	A	B	B
	Control Delay LOS & Delay (sec/veh)					A (9.8)	A (10.1)	B (10.9)	B (11.3)



## **11. Intersection Sight Distance**

North River Road is a 2-lane roadway with a posted speed limit of 25 mph with a grade of less than 3% to the east and west. Sight distance increases are not required and the Study will not use reductions in sight distance that are allowed for grades greater than 3%.



The required sight distance for a vehicle traveling on the highway toward the access is 150 feet for a 25 mph speed limit (from Table 4-1 SHAC). The observed sight distance is greater than 150 feet from each direction of travel to the access. Refer to Images 1 and 2.

**Image 1 – Looking East from 150' West of the Proposed Project Access**



**Image 2 – Looking West from 150' East of the Proposed Project Access**





The required sight distance for single-unit trucks entering the roadway at this location is 325 feet per SHAC, Table 4-2. The observed sight distance is greater than 325 feet looking east and west at the Project access, as shown in Images 3 and 4.

**Image 3 – Looking East from the Proposed Project Access**



**Image 4 – Looking West from the Proposed Project Access**



## **12. Internal Circulation**

The three access points define the access locations which is an improvement to the existing undefined access. Internal circulation is acceptable and will not impede existing access to the property to the west. The Project proposes 18 parking spaces, of which 3 spaces will require backing into the right of way. The Town of Palisade Municipal Code, which includes the Land Use Code, does not specifically restrict backing into the right of way. Additionally, the Project Land Use Code does not require parking improvements per section 10.01.B.c, of the Land Use Code.

However, the section 29.12.040 of the Mesa County Transportation Engineering Design Standards (TEDS) prohibits backing maneuvers in public streets. As the Project proposes improvements to the parking lot, the improvements should meet TEDS requirements. As such parking spaces 1, 2, and 3 have been evaluated with Autodesk Vehicle Tracking Swept Path Analysis Software and only parking space 3 can maneuver without backing into the right of way.

## **13. Recommendations**

The Project should remove parking spaces 1 and 2.

No auxiliary lanes are warranted at the intersections evaluated in this Study.

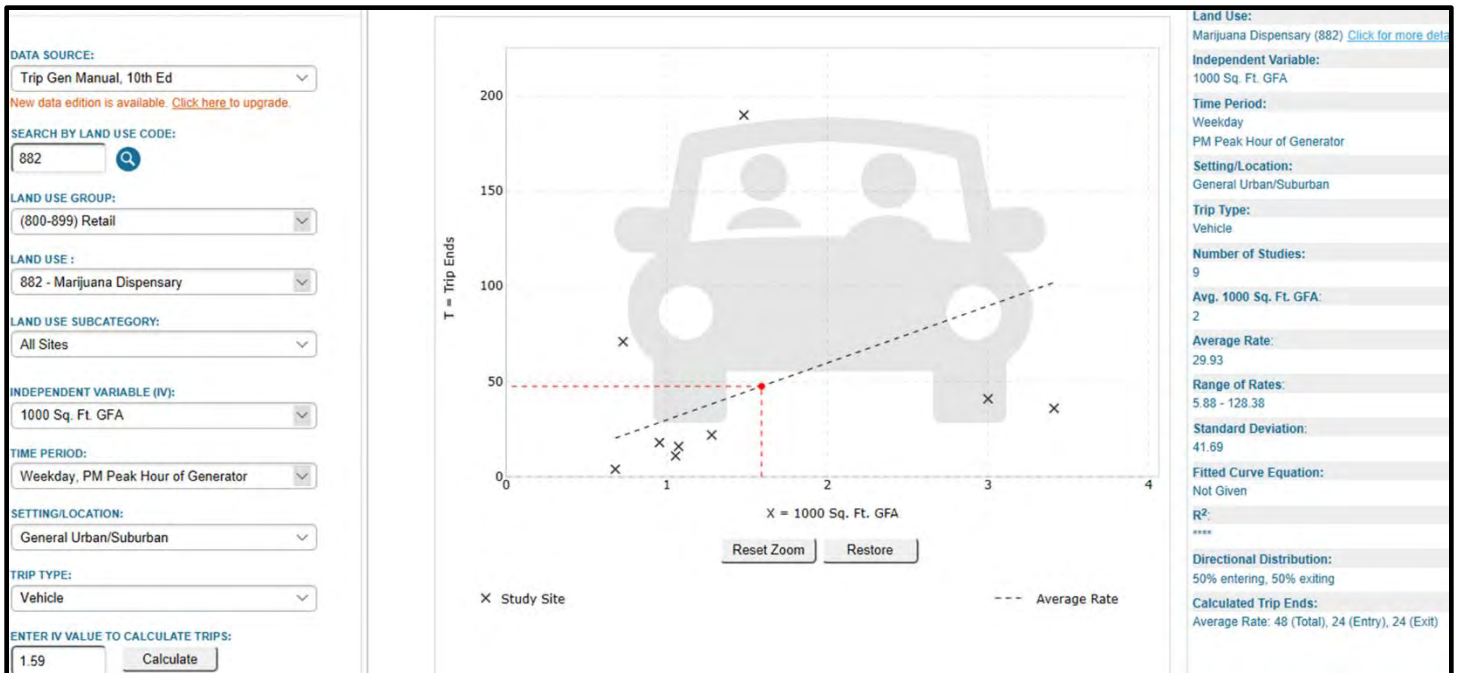
Site distances at the Project access are in compliance with the State Highway Access Code and no improvements are required.

The Project is in compliance with the 2016 Mesa County Transportation Engineering Design Standards.



## Appendix A – Site Plan

## Appendix B – Mesa County Community Development Comments



# Appendix C – Intersection Turning Movement Count Traffic Summaries

## Intersection Turning Movement Count Summary

**Project:** Palisade Dispensary  
**Location:** Palisade, CO  
**EB/WB Road:** N River Road  
**NB/SB Road:** Site Access

**APEX**  
**CONSULTING ENGINEERS**  
 CIVIL ENGINEERS • MANAGEMENT • DEVELOPMENT

**Counted by:** APX  
**Count Date:** 4/9/2020

### Intersection 1

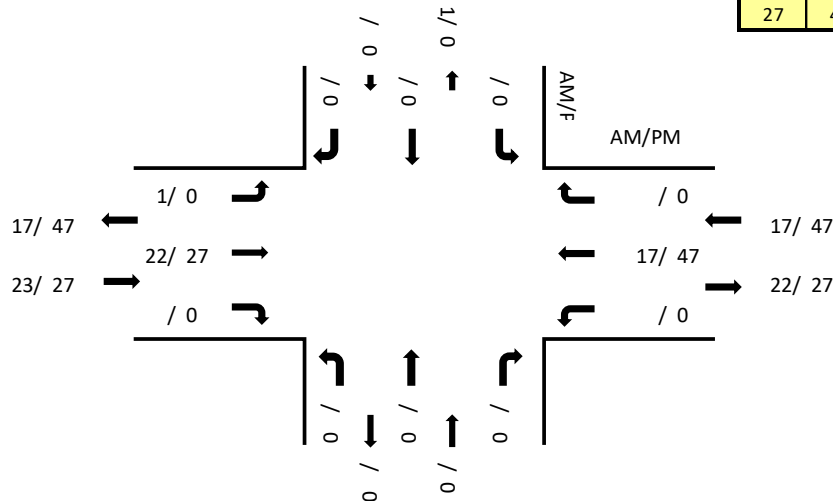
**Peak Season Adjust:** 1

Time	N River Road - (EB)				N River Road - (WB)				Site Access - (NB)				Site Access - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
7:00 AM	0	11	0	0	0	4	0	0	0	0	0	0	0	0	0	0	15
7:15 AM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	1	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
8:30 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Totals	1	44	0	0	0	31	0	0	0	0	0	0	0	0	0	0	76

Peak Hr	1	22	0	0	0	17	0	0	0	0	0	0	0	0	0	0	40
Intersection Peak Hour: 7:00-8:00 AM													EB	WB	NB	SB	Total
													23	17	0	0	40

Time	N River Road - (EB)				N River Road - (WB)				Site Access - (NB)				Site Access - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
4:00 PM	0	5	0	0	0	18	0	0	0	0	0	0	0	0	0	0	23
4:15 PM	0	4	0	0	0	13	0	0	0	0	0	0	0	0	0	0	17
4:30 PM	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	13	0	0	0	6	0	0	0	0	0	0	0	0	0	0	19
5:00 PM	0	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	20
5:15 PM	0	11	0	0	0	9	0	0	0	0	0	0	0	0	0	0	20
5:30 PM	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0	0	15
5:45 PM	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0	0	19
Totals	0	61	0	0	0	87	0	0	0	0	0	0	0	0	0	0	148

Peak Hr	0	27	0	0	0	47	0	0	0	0	0	0	0	0	0	0	74
Intersection Peak Hour: 4:00-5:00 PM													EB	WB	NB	SB	Total
													27	47	0	0	74





# Appendix C – Intersection Turning Movement Count Traffic Summaries

## Intersection Turning Movement Count Summary

**Project:** Palisade Dispensary

**Location:** Palisade, CO

**EB/WB Road:** 3rd St

**NB/SB Road:** Main St

### Intersection 2

**APEX**  
CONSULTING ENGINEERS  
CIVIL ENGINEERS • MANAGEMENT • DEVELOPMENT

**Counted by:** APX

**Count Date:** 4/9/2020

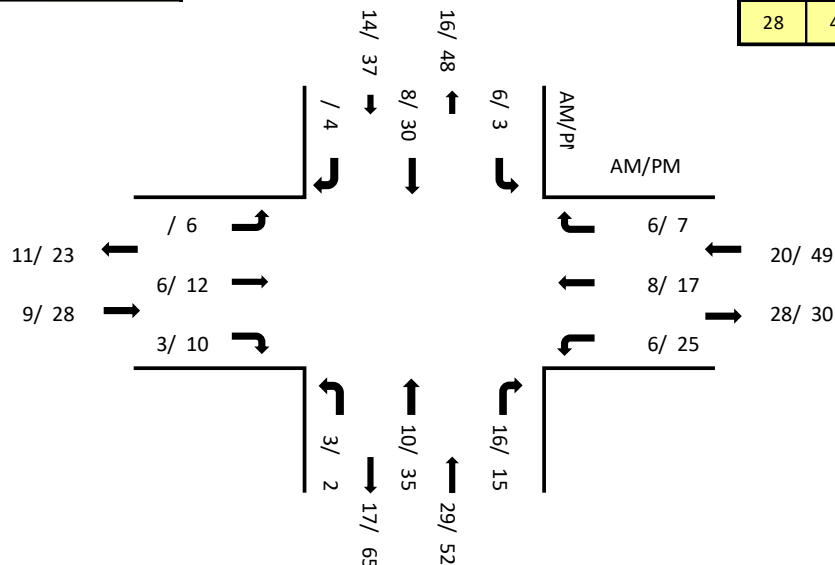
**Peak Season Adjust:** 1

Time	3rd St - (EB)				3rd St - (WB)				Main St - (NB)				Main St - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
7:00 AM	1	4	0	0	1	3	1	0	1	1	8	0	0	2	0	0	22
7:15 AM	1	2	0	0	0	2	0	0	0	2	5	0	1	1	0	0	14
7:30 AM	0	1	1	0	3	2	1	0	0	2	2	0	1	3	1	0	17
7:45 AM	0	3	0	0	2	2	0	0	0	2	2	0	0	1	1	0	13
8:00 AM	0	3	0	0	1	3	2	0	0	3	7	0	1	1	0	0	21
8:15 AM	0	2	0	0	1	2	2	0	0	3	4	0	0	2	0	0	16
8:30 AM	0	1	2	0	3	0	1	0	0	2	3	0	4	3	0	0	19
8:45 AM	0	0	1	0	1	3	1	0	3	2	2	0	1	2	0	0	16
Totals	2	16	4	0	12	17	8	0	4	17	33	0	8	15	2	0	138

Peak Hr	0	6	3	0	6	8	6	0	3	10	16	0	6	8	0	0	72
Intersection Peak Hour: 8:00-9:00 AM													EB	WB	NB	SB	Total
													9	20	29	14	72

Time	3rd St - (EB)				3rd St - (WB)				Main St - (NB)				Main St - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
4:00 PM	2	4	4	0	11	5	3	0	0	5	4	0	3	12	0	0	53
4:15 PM	2	1	2	0	3	6	1	0	1	9	1	0	0	4	1	0	31
4:30 PM	2	5	1	0	10	4	1	0	0	10	4	0	0	5	1	0	43
4:45 PM	0	2	3	0	1	2	2	0	1	11	6	0	0	9	2	0	39
5:00 PM	2	5	1	0	8	3	3	0	0	7	4	0	0	2	0	0	35
5:15 PM	3	1	2	0	4	6	2	0	1	8	5	0	1	5	1	0	39
5:30 PM	3	1	0	0	7	3	0	0	2	8	2	0	0	7	1	0	34
5:45 PM	4	4	2	0	7	2	0	0	3	5	7	0	2	4	0	0	40
Totals	18	23	15	0	51	31	12	0	8	63	33	0	6	48	6	0	314

Peak Hr	6	12	10	0	25	17	7	0	2	35	15	0	3	30	4	0	166
Intersection Peak Hour: 4:00-5:00 PM													EB	WB	NB	SB	Total
													28	49	52	37	166



# Appendix C – Intersection Turning Movement Count Traffic Summaries



## Intersection Turning Movement Count Summary

**Project:** Palisade Dispensary

**Location:** Palisade, CO

**EB/WB Road:** 1st St

**NB/SB Road:** Main St

### Intersection 3

**Counted by:** APX

**Count Date:** 4/9/2020

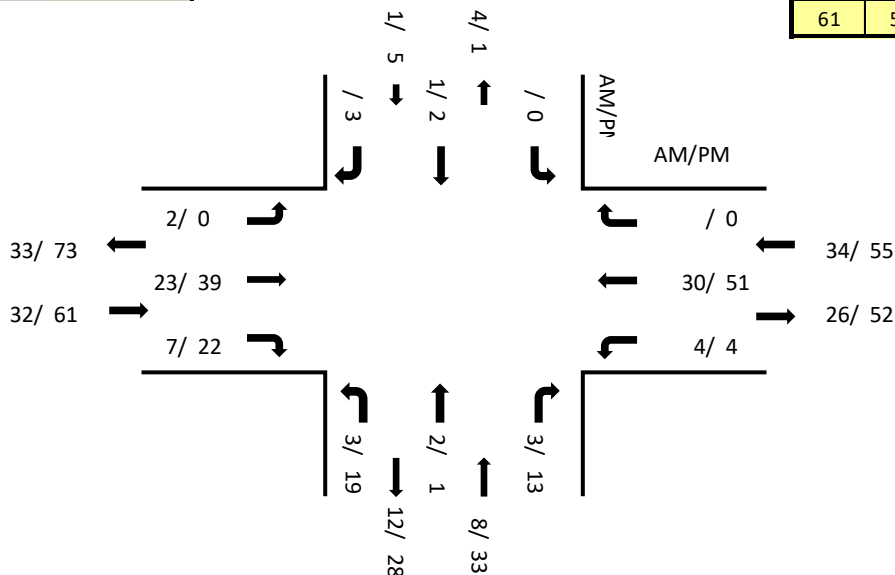
**Peak Season Adjust:** 1

Time AM	1st St - (EB)				1st St - (WB)				Main St - (NB)				Main St - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
7:00	0	5	0	0	2	6	0	0	0	1	1	0	0	0	0	0	15
7:15	0	10	3	0	1	4	0	0	1	0	1	0	0	0	0	0	20
7:30	2	3	3	0	1	10	0	0	1	1	1	0	0	0	0	0	22
7:45	0	5	1	0	0	10	0	0	1	0	0	0	0	1	0	0	18
8:00	0	4	2	0	3	4	0	0	2	0	0	0	0	0	0	0	15
8:15	0	3	1	0	1	8	0	0	1	0	0	0	0	0	1	0	15
8:30	0	2	7	0	1	1	0	0	3	0	1	0	0	0	0	0	15
8:45	0	8	4	0	0	8	0	0	2	0	1	0	0	0	0	0	23
<b>Totals</b>	<b>2</b>	<b>40</b>	<b>21</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>143</b>

Peak Hr	2	23	7	0	4	30	0	0	3	2	3	0	0	1	0	0	75
													EB	WB	NB	SB	Total
Intersection Peak Hour: 7:00-8:00 AM													32	34	8	1	75

Time PM	1st St - (EB)				1st St - (WB)				Main St - (NB)				Main St - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
4:00	0	11	9	0	0	26	0	0	3	1	1	0	0	1	2	0	54
4:15	0	10	6	0	1	11	0	0	4	0	7	0	0	0	1	0	40
4:30	0	10	3	0	1	5	0	0	6	0	3	0	0	1	0	0	29
4:45	0	8	4	0	2	9	0	0	6	0	2	0	0	0	0	0	31
5:00	1	10	2	0	2	10	0	0	4	1	7	0	0	0	1	0	38
5:15	1	9	3	0	3	7	0	0	4	1	3	0	0	1	0	0	32
5:30	1	12	6	0	1	11	0	0	3	0	6	0	0	1	0	0	41
5:45	0	11	3	0	3	6	0	0	2	0	4	0	0	0	1	0	30
<b>Totals</b>	<b>3</b>	<b>81</b>	<b>36</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>295</b>

Peak Hr	0	39	22	0	4	51	0	0	19	1	13	0	0	2	3	0	154
Intersection Peak Hour: 4:00-5:00 PM													EB	WB	NB	SB	Total
													61	55	33	5	154



# Appendix C – Intersection Turning Movement Count Traffic Summaries



## Intersection Turning Movement Count Summary

**Project:** Palisade Dispensary

**Location:** Palisade, CO

**EB/WB Road:** 1st St

**NB/SB Road:** Elberta

### Intersection 4

**Counted by:** APX

**Count Date:** 4/8/2020

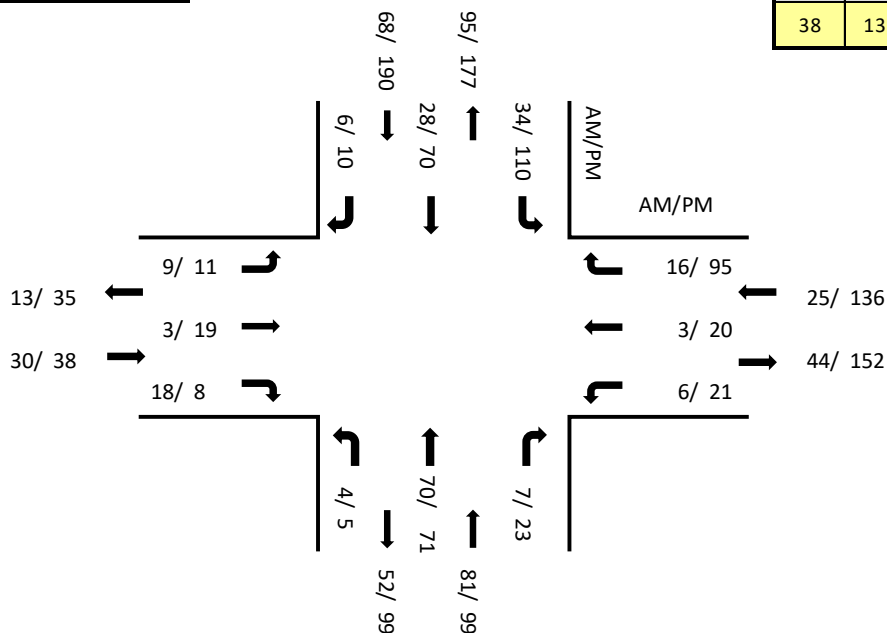
**Peak Season Adjust:** 1

Time AM	1st St - (EB)				1st St - (WB)				Elberta - (NB)				Elberta - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
7:00	3	0	1	0	4	0	1	0	1	1	18	0	4	4	1	0	38
7:15	0	1	4	0	1	1	5	0	1	15	1	0	12	5	1	0	47
7:30	5	0	2	0	3	1	9	0	0	21	0	0	6	5	0	0	52
7:45	1	1	10	0	2	0	0	0	2	21	4	0	8	8	3	0	60
8:00	3	1	2	0	0	1	2	0	1	13	2	0	8	10	2	0	45
8:15	4	1	2	0	0	3	10	0	1	8	0	0	9	4	0	0	42
8:30	3	1	1	0	2	2	6	0	0	11	1	0	14	8	0	0	49
8:45	2	0	1	0	2	3	12	0	1	17	0	0	7	9	2	0	56
Totals	21	5	23	0	14	11	45	0	7	107	26	0	68	53	9	0	389

Peak Hr	9	3	18	0	6	3	16	0	4	70	7	0	34	28	6	0	204
													EB	WB	NB	SB	Total
Intersection Peak Hour:			7:15-8:15	AM									30	25	81	68	204

Time PM	1st St - (EB)				1st St - (WB)				Elberta - (NB)				Elberta - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
4:00	2	6	1	0	9	2	30	0	0	20	7	0	23	18	0	0	118
4:15	6	3	2	0	1	7	23	0	1	22	8	0	16	15	4	0	108
4:30	3	0	0	0	7	6	29	0	2	20	5	0	32	18	4	0	126
4:45	0	10	5	0	4	5	13	0	2	9	3	0	39	19	2	0	111
5:00	3	3	2	0	6	4	13	0	7	10	10	0	28	20	3	0	109
5:15	3	3	0	0	3	5	15	0	3	14	2	0	21	34	1	0	104
5:30	3	3	2	0	5	7	19	0	0	11	5	0	17	25	0	0	97
5:45	2	4	0	0	3	4	18	0	1	14	5	0	15	21	4	0	91
Totals	22	32	12	0	38	40	160	0	16	120	45	0	191	170	18	0	864

Peak Hr	11	19	8	0	21	20	95	0	5	71	23	0	110	70	10	0	463
Intersection Peak Hour:			4:00-5:00	PM									EB	WB	NB	SB	Total
													38	136	99	190	463



# Appendix C – Intersection Turning Movement Count Traffic Summaries

## Intersection Turning Movement Count Summary

Project: West End Village

Location: Palisade, CO

EB/WB Road: W 1st ST

NB/SB Road: Elberta AVE

### Intersection 0

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Counted by: APX

Count Date: 7/16/2019

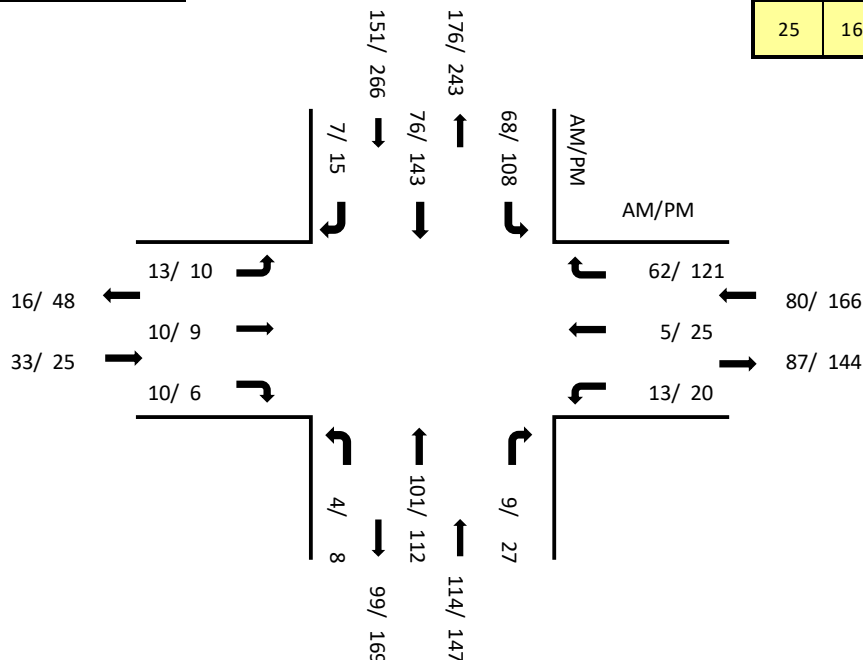
Peak Season Adjust: 1

Time AM	W 1st ST - (EB)				W 1st ST - (WB)				Elberta AVE - (NB)				Elberta AVE - (SB)				Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Volume
7:00	5	0	0	0	2	2	11	0	0	22	1	0	5	16	2	0	66
7:15	7	3	1	0	5	2	19	0	0	27	2	0	6	10	3	0	85
7:30	4	1	0	0	0	3	23	0	1	41	0	0	11	12	1	0	97
7:45	3	6	0	0	1	4	15	0	1	29	1	0	7	10	2	0	79
8:00	2	1	4	0	5	2	19	0	2	30	0	0	14	11	1	0	91
8:15	1	0	4	0	1	2	15	0	0	25	3	0	20	27	0	0	98
8:30	5	5	0	0	1	1	11	0	1	26	2	0	19	20	4	0	95
8:45	5	4	2	0	6	0	17	0	1	20	4	0	15	18	2	0	94
Totals	32	20	11	0	21	16	130	0	6	220	13	0	97	124	15	0	705

Peak Hr	13	10	10	0	13	5	62	0	4	101	9	0	68	76	7	0	378
													EB	WB	NB	SB	Total
Intersection Peak Hour:	8:00-9:00				AM								33	80	114	151	378

Time PM	W 1st ST - (EB)				W 1st ST - (WB)				Elberta AVE - (NB)				Elberta AVE - (SB)				Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Volume
4:00	3	8	0	0	4	6	28	0	3	27	8	0	30	5	6	0	128
4:15	2	3	2	0	8	6	15	0	1	25	8	0	23	44	4	0	141
4:30	4	1	3	0	4	8	19	0	3	31	11	0	19	41	4	0	148
4:45	3	4	1	0	6	6	40	0	1	25	6	0	20	31	5	0	148
5:00	0	1	0	0	4	7	29	0	3	27	5	0	32	33	3	0	144
5:15	3	3	2	0	6	4	33	0	1	29	5	0	37	38	3	0	164
5:30	2	5	0	0	3	9	17	0	3	24	7	0	33	32	3	0	138
5:45	4	4	1	0	3	2	26	0	3	19	3	0	31	33	6	0	135
Totals	21	29	9	0	38	48	207	0	18	207	53	0	225	257	34	0	1146

Peak Hr	10	9	6	0	20	25	121	0	8	112	27	0	108	143	15	0	604
Intersection Peak Hour:	4:30-5:30				PM								25	166	147	266	604



# Appendix C – Intersection Turning Movement Count Traffic Summaries

## Intersection Turning Movement Count Summary

Project: Palisade Dispensary

Location: Palisade, CO

EB/WB Road: 1st St

NB/SB Road: Peach Rd

Intersection 0

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Counted by: APX

Count Date: 4/8/2020

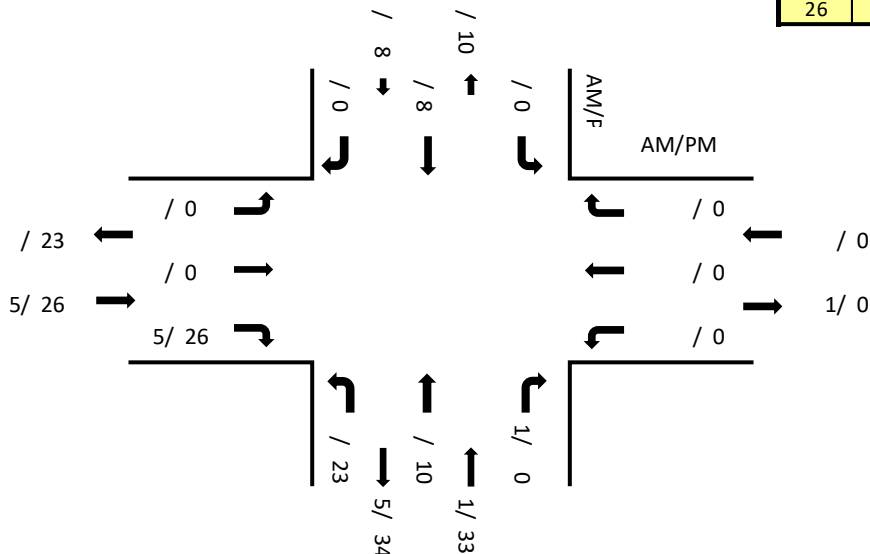
Peak Season Adjust: 1

Time AM	1st St - (EB)				1st St - (WB)				Peach Rd - (NB)				Peach Rd - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Totals	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6

Peak Hr	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6
Intersection Peak Hour: 8:00-9:00 AM													EB	WB	NB	SB	Total
													5	0	1	0	6

Time PM	1st St - (EB)				1st St - (WB)				Peach Rd - (NB)				Peach Rd - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
4:00	0	0	5	0	0	0	0	0	4	2	0	0	0	4	0	0	15
4:15	0	0	8	0	0	0	0	0	5	3	0	0	0	1	0	0	17
4:30	0	0	7	0	0	0	0	0	7	1	0	0	0	1	0	0	16
4:45	0	0	6	0	0	0	0	0	7	4	0	0	0	2	0	0	19
5:00	0	0	4	0	2	0	0	0	3	3	0	0	0	3	0	0	15
5:15	0	0	3	0	0	0	0	0	4	3	5	0	0	0	0	0	15
5:30	0	0	1	0	0	0	0	0	6	3	0	0	0	2	0	0	12
5:45	0	0	3	0	0	0	0	0	5	3	0	0	0	1	0	0	12
Totals	0	0	37	0	2	0	0	0	41	22	5	0	0	14	0	0	121

Peak Hr	0	0	26	0	0	0	0	0	23	10	0	0	0	8	0	0	67
Intersection Peak Hour: 4:00-5:00 PM													EB	WB	NB	SB	Total
													26	0	33	8	67

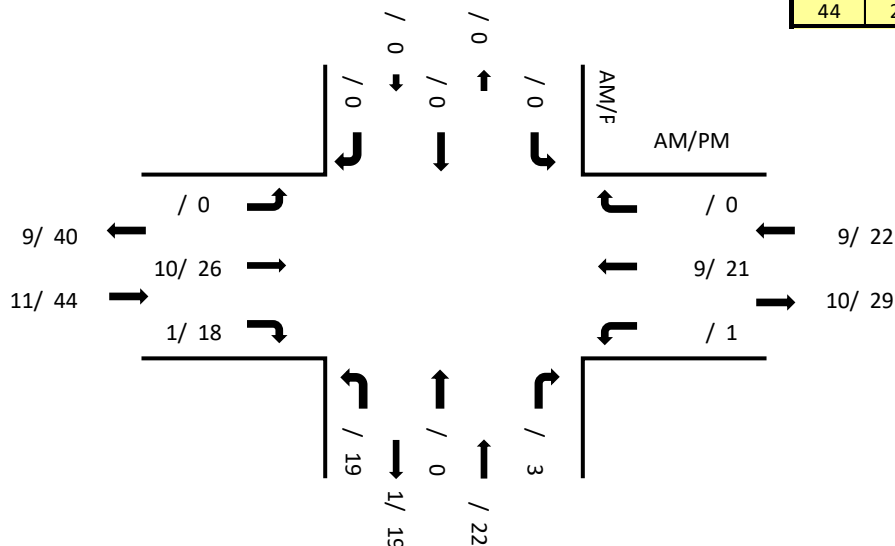




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## Peak Season Adjust: 1

Peak Hr	0	26	18	0	1	21	0	0	19	0	3	0	0	0	0	88	
Intersection Peak Hour:			4:15-5:15		PM								EB	WB	NB	SB	Total
													44	22	22	0	88



# Appendix C – Intersection Turning Movement Count Traffic Summaries



## Intersection Turning Movement Count Summary

**Project:** Palisade Dispensary

**Location:** Palisade, CO

**EB/WB Road:** N River Rd

**NB/SB Road:** SH 6

**Intersection 0**

**Counted by:** APX

**Count Date:** 4/8/2020

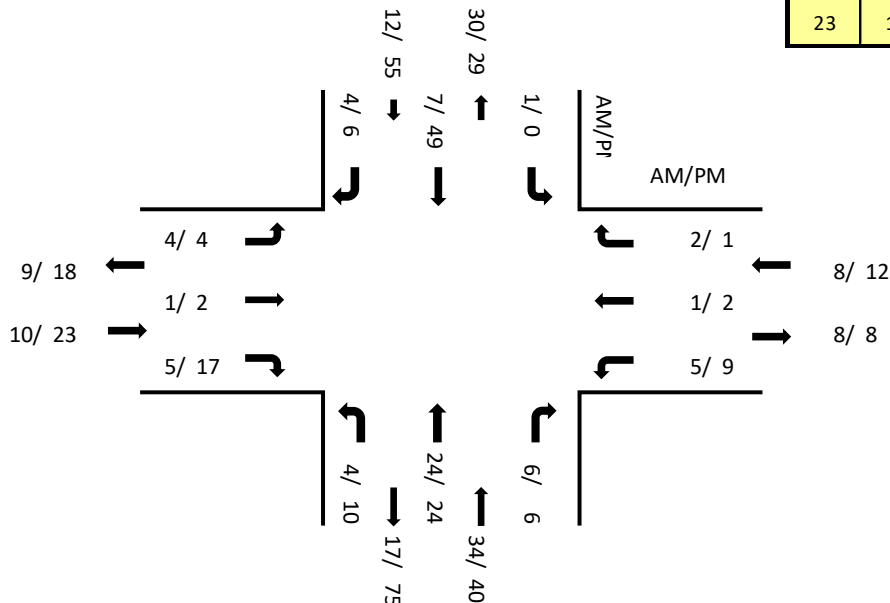
**Peak Season Adjust:** 1

Time AM	N River Rd - (EB)				N River Rd - (WB)				SH 6 - (NB)				SH 6 - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
7:00	1	0	0	0	1	0	0	0	0	5	1	0	0	3	1	0	12
7:15	2	0	0	0	2	0	0	0	0	4	2	0	0	1	0	0	11
7:30	1	0	0	0	0	1	0	0	0	3	2	0	0	1	1	0	9
7:45	0	0	0	0	4	0	1	0	0	1	1	0	2	0	2	0	11
8:00	0	0	2	0	1	1	0	0	1	7	3	0	0	1	1	0	17
8:15	2	1	1	0	0	0	1	0	0	5	1	0	0	1	1	0	13
8:30	0	0	0	0	3	0	1	0	0	4	2	0	1	1	1	0	13
8:45	2	0	2	0	1	0	0	0	3	8	0	0	0	4	1	0	21
Totals	8	1	5	0	12	2	3	0	4	37	12	0	3	12	8	0	107

Peak Hr	4	1	5	0	5	1	2	0	4	24	6	0	1	7	4	0	64
													EB	WB	NB	SB	Total
Intersection Peak Hour:	8:00-9:00	AM											10	8	34	12	64

Time PM	N River Rd - (EB)				N River Rd - (WB)				SH 6 - (NB)				SH 6 - (SB)				Total Volume
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
4:00	0	0	9	0	4	0	1	0	2	11	2	0	0	9	4	0	42
4:15	1	0	4	0	2	1	0	0	5	6	3	0	0	11	0	0	33
4:30	1	2	1	0	2	1	0	0	2	4	1	0	0	17	2	0	33
4:45	2	0	3	0	1	0	0	0	1	3	0	0	0	12	0	0	22
5:00	3	0	2	0	1	0	0	0	1	3	2	0	0	10	2	0	24
5:15	1	0	3	0	0	0	0	0	1	3	2	0	0	8	1	0	19
5:30	2	0	1	0	3	0	0	0	4	4	3	0	0	8	1	0	26
5:45	0	0	0	0	1	0	0	0	2	6	0	0	0	7	2	0	18
Totals	10	2	23	0	14	2	1	0	18	40	13	0	0	82	12	0	217

Peak Hr	4	2	17	0	9	2	1	0	10	24	6	0	0	49	6	0	130
Intersection Peak Hour:	4:00-5:00	PM											EB	WB	NB	SB	Total
													23	12	40	55	130



# Appendix D – Road Segment Growth Factors

## Road Segment Growth Factor Calculation Summary

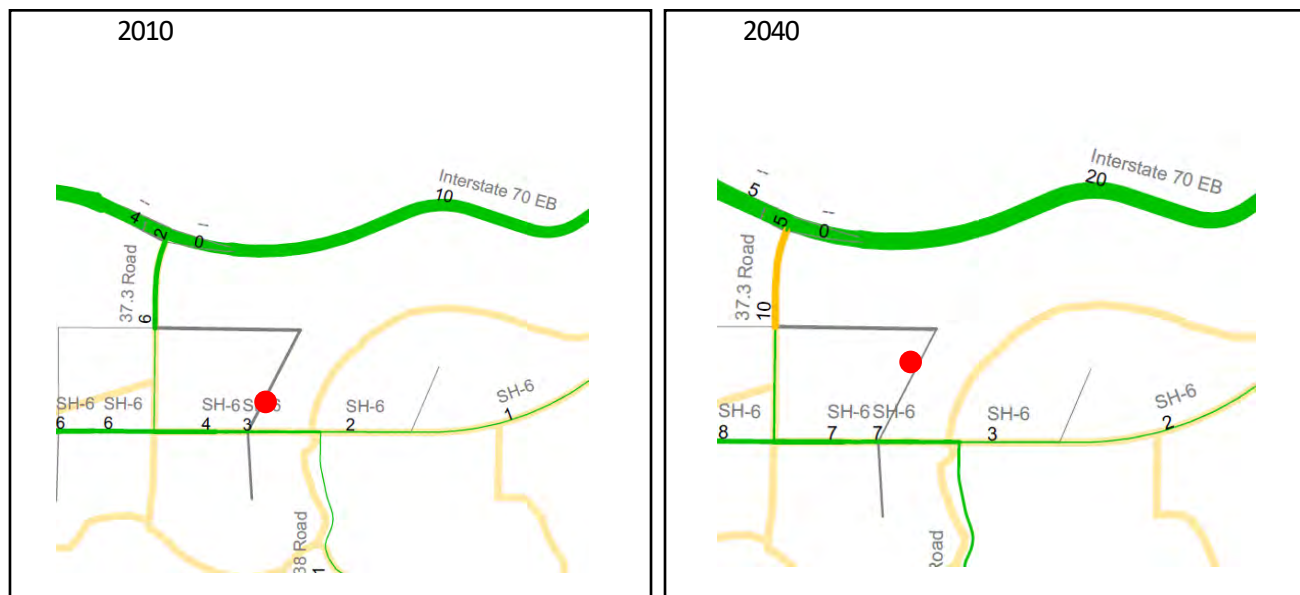
Road	Segment	ADT		Period Growth Factor	Ave Annual Growth Rate	- year growth factor (2020-2020)	20 - year growth factor (2020-2040)
		2010	2040				
Elberta		6,000	10,000	1.667	1.72	1.000	1.407
N River Rd (rates from SH 6)		1,000	2,000	2.000	1.20	1.000	1.269
Sideroads (rates as agreed)					0.05	1.000	1.010

CDOT Model Period = 20

CDOT Inverse Period = 0.0500

Model Period = 30

Inverse Period = 0.0333



### COVID 19 Increase

July 2019 Counts-Non-COVID 19, and Peak Season ADJ Factor of 1.01 (negligible and not adjusted)

**Project:** West End Village

**Location:** Palisade, CO

**EB/WB Road:** W 1st ST

**NB/SB Road:** Elberta AVE

Peak Hr	13	10	10	0	13	5	62	0	4	101	9	0	68	76	7	0	378
													EB	WB	NB	SB	Total
Intersection Peak Hour: 8:00-9:00 AM													33	80	114	151	378
Peak Hr	10	9	6	0	20	25	121	0	8	112	27	0	108	143	15	0	604
Intersection Peak Hour: 4:30-5:30 PM													EB	WB	NB	SB	Total
													25	166	147	266	604

April 2020 Counts

Adjustment factor

AM Peak 204 (378 ÷ 204) 1.8529412

PM Peak 463 (604 ÷ 463) 1.3045356

## Appendix E – Peak Hour Traffic Calculations

### INT 1 - N River Rd & Access

5/17/2020

Palisade Dispensary

PM Condition												
Description	Eastbound			Westbound			Northbound			Southbound		
	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Existing Volumes	0	27	0	0	47	0	0	0	0	0	0	0
<sup>1</sup> Seasonally Adjusted base volumes	0	36	0	0	63	0	0	0	0	0	0	0
Trip Distribution % Inbound Phase 1	90%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Phase 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	90%
Trip Distribution % Inbound Phase 2	90%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Phase 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	90%
Project Trip Volume Inbound - Phase 1	22	0	0	0	0	2	0	0	0	0	0	0
Project Trip Volume Outbound - Phase 1	0	0	0	0	0	0	0	0	0	2	0	22
Project Trip Volume Total - Phase 1	22	0	0	0	0	2	0	0	0	2	0	22
Project Trip Volume Inbound - Phase 2	22	0	0	0	0	2	0	0	0	0	0	0
Project Trip Volume Outbound - Phase 2	0	0	0	0	0	0	0	0	0	2	0	22
Project Trip Volume Total - Phase 2	22	0	0	0	0	2	0	0	0	2	0	22
Growth Factor Period 1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Growth Factor Period 2	1.000	1.269	1.000	1.000	1.269	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Future Background Volume - Period 1	0	36	0	0	63	0	0	0	0	0	0	0
Future Background Volume - Period 2	0	46	0	0	80	0	0	0	0	0	0	0
Other Trip Assignment AM Period 1												
Other Trip Assignment AM Period 2												
Total Future Volume - Period 1	22	36	0	0	63	2	0	0	0	2	0	22
Total Future Volume - Period 2	22	46	0	0	80	2	0	0	0	2	0	22

#### NOTES:

1. Seasonal adjustments at Elberta through Volumes applied at 1.40, all other movements received an adjustment factor of 1.35

### INT 2 - 3rd & Main

5/17/2020

Palisade Dispensary

PM Condition												
Description	Eastbound			Westbound			Northbound			Southbound		
	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Existing Volumes	6	12	10	25	17	7	2	35	15	3	30	4
<sup>1</sup> Seasonally Adjusted base volumes	6	16	10	25	23	7	2	35	15	3	30	4
Trip Distribution % Inbound Phase 1	0%	0%	0%	0%	0%	0%	0%	0%	24%	66%	0%	0%
Trip Distribution % Outbound Phase 1	0%	0%	0%	24%	0%	66%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Phase 2	0%	0%	0%	0%	0%	0%	0%	0%	24%	66%	0%	0%
Trip Distribution % Outbound Phase 2	0%	0%	0%	24%	0%	66%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Phase 1	0	0	0	0	0	0	0	0	6	16	0	0
Project Trip Volume Outbound - Phase 1	0	0	0	6	0	16	0	0	0	0	0	0
Project Trip Volume Total - Phase 1	0	0	0	6	0	16	0	0	6	16	0	0
Project Trip Volume Inbound - Phase 2	0	0	0	0	0	0	0	0	6	16	0	0
Project Trip Volume Outbound - Phase 2	0	0	0	6	0	16	0	0	0	0	0	0
Project Trip Volume Total - Phase 2	0	0	0	6	0	16	0	0	6	16	0	0
Growth Factor Period 1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Growth Factor Period 2	1.010	1.019	1.010	1.130	1.019	1.120	1.010	1.010	1.130	1.120	1.010	1.010
Future Background Volume - Period 1	6	16	10	25	23	7	2	35	15	3	30	4
Future Background Volume - Period 2	6	16	10	28	23	8	2	35	17	3	30	4
Other Trip Assignment AM Period 1												
Other Trip Assignment AM Period 2												
Total Future Volume - Period 1	6	16	10	31	23	23	2	35	21	19	30	4
Total Future Volume - Period 2	6	16	10	34	23	24	2	35	23	19	30	4

#### NOTES:

1. Seasonal adjustments at Elberta through Volumes applied at 1.40, all other movements received an adjustment factor of 1.35

## Appendix E – Peak Hour Traffic Calculations

INT 3 - 1st & Main

5/17/2020

Palisade Dispensary

PM Condition												
Description	Eastbound			Westbound			Northbound			Southbound		
	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Existing Volumes	0	39	22	4	51	0	19	1	13	0	2	3
Seasonally Adjusted base volumes	0	53	30	5	69	0	26	1	18	0	3	4
Trip Distribution % Inbound Phase 1	0%	0%	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Phase 1	0%	0%	0%	0%	0%	0%	66%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Phase 2	0%	0%	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Phase 2	0%	0%	0%	0%	0%	0%	66%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Phase 1	0	0	16	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Phase 1	0	0	0	0	0	0	16	0	0	0	0	0
Project Trip Volume Total - Phase 1	0	0	16	0	0	0	16	0	0	0	0	0
Project Trip Volume Inbound - Phase 2	0	0	16	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Phase 2	0	0	0	0	0	0	16	0	0	0	0	0
Project Trip Volume Total - Phase 2	0	0	16	0	0	0	16	0	0	0	0	0
Growth Factor Period 1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Growth Factor Period 2	1.010	1.010	1.120	1.010	1.010	1.010	1.120	1.010	1.010	1.010	1.010	1.010
Future Background Volume - Period 1	0	53	30	5	69	0	26	1	18	0	3	4
Future Background Volume - Period 2	0	54	34	5	70	0	29	1	18	0	3	4
Other Trip Assignment AM Period 1												
Other Trip Assignment AM Period 2												
Total Future Volume - Period 1	0	53	46	5	69	0	42	1	18	0	3	4
Total Future Volume - Period 2	0	54	50	5	70	0	45	1	18	0	3	4

**NOTES:**

1. Seasonal adjustments at Elberta through Volumes applied at 1.40, all other movements received an adjustment factor of 1.35

INT 4 - 1st & Elberta

5/17/2020

Palisade Dispensary

PM Condition												
Description	Eastbound			Westbound			Northbound			Southbound		
	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Existing Volumes	11	19	8	21	20	95	5	71	23	110	70	10
Seasonally Adjusted base volumes	15	26	11	28	27	128	7	99	31	149	98	14
Trip Distribution % Inbound Phase 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%
Trip Distribution % Outbound Phase 1	0%	0%	0%	0%	0%	66%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Phase 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%
Trip Distribution % Outbound Phase 2	0%	0%	0%	0%	0%	66%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Phase 1	0	0	0	0	0	0	0	0	0	16	0	0
Project Trip Volume Outbound - Phase 1	0	0	0	0	0	16	0	0	0	0	0	0
Project Trip Volume Total - Phase 1	0	0	0	0	0	16	0	0	0	16	0	0
Project Trip Volume Inbound - Phase 2	0	0	0	0	0	0	0	0	0	16	0	0
Project Trip Volume Outbound - Phase 2	0	0	0	0	0	16	0	0	0	0	0	0
Project Trip Volume Total - Phase 2	0	0	0	0	0	16	0	0	0	16	0	0
Growth Factor Period 1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Growth Factor Period 2	1.010	1.010	1.010	1.010	1.010	1.011	1.011	1.407	1.120	1.120	1.407	1.011
Future Background Volume - Period 1	15	26	11	28	27	128	7	99	31	149	98	14
Future Background Volume - Period 2	15	26	11	28	27	129	7	139	35	167	138	14
Other Trip Assignment AM Period 1												
Other Trip Assignment AM Period 1												
Total Future Volume - Period 1	15	26	11	28	27	144	7	99	31	165	98	14
Total Future Volume - Period 2	15	26	11	28	27	145	7	139	35	183	138	14

**NOTES:**

1. Seasonal adjustments at Elberta through Volumes applied at 1.40, all other movements received an adjustment factor of 1.35



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	16	10	25	23	7	2	35	15	3	30	4
Future Vol, veh/h	6	16	10	25	23	7	2	35	15	3	30	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	17	11	27	25	8	2	38	16	3	33	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	19%	45%	8%
Vol Thru, %	67%	50%	42%	81%
Vol Right, %	29%	31%	13%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	32	55	37
LT Vol	2	6	25	3
Through Vol	35	16	23	30
RT Vol	15	10	7	4
Lane Flow Rate	57	35	60	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.039	0.069	0.046
Departure Headway (Hd)	3.963	3.997	4.143	4.092
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	889	860	868
Service Time	2.019	2.054	2.193	2.15
HCM Lane V/C Ratio	0.064	0.039	0.07	0.046
HCM Control Delay	7.3	7.2	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.1

3: Main St & 1st St  
HCM 2010 TWSC

Year 2020 Background  
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	53	30	5	69	0	26	1	18	0	3	4
Future Vol, veh/h	0	53	30	5	69	0	26	1	18	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #-	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	33	5	75	0	28	1	20	0	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	91	0	0	164	160	75	170	176	75
Stage 1	-	-	-	-	-	-	75	75	-	85	85	-
Stage 2	-	-	-	-	-	-	89	85	-	85	91	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1504	-	-	801	732	986	794	717	986
Stage 1	-	-	-	-	-	-	934	833	-	923	824	-
Stage 2	-	-	-	-	-	-	918	824	-	923	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1524	-	-	1504	-	-	793	730	986	776	715	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	793	730	-	776	715	-
Stage 1	-	-	-	-	-	-	934	833	-	923	822	-
Stage 2	-	-	-	-	-	-	908	822	-	904	820	-





Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	859	1524	-	-	1504	-	-	848
HCM Lane V/C Ratio	0.057	-	-	-	0.004	-	-	0.009
HCM Control Delay (s)	9.4	0	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

**Intersection**

Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	26	11	28	27	128	7	99	31	149	98	14
Future Vol, veh/h	15	26	11	28	27	128	7	99	31	149	98	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	28	12	30	29	139	8	108	34	162	107	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.3	9	10.8
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	29%	15%	57%
Vol Thru, %	72%	50%	15%	38%
Vol Right, %	23%	21%	70%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	52	183	261
LT Vol	7	15	28	149
Through Vol	99	26	27	98
RT Vol	31	11	128	14
Lane Flow Rate	149	57	199	284
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.081	0.257	0.378
Departure Headway (Hd)	4.767	5.16	4.65	4.802
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	748	688	768	743
Service Time	2.834	3.237	2.71	2.862
HCM Lane V/C Ratio	0.199	0.083	0.259	0.382
HCM Control Delay	9	8.7	9.3	10.8
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.7	0.3	1	1.8

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	16	10	31	23	23	2	35	21	19	30	4
Future Vol, veh/h	6	16	10	31	23	23	2	35	21	19	30	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	17	11	34	25	25	2	38	23	21	33	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	19%	40%	36%
Vol Thru, %	60%	50%	30%	57%
Vol Right, %	36%	31%	30%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	32	77	53
LT Vol	2	6	31	19
Through Vol	35	16	23	30
RT Vol	21	10	23	4
Lane Flow Rate	63	35	84	58
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.039	0.095	0.067
Departure Headway (Hd)	3.972	4.057	4.07	4.214
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	871	872	842
Service Time	2.043	2.134	2.135	2.283
HCM Lane V/C Ratio	0.071	0.04	0.096	0.069
HCM Control Delay	7.3	7.3	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

3: Main St & 1st St  
HCM 2010 TWSC

Year 2020 Total  
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	53	46	5	69	0	42	1	18	0	3	4
Future Vol, veh/h	0	53	46	5	69	0	42	1	18	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	50	5	75	0	46	1	20	0	3	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	108	0	0	172	168	83	179	193	75
Stage 1	-	-	-	-	-	-	83	83	-	85	85	-
Stage 2	-	-	-	-	-	-	89	85	-	94	108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1483	-	-	791	725	976	783	702	986
Stage 1	-	-	-	-	-	-	925	826	-	923	824	-
Stage 2	-	-	-	-	-	-	918	824	-	913	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1524	-	-	1483	-	-	782	722	976	764	699	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	782	722	-	764	699	-
Stage 1	-	-	-	-	-	-	925	826	-	923	821	-
Stage 2	-	-	-	-	-	-	907	821	-	894	806	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			9.7			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	830	1524	-	-	1483	-	-	838				
HCM Lane V/C Ratio	0.08	-	-	-	0.004	-	-	0.009				
HCM Control Delay (s)	9.7	0	-	-	7.4	0	-	9.3				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0				



4: Elberta Ave & 1st St  
HCM 2010 AWSC

Year 2020 Total  
Timing Plan: PM Peak

## Intersection

Intersection Delay, s/veh 10.1  
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	26	11	28	27	144	7	99	31	165	98	14
Future Vol, veh/h	15	26	11	28	27	144	7	99	31	165	98	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	28	12	30	29	157	8	108	34	179	107	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0





Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.6	9.1	11.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	29%	14%	60%
Vol Thru, %	72%	50%	14%	35%
Vol Right, %	23%	21%	72%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	52	199	277
LT Vol	7	15	28	165
Through Vol	99	26	27	98
RT Vol	31	11	144	14
Lane Flow Rate	149	57	216	301
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.082	0.281	0.406
Departure Headway (Hd)	4.84	5.238	4.685	4.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	677	761	735
Service Time	2.914	3.326	2.752	2.922
HCM Lane V/C Ratio	0.203	0.084	0.284	0.41
HCM Control Delay	9.1	8.8	9.6	11.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.7	0.3	1.2	2

Intersection												
Intersection Delay, s/veh	7.4											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	16	10	28	23	8	2	35	17	3	30	4
Future Vol, veh/h	6	16	10	28	23	8	2	35	17	3	30	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	17	11	30	25	9	2	38	18	3	33	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.2			7.5			7.3			7.4		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	4%	19%	47%	8%								
Vol Thru, %	65%	50%	39%	81%								
Vol Right, %	31%	31%	14%	11%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	54	32	59	37								
LT Vol	2	6	28	3								
Through Vol	35	16	23	30								
RT Vol	17	10	8	4								
Lane Flow Rate	59	35	64	40								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.064	0.039	0.074	0.046								
Departure Headway (Hd)	3.955	4.005	4.146	4.102								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	898	887	859	866								
Service Time	2.012	2.063	2.196	2.161								
HCM Lane V/C Ratio	0.066	0.039	0.075	0.046								
HCM Control Delay	7.3	7.2	7.5	7.4								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.2	0.1	0.2	0.1								

3: Main St & 1st St  
HCM 2010 TWSC

Year 2040 Background  
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	54	34	5	70	0	29	1	18	0	3	4
Future Vol, veh/h	0	54	34	5	70	0	29	1	18	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	37	5	76	0	32	1	20	0	3	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	96	0	0	168	164	78	174	182	76
Stage 1	-	-	-	-	-	-	78	78	-	86	86	-
Stage 2	-	-	-	-	-	-	90	86	-	88	96	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1523	-	-	1498	-	-	796	729	983	789	712	985
Stage 1	-	-	-	-	-	-	931	830	-	922	824	-
Stage 2	-	-	-	-	-	-	917	824	-	920	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1498	-	-	788	727	983	771	710	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	727	-	771	710	-
Stage 1	-	-	-	-	-	-	931	830	-	922	822	-
Stage 2	-	-	-	-	-	-	907	822	-	901	815	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			9.5			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	850	1523	-	-	1498	-	-	845				
HCM Lane V/C Ratio	0.061	-	-	-	0.004	-	-	0.009				
HCM Control Delay (s)	9.5	0	-	-	7.4	0	-	9.3				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0				

4: Elberta Ave & 1st St  
HCM 2010 AWSC

Year 2040 Background  
Timing Plan: PM Peak

Intersection

Intersection Delay, s/veh 10.9  
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	26	11	28	27	129	7	139	35	167	138	14
Future Vol, veh/h	15	26	11	28	27	129	7	139	35	167	138	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	28	12	30	29	140	8	151	38	182	150	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.9	9.8	12.3
HCM LOS	A	A	A	B





Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	29%	15%	52%
Vol Thru, %	77%	50%	15%	43%
Vol Right, %	19%	21%	70%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	52	184	319
LT Vol	7	15	28	167
Through Vol	139	26	27	138
RT Vol	35	11	129	14
Lane Flow Rate	197	57	200	347
Geometry Grp	1	1	1	1
Degree of Util (X)	0.268	0.088	0.273	0.471
Departure Headway (Hd)	4.897	5.574	4.92	4.89
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	647	722	728
Service Time	2.993	3.574	3.013	2.976
HCM Lane V/C Ratio	0.272	0.088	0.277	0.477
HCM Control Delay	9.8	9.1	9.9	12.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.3	1.1	2.5

Intersection												
Intersection Delay, s/veh	7.5											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	16	10	34	23	34	2	35	23	19	30	4
Future Vol, veh/h	6	16	10	34	23	34	2	35	23	19	30	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	17	11	37	25	37	2	38	25	21	33	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.3			7.6			7.4			7.6		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %		3%	19%	37%	36%							
Vol Thru, %		58%	50%	25%	57%							
Vol Right, %		38%	31%	37%	8%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		60	32	91	53							
LT Vol		2	6	34	19							
Through Vol		35	16	23	30							
RT Vol		23	10	34	4							
Lane Flow Rate		65	35	99	58							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.072	0.039	0.111	0.068							
Departure Headway (Hd)		3.987	4.073	4.023	4.243							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		887	867	881	835							
Service Time		2.062	2.154	2.09	2.317							
HCM Lane V/C Ratio		0.073	0.04	0.112	0.069							
HCM Control Delay		7.4	7.3	7.6	7.6							
HCM Lane LOS		A	A	A	A							
HCM 95th-tile Q		0.2	0.1	0.4	0.2							



3: Main St & 1st St  
HCM 2010 TWSC

Year 2040 Total  
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	54	50	5	70	0	45	1	18	0	3	4
Future Vol, veh/h	0	54	50	5	70	0	45	1	18	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	54	5	76	0	49	1	20	0	3	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	113	0	0	176	172	86	183	199	76
Stage 1	-	-	-	-	-	-	86	86	-	86	86	-
Stage 2	-	-	-	-	-	-	90	86	-	97	113	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1523	-	-	1476	-	-	786	721	973	778	697	985
Stage 1	-	-	-	-	-	-	922	824	-	922	824	-
Stage 2	-	-	-	-	-	-	917	824	-	910	802	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1476	-	-	777	718	973	759	694	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	777	718	-	759	694	-
Stage 1	-	-	-	-	-	-	922	824	-	922	821	-
Stage 2	-	-	-	-	-	-	906	821	-	891	802	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			9.8			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	823	1523	-	-	1476	-	-	835				
HCM Lane V/C Ratio	0.085	-	-	-	0.004	-	-	0.009				
HCM Control Delay (s)	9.8	0	-	-	7.4	0	-	9.4				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0				

4: Elberta Ave & 1st St  
HCM 2010 AWSC

Year 2040 Total  
Timing Plan: PM Peak

Intersection												
Intersection Delay, s/veh	11.3											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	26	11	28	27	145	7	139	35	183	138	14
Future Vol, veh/h	15	26	11	28	27	145	7	139	35	183	138	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	28	12	30	29	158	8	151	38	199	150	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB			NB			SB				
Opposing Approach	WB	EB			SB			NB				
Opposing Lanes	1	1			1			1				
Conflicting Approach Left	SB	NB			EB			WB				
Conflicting Lanes Left	1	1			1			1				
Conflicting Approach Right	NB	SB			WB			EB				
Conflicting Lanes Right	1	1			1			1				
HCM Control Delay	9.2	10.3			10			13				
HCM LOS	A	B			A			B				
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	4%	29%	14%	55%								
Vol Thru, %	77%	50%	14%	41%								
Vol Right, %	19%	21%	72%	4%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	181	52	200	335								
LT Vol	7	15	28	183								
Through Vol	139	26	27	138								
RT Vol	35	11	145	14								
Lane Flow Rate	197	57	217	364								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.277	0.089	0.306	0.5								
Departure Headway (Hd)	5.076	5.672	5.065	5.06								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	710	634	713	717								
Service Time	3.096	3.691	3.065	3.06								
HCM Lane V/C Ratio	0.277	0.09	0.304	0.508								
HCM Control Delay	10	9.2	10.3	13								
HCM Lane LOS	A	A	B	B								
HCM 95th-tile Q	1.1	0.3	1.3	2.8								