

COMMUNITY DEVELOPMENT DEPARTMENT

M E M O

August 21, 2025

To: Peter Brixius and Craig City Council

From: Marlin Eckhoff, Building Official *M.E.*

Subject A Site Plan application from Meadowood Apartments LLC for a 96-unit apartment complex at 235 Mack Ln. AKA Lot 2 of the Meadowood Subdivision according to the final plat thereof filed October 22, 1991, as Misc. #7486.

BACKGROUND / DISCUSSION

Meadowood Apartments LLC has submitted an application for a Site Plan for a 96-unit apartment complex at 235 Mack Ln, aka Lot 2 of the Meadowood Subdivision.

I have included a link to the submitted site plan that the referenced sheet numbers in red correspond with, along with the following items for your review:

1. The Site Plan Application from Meadowood Apartments LLC.
Note: The property is under contract, however the sale is contingent on the site plan being approved. The owner of record is Carpenter Leasing Inc, who has also signed the application as the current property owner.
2. Email string from Alex Gano confirming zoning interpretation.
3. A zone map and satellite image of the site.
4. Traffic Assessment from TurnKey Consulting.
5. Will serve letters from the City of Craig Water/Wastewater Director, Yampa Valley Electric, and Atmos Energy.
6. Letter from Fire Chief, Chris Mercer.
7. A petition from July 2024.
8. The minutes from the August 18th Planning Commission meeting.

The proposed development will be on a five-acre site and consist of four buildings, each being three stories in height and having 24 units per building. The 96 units will include one, two, and three-bedroom units in the amounts listed below: *(See sheet A1 of 2 for floorplans)*

Unit type	Net rentable space	Number of units
• 1 bed/1 bath Studio	435 sq. ft.	12
• 1 bed/1 bath	620 to 671 sq. ft.	36
• 2 bed/2 bath	868 to 880 sq. ft.	24
• 3 bed/2 bath	991 sq. ft.	24

Note: The land use code requires a minimum of 220 sq. ft. for a multi-family dwelling. All proposed units exceed this minimum.

The following is an outline of the city's land use code requirements for this site:

Zoning:

The 5-acre site is currently zoned Light Industrial (I-1). The I-1 Zone District allows for multi-family dwellings with up to twenty-four (24) units per building with a maximum building height of fifty (50) ft.

To ensure my interpretation of the I-1 Zoning uses was correct, I had Alex Gano, the city's real-estate attorney confirm. I have included an email string with my question to Alex, and his response confirming that this would be a permitted use within the I-1 zone.

The zoning districts that surround the proposed site are:

- North – Light Industrial
- East – Residential Mobile Home
- South – Light Industrial & Residential Mobile Home
- West – Light Industrial & Residential High Density

The existing land uses that surround the proposed site are:

- North – Single family residence and vacant lot.
- East & South – 168 manufactured home lots and two single-family homes on larger lots.
- West – Two single-family homes on larger lots and one multi-family four plex.

I included a zone map and Google map of the area for reference.

Density standards:

The land use code does not have a density standard for multi-family, however they must designate a minimum of fifteen percent (15%) of the gross land area to functional open space.

I have researched many other municipalities and found most allow a maximum of 20 to 25 units per acre for two to three story multi-family buildings.

Building Setbacks:

	Required	Proposed
Front:	25'	150'
Sides:	10'	75'
Rear:	15'	100'

All setbacks to principal structures are far above our minimums. This creates a large buffer zone between the buildings and adjacent properties.

Parking/Drive Isles:

The land use code requires two (2) off-street parking spaces per unit for multi-family developments. This would equal one hundred ninety-two (192) spaces total, including handicap accessible spaces. They are proposing a total of one hundred ninety-seven (197) off-street spaces, exceeding our minimum by five spaces. They are also proposing seven off-street spaces near the transit center which I did not include in their 197-space count, as these seven spaces will be designated for off-site commuters. Based on the total 204 spaces they will be providing, the code requires seven (7) handicap accessible spaces and one (1) van accessible space, they are proposing nine (9) handicap accessible spaces and four (4) van accessible spaces, exceeding our minimum accessible parking standards.

All spaces are 9 ft wide by 18 ft long, which complies with our parking dimensions for 90-degree parking. The code also requires a 24 ft minimum space between the parking spaces for a two-way drive isle. They are proposing a 25 ft wide drive isle exceeding our minimum requirement.

There will be two entrances to the site, one on the north end, and one on the south end of the development. The entrance on the north end will allow left and right hand turns in and out. The entrance on the south end will only allow right hand turns in and out due to the fact that it does not directly line up with West Second Street going into Woodbury Park.

Note: All parking, drive isles, and snow storage areas will be either asphalt or concrete per our land use code. *(See sheet 13 for a Signage and Striping Plan)*

Landscaping:

The required landscaping for multi-family development is 15% of the gross lot size. That is what the following outline is based on. Note, I did not use the building footprint reduction for the overall landscaped area, I calculated it based on the entire five-acre lot.

- **Landscaped area:**

The gross lot size is 218,000 sq. ft., a minimum of 15% of that would need to be landscaped which equals 32,700 sq. ft. of landscaping plus 12 sq. ft. for each parking space for parking islands (2,448) for a total of **35,148**. They are proposing **78,302** sq. ft. of landscaping exceeding our minimum standards.

The proposed plan also meets or exceeds the following requirements for the location of the landscaping:

1. A minimum of 25% of the lot frontage must be landscaped to a depth of 15ft.
They are proposing over 50% of the lot frontage be landscaped to a depth of 15ft
2. A minimum 5ft landscaped area must separate a parking lot from any property line to create a buffer. They are proposing a minimum 15ft buffer area.

- **Trees:**

Trees are required in the amount of two (2) trees per 1,000 sq. ft. of required landscaping and one (1) tree per every 5 parking spaces. This would require 66 site trees plus 41 parking lot trees for a total of **107**. They are proposing 167 site trees and 59 parking lot trees for a total of **226** exceeding our minimum standards.

The proposed plan also meets or exceeds the following tree requirements.

1. No one (1) species may make up more than 25% of the total non-grass plant materials.
2. There must be at least one tree in each landscape parking lot island.

- **Shrubs:**

Shrubs are required in the amount of three (3) shrubs per 1,000 sq. ft. of required landscaping and one (1) shrub per 150 sq. ft. of parking island landscaping. This would require a minimum of 99 site shrubs and 25 parking lot shrubs for a total of **124**. They are proposing 480 site shrubs and 141 parking lot shrubs for a total of **621** exceeding our minimum standards. *(See sheet LP-101 for landscape plan, and sheets LP-001 & LP-002 for types and amounts of trees & shrubs.)*

Note: All proposed trees and shrubs meet our standards for minimum size and type.

Utilities:

- **Water & Sewer**

Per the site plan a new six-inch water main will tie into the existing water main that runs in Mack Ln. The new main will connect to the existing in two locations and loop through the complex beneath the drive isle in the parking areas. There will be three new fire hydrants installed on the site, one on the north, south, and east side of the parking areas.

A new eight-inch sewer main will tie into the existing sewer main that runs in Mack Ln. The new main will connect to the existing in one location near the south end of the development. Carl Ray, the water & wastewater director along with SGM engineers evaluated the existing system to ensure that both the water and sewer could handle the increased demand from the 96-unit development without any improvements or upsizing of existing city infrastructure. SGM used current modeling and flow data along with the estimated demand of the project and concluded that the existing water and sewer system has the capacity to support the development. I have included a will-serve letter from Carl that was supplied to the developer.

- Electric & Gas:

Electricity service will be provided from the east end of the property along Mack Ln. I have included will serve letters from both Yampa Valley Electric and Atmos Energy.

Note: This complex will be all electric, while we did receive a will serve letter from ATMOS Energy, they do not currently intend on installing gas service to the site.

(See sheet 23 for utility plan)

Storm Drainage:

All site drainage from rooftops, parking lots, and other hard surfaces will be captured on site and run to catch basins that are piped to a detention area before entering the existing storm sewer system in Mack Ln. The large detention area will serve to both limit the increased demand on the storm sewer during heavy rain events, and to collect any on-site debris, oils, grease or other contaminants before it gets off site. *(See sheet #17)*

SGM has submitted a complete Drainage Report which was reviewed by Danny Paul, our Public Works Director. It was not included in your packet, as it is 223 pages long.

Danny can speak about the adequacy of the report if need be.

Fire Department access:

I have had Chris Mercer, our local Fire Chief, and Cory Schreiner, who acts as our third-party Fire Marshal through Dynamic Planning review the site plan. Chris Mercer has given approval of the site plan for fire department access. I have attached an approval letter from Mr. Mercer. Cory Shreiner has also given approval of the site plan based on the International Fire Code and NFPA requirements. Final construction documents will also be reviewed by all parties prior to a building permit being issued.

Architectural:

The four apartment buildings will all be similar in appearance and size. Each one will be three (3) stories in height with each story being approximately 7,500 sq. ft. The land use code has a maximum building height requirement of 50', the overall height of each building will be 42' 4" which will comply with our code.

The exterior of each building will have architectural break up by means of texture and color transitions and stepping of the wall plane. These will occur at intervals of no more than 50ft in order to comply with our blank wall standards in section 16.02.090.

The exterior finishes will consist of a mixture of horizontal and board and batten siding, cultured stone veneer, metal awnings, and architectural shingles. *(See sheet A1 of 2)*

Trash:

There will be 3 dumpsters provided for trash collection as shown on the plans. Each one will be located in a dumpster enclosure. Each enclosure will be approximately 12ft deep and 18ft wide with 6ft tall sidewalls made of split face CMU block and painted steel doors. This meets our land use standards requiring all dumpsters to be located in enclosures screening them from view.

Lighting:

All lighting will be downturn area lighting as to not adversely affect adjacent properties or unnecessarily add to night sky light pollution while still allowing for safety and security. There will be a total of 13 pole lights illuminating all parking areas, along with wall mounted fixtures on the exterior of all four apartment buildings. *(See sheet L1 of 1)*

Amenities:

They are proposing the following on-site amenities:

- A playground area, A concept of the area and playground equipment has been included with the site plan. *(See sheet LP-502)*
- A centrally located amenity area consisting of a fire feature, table and chairs, and festoon lighting. *(See sheet LP-101)*
- Two separate gazebo shade shelters with picnic tables and lighting. *(See sheet LP-101 for locations, and sheet A1 of 1 for elevation design of the gazebos)*

As mentioned in the density standards portion of this memo, a minimum of 15% of the gross lot size must be designated for functional open space. This would require a minimum of **32,700** sq. ft. of open space. The amenities listed above along with a large area of sod installed adjacent to the west gazebo gathering area totals approximately 8,500 sq. ft. There is also approximately 30,000 sq. ft. of landscaped grass area that would qualify. I believe this meets the 15% minimum for functional open space.

Sidewalks:

There will be a minimum 5ft wide sidewalk along Mack Ln. There will also be sidewalks near the north entrance and south entrance connecting pedestrians from Mack Ln to all four apartment buildings and internal sidewalks connecting all amenity areas. The proposed site plan complies with our land use requirements for sidewalks and trails. *(See sheet #10)*

Fencing:

They are proposing a 6ft tall privacy fence along the entire north property line to prevent pedestrians from cutting across the property to the north, approximately 626 ft. of fencing. This fence will have to step down to a maximum of 3ft within the front yard setback of 25ft. in order to comply with our land use and site triangle requirements.

Signage

They are proposing two signs, one 2ft x 8ft monument sign near the north entrance, and one 2ft x 5ft monument sign near the south entrance. A final sign design will have to be submitted and approved at time of permitting. However, the overall size and location of the proposed signage complies with our land use requirements which allows for two (2) square feet of sign per one (1) foot of building frontage. A maximum of two (2) freestanding signs are allowed per site, and all signs must be a minimum of two (2) feet inside the property line.

Transit center:

The development will also include a multimodal transit center which includes a bus pullover area along the east side of Mack Ln, a bus shelter similar to the one at the Yampa Building, bike racks, and seven designated parking spaces. This will allow the bus an area to pull over off Mack Ln as to not block traffic when loading/unloading passengers. The shelter will also provide protection for pedestrian passengers. The designated parking spaces will allow commuters the ability to leave their vehicles on site while using the Steamboat Springs Transit. *(See sheet #10)*
Note: This is the location of an existing SST bus stop along Mack Ln.

Crosswalk:

They are proposing a crosswalk on Mack Ln over to Woodbury Park. The crosswalk will be located on the south side of West Second Street and consists of striping, crosswalk signage, and a new streetlight on the Woodbury side of the walk. *(See sheet #10)*

Traffic impact

Skip Hudson, a traffic consultant with Turnkey Consulting has completed two traffic impact assessments for the proposed project. The first one was based on traffic counts from mid-summer 2024, and the second was based on traffic counts in October 2024.

Due to traffic being one of the largest impact concerns for this site, we wanted to make sure a qualified individual gave us clear direction on any potential traffic issues the project could create. We also wanted his advice on the best way to address the traffic flow, and a pedestrian crossing at Mack Ln to access Woodbury Park.

I have included Skips updated Traffic Assessment from January 14, 2025, with his conclusions and recommendations listed on pages 7 and 8 of the assessment. Based on his assessment, the increased traffic would have minimal impact, and at peak hours Mack Ln would only be at about 40 percent of its capacity.

He will also be attending the meeting to answer any questions and explain the details of his report if necessary.

Letters, along with the site plan, were sent to all property owners within 300 ft. of the subject property. The property was posted, and a legal notice was published in the paper with the meeting dates and contact information for comments on the proposed site plan per our Land Use Code posting requirements. I have included a petition that was received in July of 2024 with signatures and addresses of citizens apposing the location of the proposed apartment complex at that time. While not specifically for this site plan, it was for the same location.

I also included three comment emails that were presented at the Planning Commission meeting. They were from John Williams and Bettina Magas who were opposed to the project, and one from David Royer who was in favor of the project.

If I receive any other formal comments prior to the meeting, I will present them at the meeting.

STAFF RECOMMENDATION

I would recommend to City Council to approve the site plan for Meadows Apartments at 235 Mack Ln with the following conditions:

1. Prior to a building permit the developer shall dedicate all necessary public easements for any public infrastructure outside of the city right of way.
2. A stamped landscape plan showing the actual location of trees and shrubs and irrigation details be approved by staff prior to the utility portion of the project beginning.

PLANNING COMMISSION RECOMMENDATION

The Craig Planning and Zoning Commission met on Monday August 18, 2025, to review the proposed site plan. After being presented with site plan and hearing public comment, they made and voted on the following motion:

“To recommend to City Council to approve the site plan for a 96-unit apartment complex at 235 Mack Ln with the following conditions:

- 1. Prior to a building permit, the developer shall dedicate all necessary public easements for any public infrastructure outside of the City right of way.**
- 2. A stamped landscape plan showing the actual location of trees, shrubs, and irrigation details be approved by staff prior to the utility portion of the project beginning.”**

Ayes: 5, Nays: 0, Motion Carried

Note: I have included the minutes from the Planning Commission meeting with the Meadows discussion highlighted in yellow.

The only other item you may consider that I did not include with my recommendation to Planning and Zoning, is to **“Approve the site plan contingent on the developer obtaining legal ownership of the property”**.



Staff Use Only

Application Number: _____

Received By: _____

Date: _____

LAND USE APPLICATION

1. This is the master land use form for the City of Craig. Please use to apply for:
(please circle one of the following as appropriate)

Administrative Subdivision
Major Subdivision 1 2 3
Planned Development Overlay
Sign Permit
Temporary Use

Annexation
Variance or Appeal
Minor Subdivision
Rezoning
Other: _____

Conditional Use
Waiver
RV Park
Site Plan

2. Project Name: Meadows Apartments
please print or type legibly

3. Contact information: (a list of additional contacts may be attached)

Owner Name: Carpenter Leasing, Inc.

Applicant Name: Meadowood Apartments, LLC

Address: PO BOX 228 GOLDEN, CO 80402

Address: 1550 WEWATTA ST., 2nd FLOOR, DENVER CO 80202

Telephone: 303-549-9712 Fax: N/A

Telephone: 602-363-4427 Fax: N/A

E-mail: hperearac@yahoo.com

E-mail: david@coloradooutdoors.co

4. Property Description:

Address or Location: 235 MACK LN CRAIG CO 81625 (Situs)

Existing Zoning: I-1

Existing Use: Vacant Land

Proposed Zoning: I-1

Proposed Use: Use-by-right Apartments (96 total)

5. Purpose: (describe intent of this application in 1-2 sentences)

This is a new application for 96 apartments (24 units per building with 4 buildings)

6. Certification: (must be signed in blue ink)

I certify that I am the lawful owner of the parcel(s) of land affected by this application and hereby consent to this action.

Owner: [Signature]

Date: May 26, 2025

AND

I certify that the information and attachments I have submitted are true and correct to the best of my knowledge. In filing this application, I am acting with the knowledge and consent of the property owner(s). I understand that all materials and fees required by the City of Craig must be submitted prior to processing of this application.

Applicant: [Signature]

Date: May 26, 2025

Marlin Eckhoff

From: Alex Gano <alex.gano@newcommunitieslaw.com>
Sent: Monday, June 10, 2024 7:35 AM
To: Marlin Eckhoff
Cc: Peter Brixius; Shannon Scott
Subject: Re: Zoning confirmation

Marlin – Good morning. I hope you had a nice weekend.

I agree with your interpretation – “multiple-family dwellings” are an allowed use in the I-1 district.

On the density issue, the I-1 district has a maximum floor area ratio of 1:1. In your zoning confirmation letter, I’d include the table in § 16.03.030(L)(6).

Also, I’d include the parking requirement from § 16.02.060(C): two spaces per apartment dwelling.

On the topic of zoning and parking standards, the General Assembly recently passed, and the Governor recently signed, HB24-1313 (Housing in Transit-Oriented Communities) and HB24-1304 (Minimum Parking Requirements) that may require code changes.



Alex Gano | Attorney
(720) 792-5152 | alex.gano@newcommunitieslaw.com
1919 14th St. #700, Boulder, CO 80302
newcommunitieslaw.com

From: Marlin Eckhoff <meckhoff@ci.craig.co.us>
Date: Friday, June 7, 2024 at 10:30 AM
To: Alex Gano <alex.gano@newcommunitieslaw.com>
Cc: Peter Brixius <pbrixius@ci.craig.co.us>, Shannon Scott <sscott@ci.craig.co.us>
Subject: Zoning confirmation

Hello Alex,

We are working with the developer that was originally proposing to build apartments on the Woodbury Park site. We have since changed locations and they are considering a different site that is zoned Light Industrial (I-1).

I will be needing to supply them with a zoning verification letter stating the proposed use is permitted in the I-1 zone district.

They are proposing 96 units consisting of four 24-unit three story buildings on a 5-acre site, along with a small transit center.

This meets our criteria for a multifamily development as far as units per building, building height, etc.

We currently do not have density standards outlined in our Land Use Code however, a multifamily project must allow enough space to meet all the open space, landscaping and setback requirements.

I would however like to get a second opinion on my interpretation of our code as far as having a multifamily project in a I-1 zone.

The way our code reads is:

1. The I-1 District allows "All permitted uses in the C-2 District".
2. The C-2 District allows "All permitted uses in the CD District".
3. The CD District allows "All permitted uses in the RHD District, except for single-family residential dwellings and accessory dwellings".

I included the zoning district section of our code with all the districts highlighted in yellow, and the language mentioned above in green.

Based on this, it's my take that this property could remain I-1 and not need to be rezoned to RHD. But I have not addressed this exact scenario since I have been here at the city.

I have used this for smaller projects before, however this is a bit higher profile project within the community, as multifamily workforce housing typically is.

So, I want to make sure this is a correct way of interpreting the code before I issue them a zoning confirmation letter.

Hotels and transportation facilities are permitted in the I-1 district, however multifamily tends to not be listed and is just associated with the other districts through the language listed above.

If you could just shoot me a quick email with your take on it when you get a chance to review it, that would be great.

Thanks Alex, I appreciate it.

Marlin Eckhoff

Craig/Moffat County Building Official

300 W 4th Street Craig CO, 81625

Office: (970)826-2013

Cell: (970)326-3645

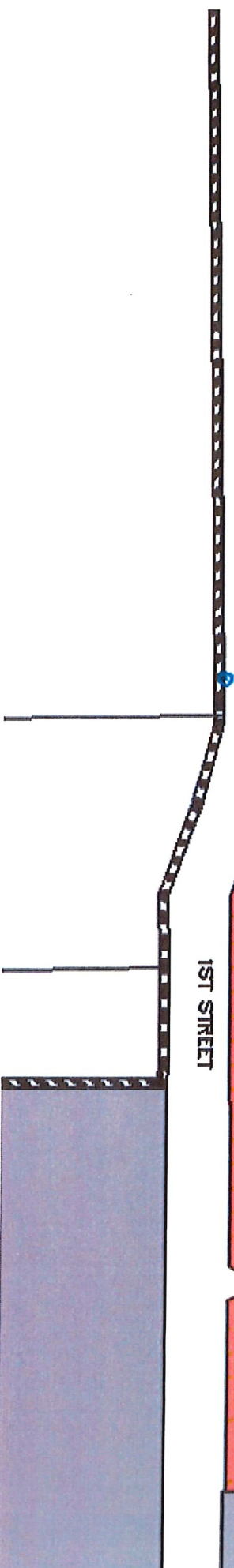
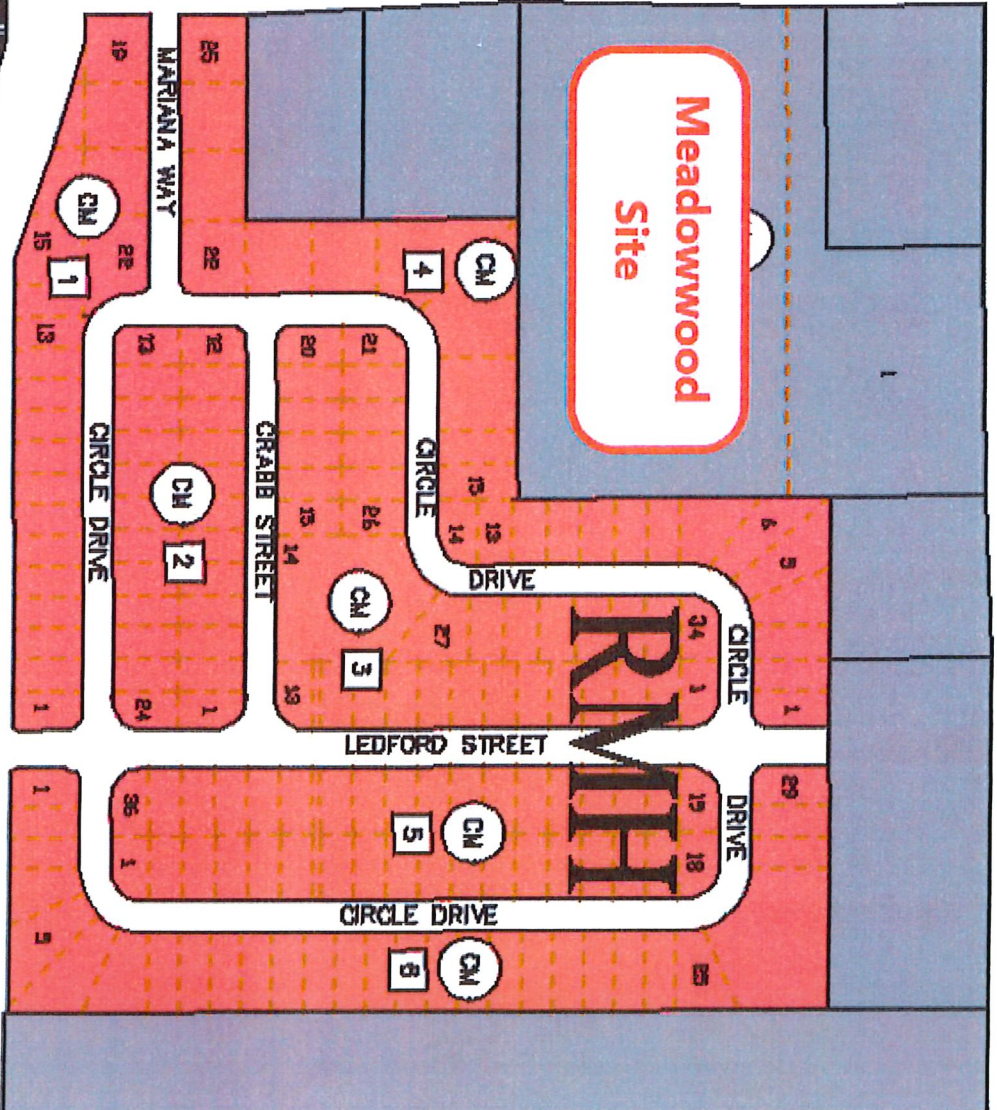
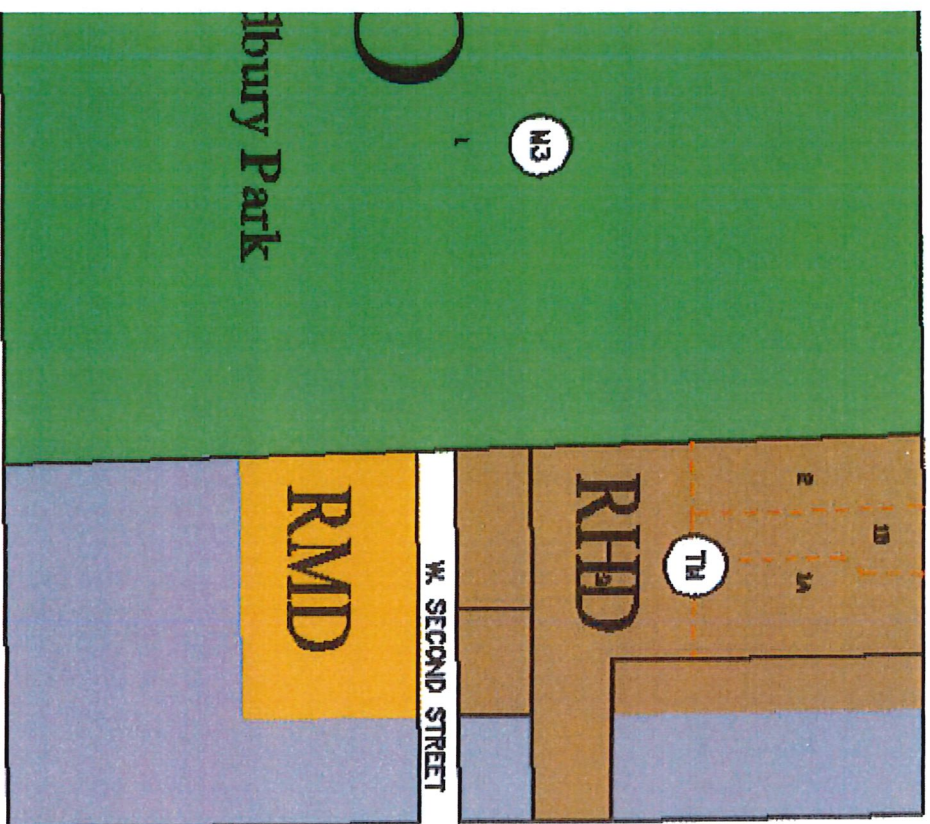
Warning! this email originated from outside of the organization

10 BIRCH 1 18 APR 17

W. THIRD STREET

D & RGV RR

STE





Woodbury Park
Playground

W 3rd St

W 3rd St

W 2nd St

W 1st St

W 1st St

W 1st St

Mack Ln

Mack Ln

Boy/Ko Supply of Craig

Thunder Rols
Bowling Center

Steele St

W 3rd St

Ledford St

Ledford St

Circle Dr

Circle Dr

Circle Dr

Crabb St

Mariana Way

Circle Dr

W 1st St

W 1st St

W 1st St

Google

January 14, 2025

Marlin Eckhoff, Craig/Moffat County Building Official
City of Craig
300 W. 4th St.
Craig, CO 81501

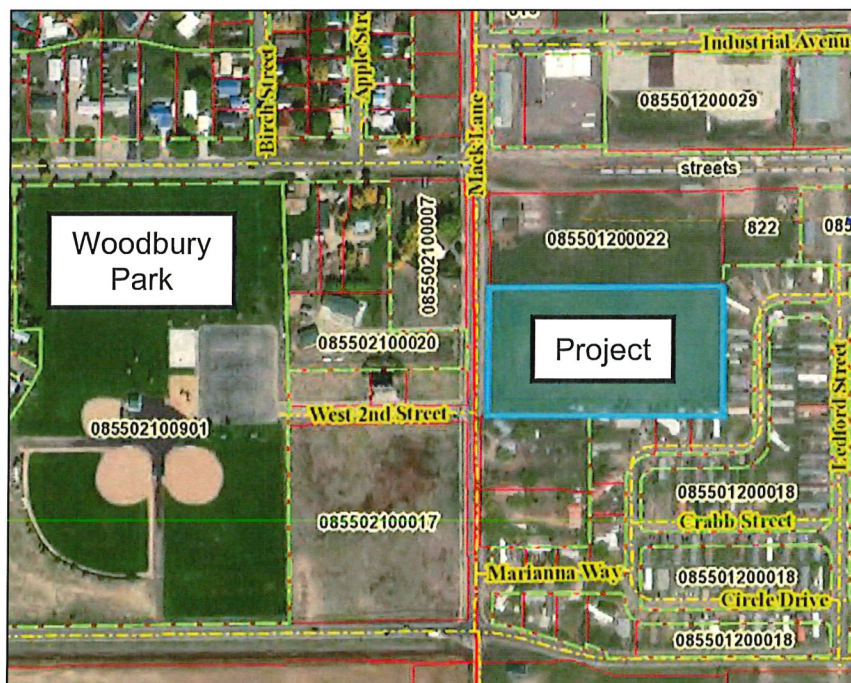
Re: Updated Traffic Assessment
Proposed Meadow Woods Apartments (Project), 235 Mack Lane in Craig

Mr. Eckhoff:

TurnKey Consulting published the first traffic assessment on August 1, 2024. This update provides more information in response to various comments made concerning the first assessment. It also now includes traffic count data that the City collected in the fall of 2024. The initial conclusion remains unchanged. The Project would generate a low volume of vehicular and pedestrian traffic, and impacts to the surrounding area would be minimal.

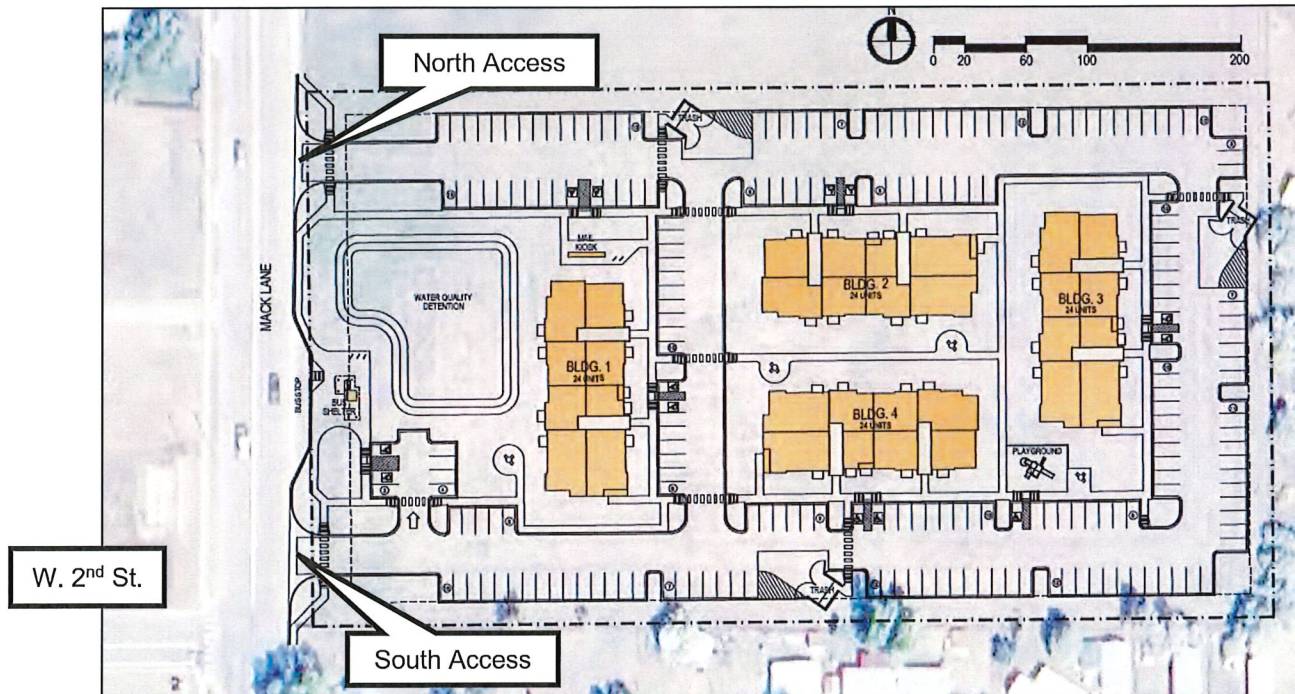
As shown on the following figure, the Project is located on the east side of Mack Lane between W. 1st St. and W. 3rd St. The south property line aligns with W. 2nd St., which is the access to the paved parking lot of Woodbury Park.

Project Location Map



As shown on the following figure, the Project would include 96 apartments and two access points on Mack Ln. A northbound bus stop and shelter would be located on the east side of Mack Ln. between the two access points.

Project Site Plan Concept



Existing Traffic Data on Mack Lane

The City obtained traffic count data on Mack lane near the Project (attached) for the summer and fall conditions.

Summer Counts

The first set of counts were done 6/24/24 through 7/11/24 during recreational events at Woodbury Park. A variety of days were counted in each direction. The data shows the 85th percentile speed was 30 mph (northbound) and 33 mph (southbound). The following tables shows the highest traffic volumes in each direction at any point during the count period, but these volumes didn't occur on the same day so the total is theoretical in nature and wouldn't actually occur on any single day.

Peak Hour Traffic Counts on Mack Lane - Summer

Peak Hour	Southbound (vph)	Northbound (vph)	Theoretical Maximum Total (vph)
AM	121	81	202
PM	342	171	513

Fall Counts

The second set of counts were done 10/21/24 through 11/4/24 when school was in session. But the counting device saved only one day for each direction (10/21 southbound and 10/28 northbound). And these counts captured the afternoon peak hour only. The data shows the 85th percentile speed was 34 mph (northbound) and 28 mph (southbound). The following tables shows the highest traffic volumes in each direction at any point during the count period, but these volumes didn't occur on the same day so the total is theoretical in nature and wouldn't actually occur on any single day.

Peak Hour Traffic Counts on Mack Lane - Fall

Peak Hour	Southbound (vph)	Northbound (vph)	Theoretical Maximum Total (vph)
AM	n/a	n/a	n/a
PM	121	144	265

Traffic Count Conclusion

The summer counts were higher than the fall counts and continued to be used in the following analysis. The summer counts appear to have captured traffic associated with events at Woodbury Park. Even if they didn't capture park traffic, the park related traffic would be minimal. According to trip rates in the ITE trip generation database for a park this size, the park would generate 24 total trips in the PM Peak hour (13 in and 11 out). The following tables shows the highest possible traffic volumes in each direction when adding park traffic to the highest traffic counts on Mack Lane. These values likely represent the highest volumes on Mack Lane during any weekday of the year (outside of special events at the Park).

Highest Possible Peak Hour Traffic Counts on Mack Lane

Peak Hour	Southbound (vph)	Northbound (vph)	Theoretical Maximum Total (vph)
AM	n/a	n/a	n/a
PM	355	182	537

Existing Traffic Capacity on Mack Lane

In general, the TRB Highway Capacity Manual shows the maximum capacity of a single unhindered lane of traffic is 1,900 vph. But Mack Lane has features that require a more detailed evaluation. The attached generalized capacity tables show that a single lane on Mack Lane could accommodate 970 vph while providing acceptable traffic flow (level of service C). This means that the highest possible peak hour traffic on Mack Lane would have a volume/capacity ratio of 37% (355/970). This means that only 37% of the Mack Lane capacity would be used during the highest possible period of traffic, and there would be 63% of capacity left unused. This analysis indicates that Mack Lane can easily accommodate existing traffic volumes.

Project Trip Generation Estimate

The following table shows the Project trip generation per the ITE Trip Generation Manual (11th Edition), Land Use Code 220, multi-family housing. This vehicle trip estimate is conservative because it assumes that all trips would be made by car, without consideration of vehicle trips that would be eliminated when people use the bus. This would be considered a low-volume Project, and other jurisdictions don't require a traffic impact study when there is less than 100 trips per hour. This project would have half that amount. The detailed calculations are attached.

Total Project Trip Generation (96 DU)

Peak Hour	Trip Ends Per Hour		
	In	Out	Total
AM	9	29	38
PM	31	18	49

Project Trip Distribution Assumptions & Access Turning Volumes

It was assumed that Project traffic would be split evenly between the north and south access points. These would be considered low volume access points.

Project Trip Generation at Each Access Point (48 DU)

Peak Hour	Trip Ends Per Hour		
	In	Out	Total
AM	5	14	19
PM	16	9	25

Based on the existing summer traffic counts by the City on typical weekdays during recreational events at Woodbury Park, 37% of existing traffic travels northbound and 63% travels southbound. Each Access Point would have the following turning volumes to/from Mack Ln., assuming both access points are full movement.

AM Peak Hour

- Southbound left turn inbound = 3 vph
- Northbound right turn inbound = 2 vph
- Westbound left turn outbound = 9 vph
- Westbound right turn outbound = 5 vph

PM Peak Hour

- Southbound left turn inbound = 10 vph
- Northbound right turn inbound = 6 vph
- Westbound left turn outbound = 6 vph
- Westbound right turn outbound = 3 vph

Turn Lane Evaluation at Project Access Points

The city doesn't have any criteria to determine if and when turn lanes would be warranted, which is typical for local agencies. Therefore, this analysis was based on turn lane criteria in the State Highway Access Code. The criteria is based on the assigned "access category"

of the road. State highways have access category assignments, but local roads do not. The original traffic assessment assumed that Mack Lane would be classified as an “Non-rural, level A” (NR-A) road in order to be conservative. However, this would be the same category as US-40 running through the city and it wouldn’t be appropriate.

The appropriate category for Mack lane as an arterial would be an “Non-rural, Level B (NR-B). The following table shows the NR-B turn lane warrant volume compared to proposed Project turning volumes.

Turn Lane Evaluation at Project Access Points

Auxiliary Lane	Warrant Volume Threshold (vph)	Project Turning Volume (vph)	Turn Lane Warranted?
Southbound Left Turn Deceleration Lane	25	10	No*
Northbound Right Turn Deceleration Lane	50	6	No*

*Turn lanes would not be warranted even if all traffic used one Project Access.

Even though turn lanes wouldn’t be warranted, the City could consider restriping Mack Ln. between W. 1st St. and W. 3rd St. as a three lane roadway. This would provide refuge for left turns in and out of the access points on this segment of road.

Future Traffic Capacity on Mack Lane – with Project Traffic

As previously described, a single lane on Mack Lane could accommodate 970 vph while providing acceptable traffic flow (level of service C). When adding Project trips to the highest possible traffic volumes, the highest possible future peak hour traffic on Mack Lane would have a volume/capacity ratio of 40% (386/970). This means that only 40% of the Mack Lane capacity would be used during the highest possible period of traffic, and there would be 60% of capacity left unused. This analysis indicates that Mack Lane can easily accommodate future traffic volumes, because the Project uses only 3% of lane capacity.

Adding a center turn lane to Mack Lane would increase the through lane capacity by 5% or 49 vph. This means that adding the center turn lane would completely offset the impacts of future Project traffic.

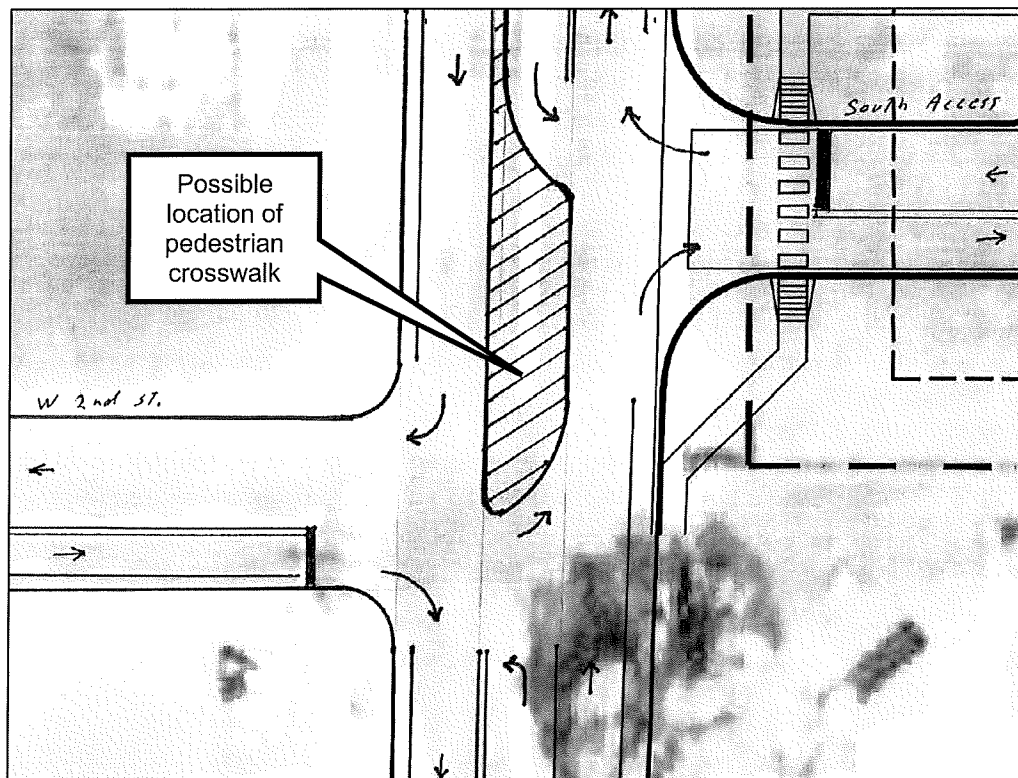
Access Intersection Configuration Considerations

The North Access configuration as a 3-leg full movement type intersection would operate without conflicting vehicle movements from other local road intersections. However, the South Access would be slightly offset from the alignment of W. 2nd St. This would create an “offset tee” configuration with a short distance of conflicts between outbound left turns from each of the access connections. There would not be any conflict between inbound left turns. An intersection turning movement count at the intersection of Mack Ln and W. 2nd St. was not available, so it wasn’t possible to fully evaluate the degree of conflict.

This left turn conflict could be eliminated by restricting outbound left turns from the South Access, which could be done three ways. Project traffic desiring to turn left onto Mack Ln. could use the North Access.

1. Install "no left turn" signs on the South access. This is the least expensive and least effective option. Drivers tend to ignore the signs, but the signs are enforceable. Police could issue tickets to those violating the turn restriction.
2. Install the no left turn signs. With pavement striping, add a median on Mack Lane that allows $\frac{3}{4}$ of the turn movements from the South Access but restricts outbound left turns. The Park Access would remain full movement. This is slightly more expensive than the first option and slightly more effective. Ongoing maintenance would be required, but drivers could easily make the left turn. It would be enforceable. This option would not hinder snow removal operations. This would be easier to do in combination with the 3-lane restriping of Mack Ln. because the island features would be in the center turn lane.
3. Install the no left turn signs. Add a raised concrete median on Mack Lane that allows $\frac{3}{4}$ of the turn movements from the South Access but restricts outbound left turns. The Park Access would remain full movement. This is the most expensive and more effective option. This option would make snow removal operations a bit more complicated. This would be easier to do in combination with the 3-lane restriping of Mack Ln. because the island features would be in the center turn lane.

Intersection Configuration Sketch for Options #2 & #3



The left turn conflict could also be eliminated by constructing the South Access further north on Mack Lane. The recommended spacing between intersections would be 200-ft. This would cause changes to the site plan concept, but it wouldn't reduce the number of units for the Project.

Intersection Sight Distance Evaluation

Mack Lane is straight and flat in the areas near the Project Access points. Per the State Highway Access Code, the required stopping sight distance at 30 mph would be 200-ft. The required entering sight distance would be 390-ft. This distance would be available at the North Access in both directions and the view to the north at the South Access. Sight distance to the south at the South Access may be limited by a wood fence along the frontage of the property to the south, but this could be mitigated.

Bicycle & Pedestrian Considerations

Project Level

The site plan concept shows a proposed sidewalk along the east side of Mack Ln., which connects to a network of sidewalks within the Project. This includes pedestrian access to the bus stop. The City could consider installing a pedestrian crosswalk across Mack lane at the north side of W. 2nd St. intersection. This would be enhanced in combination with the 3-lane restriping of Mack Ln. and left turn restrictions at the South Access because raised island features in the center turn lane could act as a pedestrian refuge area. This crosswalk should have the proper signage on Mack Ln., and it could possibly have electronic signs with push-button activated flashing yellow beacons.

W. 2nd St.

There are different levels of treatment that provide increasingly better quality of service for these travelers.

- Level 1. Add a 6-ft wide detached sidewalk on the north side of 2nd Street.
- Level 2. Add a 6-ft wide detached sidewalk on the north side of 2nd Street and restripe 2nd street to provide two 11-ft wide lanes and two 7-ft wide bike lanes.
- Level 3. Add a 12-ft wide detached multi-use path on the north side of 2nd Street.

Mack Lane

Once again, There are different levels of treatment that provide increasingly better quality of service for these travelers. to/from Project and the commercial district on W. Victory Way. This is more complicated due to changing existing conditions along the route.

- Level 1a. There is an existing narrow detached sidewalk on the west side of Mack Lane from W. 1st St. to Industrial Ave. This could be widened and extended north to Victory Way. Stripe in a bike lane for northbound and southbound Mack lane.
- Level 2. Add a 6-ft wide detached sidewalk on the east side of Mack Lane.
- Level 3. Add a 12-ft wide detached multi-use path on the east or west side of Mack Lane.

Conclusions

1. The summer traffic volumes on Mack Lane (with Park activities) where much higher than the fall volumes (with school activities).

2. A theoretical condition was created with the highest possible peak hour traffic volumes. This included street traffic, park traffic, and school traffic. Only 37% of the Mack Lane traffic capacity would be used during the highest possible period of traffic, and there would be 63% of capacity left unused. This analysis indicated that Mack Lane can easily accommodate existing traffic volumes.
3. The Project would generate a very low volume of trips overall, and a low volume of turning traffic at the Project access points.
4. Turn Lanes on Mack Ln. would not be necessary at the Project access points, but the City could consider restriping Mack Ln. between W. 1st St. and W. 3rd St. as a three lane roadway.
5. When adding Project trips to the highest possible set of existing traffic volumes, only 40% of the Mack Lane capacity would be used during the highest possible period of traffic. There would be 60% of capacity left unused. This analysis indicates that Mack Lane can easily accommodate future traffic volumes, because the Project uses only 3% of the available lane capacity.
6. There would be some level of vehicle conflicts at the intersection of Mack Ln. & W. 2nd St./South Access. This report provides different options for the City's consideration when deciding how to effectively mitigate the possible vehicle conflicts. The benefits and disadvantages of each option were presented.
7. Intersection sight distance is good in 3 of 4 cases. But sight distance to the south at the South Access may be limited by a wood fence along the frontage of the property to the south.
8. This report provides different options for the City's consideration when deciding how to accommodate bicycle and pedestrian traffic near the Project, on W. 2nd St., and on Mack lane south of Victory way.

In summary, the Project would have minimal traffic impacts, and all the associated topics could be addressed with the mitigation options presented in this document. Please contact me if you have any questions about this information.

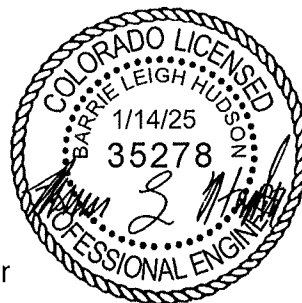
Sincerely,

Skip Hudson

Barrie "Skip" Hudson, P.E.

Attachments

- Mack Lane Traffic Data from City – Summer & Fall
- Woodbury Park PM peak hour trip generation calculator
- Generalized Service Volume Table
- Project Trip Generation calculations



Mack Lane Traffic Counts

Place Currently Not Set
Traffic Summary Week

By City in Summer

Location: Mack Ln 1st St to 3rd
6/24/2024 to 6/30/2024
Exclude zero counts

Zone: Other
Travel Direction: N
Northbound

	Mon 24 Jun	Tue 25 Jun *	Wed 26 Jun *	Thu 27 Jun *	Fri 28 Jun	Sat 29 Jun	Sun 30 Jun	Weekday Average	Weekend Average
Midnight	0	1	1	3	10	4	0	3	4
1:00	0	1	2	2	3	6	0	2	6
2:00	0	2	5	1	2	2	0	2	2
3:00	0	1	0	0	3	1	0	2	1
4:00	0	10	6	13	8	3	0	9	3
5:00	0	24	24	29	23	18	0	25	18
6:00	0	53	44	41	42	39	0	45	39
7:00	0	56	63	59	59	45	0	59	45
AM PK → 8:00	5	67	81	69	67	67	0	57	67
9:00	65	58	76	51	72	73	0	64	73
10:00	79	64	84	74	77	77	0	75	77
11:00	84	92	77	93	86	68	0	86	68
12:00	107	102	80	119	80	64	0	97	64
13:00	86	88	89	95	86	0	0	88	0
14:00	77	89	56	116	80	0	0	83	0
15:00	83	60	63	85	88	0	0	75	0
16:00	116	109	128	158	115	0	0	125	0
PM PK → 17:00	144	117	171	148	132	0	0	142	0
18:00	113	111	126	147	121	0	0	123	0
19:00	105	104	159	90	91	0	0	109	0
20:00	91	82	118	71	88	0	0	90	0
21:00	54	81	65	39	80	0	0	63	0
22:00	34	28	51	29	54	0	0	39	0
23:00	12	16	17	12	26	0	0	16	0
Totals	1255	1416	1586	1544	1493	467	0	1458	467

* Park Activities

Mack Lane Combined
(Maximum Counted)

AM
SB ↓ NB ↑
121 vph 81 vph

PM
SB ↓ NB ↑
342 vph 171 vph

Existing Trip → 60% 40%
Distribution

use

6/29/2024, 13:57:49

↓ 63%
↑ 37%

1/2

Place Currently Not Set
Traffic Summary Week

Location: Mack Ln 3rd to 1st SB
7/5/2024 to 7/11/2024

Zone: Other
Travel Direction: S

South bound

	Fri 05 Jul	Sat 06 Jul	Sun 07 Jul	Mon 08 Jul	Tue 09 Jul	Wed 10 Jul	Thu 11 Jul	Weekday Average	Weekend Average
Midnight	32	14	31	14	14	3	5	13	22
1:00	19	22	11	4	3	1	5	6	16
2:00	2	4	10	1	7	5	1	3	7
3:00	2	0	3	2	3	5	4	3	1
4:00	4	10	3	9	13	11	10	9	6
5:00	18	21	12	33	35	38	39	32	16
6:00	42	36	18	77	89	74	0	56	27
7:00	69	42	28	103	121	121	0	82	35
AM PK → 8:00	69	65	39	87	86	98	0	68	52
9:00	86	70	68	90	98	97	0	74	69
10:00	89	96	70	90	123	97	0	79	83
11:00	110	117	112	101	114	149	0	94	114
12:00	156	105	109	124	133	132	0	109	107
13:00	99	104	102	123	154	111	0	97	103
14:00	124	119	96	97	101	141	0	92	107
15:00	94	107	91	163	144	96	0	99	99
16:00	139	111	110	235	246	226	0	169	110
PM → 17:00	129	114	105	319	254	342	0	208	109
18:00	135	129	106	222	161	212	0	146	117
PK → 19:00	105	116	107	166	172	174	0	123	111
20:00	122	109	135	132	163	155	0	114	122
21:00	87	94	76	99	135	87	0	81	85
22:00	65	51	33	43	29	45	0	36	42
23:00	50	46	10	18	30	10	0	21	28
Totals	1847	1702	1485	2352	2428	2430	64	1824	1593

* Park Activities

**Place Currently Not Set
Traffic Survey Summary**

Location: Mack Ln 1st St to 3rd
Start Date: 6/24/2024
End Date: 6/29/2024

Zone: Other
Start Time: 08:57:10
End Time: 12:48:14
Travel Direction: N

North bound

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	2241	707	796	891	932	882	588	371	186	92	43	32
% of Total	28.87%	9.1%	10.25%	11.48%	12%	11.36%	7.57%	4.78%	2.39%	1.18%	0.55%	0.41%
									Total Vehicles: 7761			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	30	Pace Speed	20 to 29	Speed	30+	40+	50+	Total
#At/Under Limit	6770	# in Pace	4208	Number	969	19	3	991
# Over Limit	991	% in Pace	54.21%	Percent	12.48%	0.24%	0.03%	12.76%
Average Speed	23.29	85% Percentile	30					

North bound

*Mack Ln Speed Summary
By City*

6/29/2024, 13:47:31

1/2

**Place Currently Not Set
Traffic Survey Summary**

Location: Mack Ln 3rd to 1st SB
Start Date: 6/29/2024
End Date: 7/11/2024

Zone: Other
Start Time: 14:14:29
End Time: 05:53:31
Travel Direction: S

Southbound

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	5458	1140	1313	1575	2286	2977	3056	2482	1643	854	377	315
% of Total	23.24%	4.85%	5.59%	6.7%	9.73%	12.68%	13.01%	10.57%	6.99%	3.63%	1.6%	1.34%
									Total Vehicles: 23476			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	30	Pace Speed	25 to 34	Speed	30+	40+	50+	Total
#At/Under Limit	16339	# in Pace	12611	Number	6913	209	15	7137
# Over Limit	7137	% in Pace	53.71%	Percent	29.44%	0.89%	0.06%	30.4%
Average Speed	25.69	85% Percentile	33					

Southbound

Mack Lane Traffic Counts By City in Fall

Place Currently Not Set
Daily Traffic Flow - 15 minute interval

Location: Mack Lane

Zone: Residential
Travel Direction: N

Fall Northbound

Monday, 10/21/2024					
Time AM	Vehicle Count	Hour Total	Time PM	Vehicle Count	Hour Total
00:00 to 00:15	0		12:00 to 12:15	37	
00:15 to 00:30	0		12:15 to 12:30	16	
00:30 to 00:45	0		12:30 to 12:45	36	
00:45 to 01:00	0	0	12:45 to 13:00	29	118
01:00 to 01:15	0		13:00 to 13:15	25	
01:15 to 01:30	0		13:15 to 13:30	21	
01:30 to 01:45	0		13:30 to 13:45	26	
01:45 to 02:00	0	0	13:45 to 14:00	43	115
02:00 to 02:15	0		14:00 to 14:15	24	
02:15 to 02:30	0		14:15 to 14:30	30	
02:30 to 02:45	0		14:30 to 14:45	38	
02:45 to 03:00	0	0	14:45 to 15:00	22	114
03:00 to 03:15	0		15:00 to 15:15	21	
03:15 to 03:30	0		15:15 to 15:30	27	
03:30 to 03:45	0		15:30 to 15:45	28	
03:45 to 04:00	0	0	15:45 to 16:00	40	116
04:00 to 04:15	0		16:00 to 16:15	43	
04:15 to 04:30	0		16:15 to 16:30	31	
04:30 to 04:45	0		16:30 to 16:45	36	
04:45 to 05:00	0	0	16:45 to 17:00	34	144
05:00 to 05:15	0		17:00 to 17:15	22	
05:15 to 05:30	0		17:15 to 17:30	40	
05:30 to 05:45	0		17:30 to 17:45	25	
05:45 to 06:00	0	0	17:45 to 18:00	50	137
06:00 to 06:15	0		18:00 to 18:15	23	
06:15 to 06:30	0		18:15 to 18:30	20	
06:30 to 06:45	0		18:30 to 18:45	16	
06:45 to 07:00	0	0	18:45 to 19:00	32	91
07:00 to 07:15	0		19:00 to 19:15	17	
07:15 to 07:30	0		19:15 to 19:30	14	
07:30 to 07:45	0		19:30 to 19:45	18	
07:45 to 08:00	0	0	19:45 to 20:00	17	66
08:00 to 08:15	0		20:00 to 20:15	14	
08:15 to 08:30	0		20:15 to 20:30	24	
08:30 to 08:45	0		20:30 to 20:45	12	
08:45 to 09:00	0	0	20:45 to 21:00	9	59
09:00 to 09:15	0		21:00 to 21:15	7	
09:15 to 09:30	17		21:15 to 21:30	11	
09:30 to 09:45	17		21:30 to 21:45	7	
09:45 to 10:00	19	53	21:45 to 22:00	3	28
10:00 to 10:15	20		22:00 to 22:15	12	
10:15 to 10:30	36		22:15 to 22:30	7	
10:30 to 10:45	26		22:30 to 22:45	6	
10:45 to 11:00	24	106	22:45 to 23:00	2	27
11:00 to 11:15	36		23:00 to 23:15	1	
11:15 to 11:30	26		23:15 to 23:30	2	
11:30 to 11:45	57		23:30 to 23:45	4	
11:45 to 12:00	47	166	23:45 to 24:00	4	11

Total AM	325
Peak Hour AM	11:00 to 12:00
Peak Flow AM	166
Peak % of AM	51.07%
Peak AM % of 24 H	12.28%

Total PM	1026
Peak Hour PM	16:00 to 17:00
Peak Flow PM	144
Peak % of PM	14.03%
Peak PM % of 24	10.65%

Maximum Combined 11/5/2024 06 51 16

SB ↓ 121
 PM only ↑ NB 144 up

1/2

Place Currently Not Set
Daily Traffic Flow - 15 minute interval

Location: Mack Lane

Zone: Residential
Travel Direction: S

Fall Southbound

Monday, 10/28/2024					
Time AM	Vehicle Count	Hour Total	Time PM	Vehicle Count	Hour Total
00:00 to 00:15	0		12:00 to 12:15	29	
00:15 to 00:30	0		12:15 to 12:30	22	
00:30 to 00:45	0		12:30 to 12:45	30	
00:45 to 01:00	0	0	12:45 to 13:00	25	106
01:00 to 01:15	0		13:00 to 13:15	20	
01:15 to 01:30	0		13:15 to 13:30	10	
01:30 to 01:45	0		13:30 to 13:45	21	
01:45 to 02:00	0	0	13:45 to 14:00	28	79
02:00 to 02:15	0		14:00 to 14:15	26	
02:15 to 02:30	0		14:15 to 14:30	20	
02:30 to 02:45	0		14:30 to 14:45	17	
02:45 to 03:00	0	0	14:45 to 15:00	25	88
03:00 to 03:15	0		15:00 to 15:15	18	
03:15 to 03:30	0		15:15 to 15:30	25	
03:30 to 03:45	0		15:30 to 15:45	28	
03:45 to 04:00	0	0	15:45 to 16:00	17	88
04:00 to 04:15	0		16:00 to 16:15	23	
04:15 to 04:30	0		16:15 to 16:30	31	
04:30 to 04:45	0		16:30 to 16:45	32	
04:45 to 05:00	0	0	16:45 to 17:00	35	121
05:00 to 05:15	0		17:00 to 17:15	20	
05:15 to 05:30	0		17:15 to 17:30	28	
05:30 to 05:45	0		17:30 to 17:45	26	
05:45 to 06:00	0	0	17:45 to 18:00	28	102
06:00 to 06:15	0		18:00 to 18:15	28	
06:15 to 06:30	0		18:15 to 18:30	20	
06:30 to 06:45	0		18:30 to 18:45	17	
06:45 to 07:00	0	0	18:45 to 19:00	20	85
07:00 to 07:15	0		19:00 to 19:15	13	
07:15 to 07:30	0		19:15 to 19:30	23	
07:30 to 07:45	0		19:30 to 19:45	16	
07:45 to 08:00	0	0	19:45 to 20:00	8	60
08:00 to 08:15	0		20:00 to 20:15	8	
08:15 to 08:30	0		20:15 to 20:30	11	
08:30 to 08:45	0		20:30 to 20:45	20	
08:45 to 09:00	0	0	20:45 to 21:00	11	50
09:00 to 09:15	0		21:00 to 21:15	14	
09:15 to 09:30	0		21:15 to 21:30	9	
09:30 to 09:45	0		21:30 to 21:45	3	
09:45 to 10:00	0	0	21:45 to 22:00	4	30
10:00 to 10:15	0		22:00 to 22:15	7	
10:15 to 10:30	8		22:15 to 22:30	3	
10:30 to 10:45	18		22:30 to 22:45	3	
10:45 to 11:00	14	40	22:45 to 23:00	7	20
11:00 to 11:15	25		23:00 to 23:15	1	
11:15 to 11:30	16		23:15 to 23:30	6	
11:30 to 11:45	35		23:30 to 23:45	0	
11:45 to 12:00	28	104	23:45 to 24:00	0	7

Total AM	144
Peak Hour AM	11:00 to 12:00
Peak Flow AM	104
Peak % of AM	72.22%
Peak AM % of 24 H	10.61%

Total PM	836
Peak Hour PM	16:00 to 17:00
Peak Flow PM	121
Peak % of PM	14.47%
Peak PM % of 24	12.34%

11/5/2024 06:49:27

2/2

**Place Currently Not Set
Traffic Survey Summary**

Location: Mack Lane
Start Date: 10/21/2024
End Date: 10/28/2024

Zone: Residential
Start Time: 09:18:07
End Time: 10:12:29
Travel Direction: N

Fall North bound

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	2249	539	567	741	1088	1488	1705	1464	957	530	287	222
% of Total	18.99%	4.55%	4.79%	6.26%	9.19%	12.57%	14.4%	12.36%	8.08%	4.47%	2.42%	1.87%
									Total Vehicles: 11837			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	30	Pace Speed	26 to 35	Speed	30+	40+	50+	Total
#At/Under Limit	7500	# in Pace	6702	Number	4186	149	2	4337
# Over Limit	4337	% in Pace	56.61%	Percent	35.36%	1.25%	0.01%	36.63%
Average Speed	26.83	85% Percentile	34					

1/2

**Place Currently Not Set
Traffic Survey Summary**

Location: Mack Lane
Start Date: 10/28/2024
End Date: 11/4/2024

Zone: Residential
Start Time: 10:24:29
End Time: 10:45:50
Travel Direction: S

Fall South bound

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	3470	1105	1073	963	887	660	448	222	89	46	19	31
% of Total	38.49%	12.26%	11.9%	10.68%	9.84%	7.32%	4.97%	2.46%	0.98%	0.51%	0.21%	0.34%
									Total Vehicles: 9013			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	30	Pace Speed	18 to 27	Speed	30+	40+	50+	Total
#At/Under Limit	8412	# in Pace	4981	Number	577	16	8	601
# Over Limit	601	% in Pace	55.26%	Percent	6.4%	0.17%	0.08%	6.66%
Average Speed	21.37	85% Percentile	28					

2/2



Water and Wastewater Department, 300 W 4th Street, Craig, CO 81625

2/2/2024

Will Serve Notice

The Woodbury Housing Authority wishes to construct a housing development on the east side of Mack Lane within the city limits of Craig, Colorado. The City of Craig can and will serve the development with potable water and receive domestic waste from the property. Service is conditioned upon development approval through the City's land use process, execution and payment of any associated agreements, and City approval of final site design and utility connections.

Outstanding items needing final approval include:

1. Construction of a water lines to serve the development.
2. Construction of sewer lines to serve the development.

Carl R. Ray
Water and Wastewater Director
Office: (970) 826-2022
Mobile: (970) 326-5620



July 18, 2024

Doug Draggoo
Woodbury Housing Authority LLC
PO Box 1267
Montrose, CO 81402

Steamboat Springs Office:

Local Phone: 970-879-1160
Toll Free: 1-888-873-9832
Fax: 970-879-7270
32 Tenth St.
P.O. Box 771218
Steamboat Springs, CO 80477
routt@yvea.com

Craig Office:

Local Phone: 970-824-6593
Fax: 970-824-7134
3715 East US HWY 40
Craig, CO 81626
moftat@yvea.com

Re: Carpenter Site/Woodbury Park

SUBJECT: Electric Service Availability

Dear Doug,

1. Electric service is available to the property at Carpenter Site/Woodbury Park in Craig, CO, under the terms and conditions of YVEA Line Extension Policy.
2. Service shall be furnished to the property upon execution of the proper documents and payment of any necessary fees to YVEA by the owners. No fees will be waived for this project.

Sincerely,


Emma Mortenson
Engineering Services Specialist



6/25/2024

Woodbury Housing Authority, LLC
PO Box 1267
Montrose, CO 81402
ATTN: Doug Dragoo

RE: Availability of Natural Gas or "Will Serve" notification regarding proposed PROJECT at approximately "Parcel Number 085501200023" in the Town of Craig, County of Moffat, and State of Colorado.

To whom it may concern:

Atmos Energy Corporation is willing and able to construct the necessary natural gas distribution infrastructure to serve the proposed/planned development located at "Parcel Number 085501200023", Town of Craig, County of Moffat, and State of Colorado. The cost to extend or construct the natural gas line infrastructure, including individual lot service lines, are borne by the developer/owner requesting the extension of the natural gas line infrastructure. The developer/owner requesting natural gas service, including requests for new developments, of such a size and magnitude as to affect the integrity and reliability of the natural gas distribution system without additional reinforcement shall be responsible for the reinforcement costs and said costs will be included as part of the overall Main Extension and Service Line cost.

The developer/owner will be responsible for providing utility easements necessary for the installation of the natural gas infrastructure if not already provided in the utility easement within the road right of way. At the time of installation, the utility easements for the natural gas main extension and/or service line(s) shall be to final grade with clear access to the easements and all property pins should be visible and clearly marked. If necessary, all sleeves for road crossings shall be installed prior to the installation of the natural gas main extension as per specifications provided by Atmos Energy Corporation.

The construction and installation of all natural gas infrastructures will adhere to Atmos Energy Corporation specifications and Tariff on file with the Colorado Corporation Commission and are subject to State and Federal Regulatory and Pipeline Safety oversight.

If you have any questions, please contact Bethany Nitzel at 970-415-2185.

Sincerely,

A handwritten signature in black ink that reads "Bethany Nitzel". The signature is written in a cursive style and is underlined.

Bethany Nitzel
Sr. Account Representative



419 Yampa Ave. Craig, CO 81625

Phone: 970-824-5914 Fax: 970-824-5115 e-mail: aa.mercer@craigfirerescue.org

8/12/2025

To whom it may concern:

After my review of the updated plans, I do not see any concerns from a fire response with the plans as presented.

Thank you

Chris Mercer
Chief – Craig Fire Rescue
419 Yampa Ave
Craig, Co 81625
C: 970-756-9111
O: 970-824-5914

We the undersigned residents of Craig, Colorado are strongly opposed to the location of the 96 unit apartment building that the City of Craig wants to build on Mack Lane. It is already a very busy area. Traffic, speeding and the potential for accidents will multiply if this happens.

Name

Address

Ann Dodd	815 Villa View Dr.
Angela Henderstott	1080 E 7 th St.
Theresa Moyer	1122 Lincoln St.
Deb Markheyn	963 Lincoln St.
Daniel E. Hodges	2872 PINON Circle
Nancy Skowronski	540 7 th Ave W
Shirley W Dodge	2872 Pinon Circle
Adam Cook	1080 Ranney St
Jimmy Cook	1080 S. Ranney St.
Lee G. G. G. G.	1080 E 7 th St.
Orny Schmiedeke	430 School St
Ashley Gonzales	430 School St
Anthony Shoop	285 Woodbury Dr.
Marla Kae Shoop	285 Woodbury Dr.
Lyn Cox	1847 Woodland Ave.
Anita Reynolds	1294 Barclay St
Robin Weible	1420 W 3rd St.
Lina Brookstein	852 Jeremiah Ave.
Paul J. Rowley	812 Columbine St
Kim Thompson	1245 W 6 th St. Box 35

We the undersigned residents of Craig, Colorado are strongly opposed to the location of the 96 unit apartment building that the City of Craig wants to build on Mack Lane. It is already a very busy area. Traffic, speeding and the potential for accidents will multiply if this happens.

Name

Address

Sally Weber	633 Leford #108 Craig, CO.
Quinn Williams	551 City Rd 31 Craig CO 81625
Kipp Ferguson	1321 Leucyer Dr Craig CO 81625
Hotly Off	435 Woodbury Ave. Craig CO 81625
Celste Sanders	335 Apple Craig CO 81625
Shirley Ballock	4905 CR 20 Craig CO 81625
Daniel White	648 Keweenaw Craig CO.
Al. Robertson	-27.5 Mack Lane - Craig CO 81625
Dilly Collier	638 Colorado St Craig Co.
Bruce Schwabenberg	190 Co Rd 29 Craig CO
Alan Bellum	460 TAYLOR ST. CRAIG CO 81625
Jerry Jones	6527 CR 7 Craig CO 81625
Salvina Murana	930 Sloan Circle Craig
Nary Linthier	1108 Lincoln St Craig CO
Jana Ozden	925 West 1st St Craig CO 81625
Pam Jaring	835 Exmoor Cir Craig CO 81625
Becky Hollaway	1240 Aspen Ave Craig CO 81625
Derek Clewerty	106 W. Victory Way Craig CO 81625

We the undersigned residents of Craig, Colorado are strongly opposed to the location of the 96 unit apartment building that the City of Craig wants to build on Mack Lane. It is already a very busy area. Traffic, speeding and the potential for accidents will multiply if this happens.

Name

Address

Bue Paulovich-Serrano	195 Mack Lane
Jennifer Duan	175 Mack Lane
Jerry Ann	175 Mack Lane
Craig Madison	280 Mack Lane
Joanne Roberson	275 Mack Lane
Gail Bingham	1400 Rose Street
William R. Ritz	1400 Rose Street
Harry L. Tague	340 Apple St.
Jan R. Woodell	1142 Segovia Ave.
Shirley Ann	861 Green St.
May Ann	310 Apple
Sharon K. Spalding	P.O. Box 94
Ann S. S. S.	728 RIFORD ROAD
S. L. S.	728 RIFORD ROAD
Jo H. Whalin	861 Green St.
Debra Taylor	3320 Johnson Rd Craig CO
J. L. Taylor	3320 Johnson Rd Craig CO
Michelle Robert	1666 Barclay St. Craig CO
Ann Ann	1878 Co Rd 31 Craig, CO
Shirley Ann	598 Kinkaid St.

CRAIG PLANNING & ZONING COMMISSION MINUTES

August 18, 2025

The Craig Planning and Zoning Commission of the City of Craig, County of Moffat, State of Colorado, met in the City Council Chambers, 300 West 4th Street, Craig Colorado, 81625, at the hour of 6:00 p.m. There being present the following Commissioners: Randy Kloos, Mike Tucci, Tom Gilchrist, Justin Jenison, and Mason Updike. City Staff present were Building Official Marlin Eckhoff, Assistant Sierra Arellano, City Manager Peter Brixius, Economic Development Manager Shannon Scott, and Public Works Director Danny Paul. City Councilmen present were Derek Duran and Chris Nichols.

Chairman Kloos called the meeting to order at 6:00 PM and began with Commission roll call. Those present were Commission members Randy Kloos, Mike Tucci, Tom Gilchrist, Justin Jenison, and Mason Updike. Commission alternate member Savana Crow was absent, excused. City Councilmen Derek Duran and Chris Nichols were present.

Commissioner Tucci made a motion, seconded by Commissioner Gilchrist, to approve the minutes from April 21, 2025. Ayes: 5. Nays: 0. Motion carried.

Chairman Kloos gave the rules for public comment as follows “During Agenda items 4A and 4B, public comment will be held after the presentation for each agenda item has been given, and prior to any motion or vote for that particular item. Any member of the public that wants to comment must come up to the podium and state their name. Each speaker is allocated three (3) minutes to speak on the agenda item that is currently being discussed. Speakers may not cede their time to another.”

Official Eckhoff presented the Commission with an application for a 30’x104’ alley vacation submitted by Bertha and Diego Garcia on the east side of 455 E 7th Street. Official Eckhoff noted that the current driveway, shed, and a few feet of the house were actually built outside of their west property line and into the city alley right of way. This was discovered when the Garcias were in the process of selling their home and obtained a survey. The home was built in 1979 and purchased by the Garcias in 2017. The Public Works Department reviewed the request and has no objections but has asked for an additional 15ft wide front yard easement to Lots 37-42 and the proposed vacated portion of alley as well which allows the City more room to access a sewer main that runs east and west just outside of their south property line and room to repair, replace, or enlarge the bridge across Fortification Creek. Official Eckhoff stressed that vacating this portion of the alley will not cut off access to Sherwood Forest. Bertha Garcia expressed that they are not wanting to take any additional land but rather make the situation correct. The Commission noted they did not have any questions. No public comment was given. Commissioner Tucci made a motion, seconded by Commissioner Updike, to recommend City Council to approve the alley vacation on the east side of 455 E 7th Street as presented. Ayes: 5. Nays: 0. Motion carried.

Official Eckhoff presented the Commission with a site plan application submitted by Meadowood Apartments LLC for a 96-unit apartment complex on Lot 2 of the Meadowood Subdivision, aka 235 Mack Ln. Official Eckhoff went step by step through the submitted material including his memo which outlined how the proposed site plan meets or exceeds all of the City of Craig's Land Use Code requirements. Official Eckhoff went over the proposed multimodal transit center on site that will correlate with the existing Steamboat Springs Transit bus stop along Mack Ln.

Official Eckhoff introduced the developers David and Heidi Dragoo and SGM's engineer Jevon Poston who were present via Zoom. David went through a powerpoint presentation covering the proposed project with updated renderings.

Official Eckhoff introduced Skip Hudson, a traffic consultant for Turnkey Consulting, that completed two traffic impact assessments for the proposed development. Hudson went over the conclusions of the assessments: the increased traffic would have minimal impact and all traffic combined would be at 40% of the road's capacity. The Commission inquired how the data points were obtained, to which Hudson explained the data came from previous studies and the Institute of Transportation Engineers while looking at the type of land use and residence type. Hudson explained these methods are used by the Colorado Department of Transportation.

Chairman Kloos opened the meeting to public comment. Public comment was given by Joanne Roberson, Doris Zimmerman, John Zimmerman, Bill Mack, Harry Blackman, and Susan Madsen. Public comment expressed concerns regarding traffic, lack of senior citizen housing, lack of housing needs, storm water drainage, and fire risks.

For Commission discussion, Commissioner Gilchrist noted that it appeared that there was a great deal of staff review time and expressed gratitude. Councilman Duran inquired about agreements to which Official Eckhoff noted that he recommend all agreements and necessary public easements be determined prior to issuance of building permits. Commissioner Gilchrist made a motion, seconded by Commissioner Tucci, to recommend City Council to approve the site plan for a 96-unit apartment complex at 235 Mack Ln with the following conditions:

1. Prior to a building permit the developer shall dedicate all necessary public easements for any public infrastructure outside of the City right of way.
2. A stamped landscape plan showing the actual location of trees, shrubs, and irrigation details be approved by staff prior to the utility portion of the project beginning.

Ayes: 5. Nays: 0. Motion carried.

Chloe and Melody Villard presented the Commission with an idea, non-voting item and not an official application, of a conditional use application to move Mudd Shack to the vacant lot between Precision Auto and the Moffat County Courthouse. Chloe noted the building would be temporary and would not include permanent asphalt or concrete. Commissioner Jenison noted that they would likely be hard pressed to allow anything that is not hard surface, the rest of the Commission agreed. Official Eckhoff noted the next steps would include discussion of a more permanent site plan at a staff level and then when ready, present to the Commission.

Chairman Kloos moved to Commission Reports and inquired the status of the old courthouse site, the old Village Inn, and 430 W Victory Way. ED Manager Scott noted that the courthouse is currently being marketed to developers and the deadline for proposals is October 1st, 2025. Official Eckhoff and ED Manager Scott noted that Pete Seewald is continuing to work through renovating the old Village Inn but is working in phases due to lending issues. Official Eckhoff noted that 430 W Victory is finishing up with the drainage fixes per CDOT requirements and will be obtaining their certificate of occupancy soon.

For Staff Reports, Official Eckhoff noted that there is quite a bit of commercial improvements that are occurring around town including but not limited to Wendy's, KFC, Southern Tire Mart, and Walmart.

There being no further business, Commissioner Tucci made a motion, seconded by Commissioner Gilchrist to adjourn the meeting. Ayes: 5. Nays: 0. Motion carried.

Marlin Eckhoff

From: John Williams <johnw@nglconnection.net>
Sent: Friday, August 15, 2025 4:48 PM
To: Marlin Eckhoff
Subject: Proposed 96 Unit apartment complex

Concerning the proposed unit, I am opposed on several grounds, 1. Governments should never be competing with private enterprise, citizens, as taxpayers, are forced into subsidising and paying to create their own competition for rentals and home sales, we cannot win, that is wrong. 2. The last attempt by the powers that be for the old hospital property to create housing has proven to be just exactly what most of us feared would happen, 90% are still vacant, you cannot sell them, you had to lower the price which affects tax paying citizens with even greater competition, and at this point, we the taxpayer are going to have to, in some shape or form, bail the city out, that is wrong. 3. For some reason the powers that be cannot seem to see the looming housing glut when the plants and the mines are gone, these are all high paying jobs that will be lost, not counting all of the loss of jobs associated with servicing all of these workers, the solar blight and wildlife destruction area south of town is not going to do a thing to salvage what we are going to lose, there needs to be a wake up call, when you are in a hole, stop digging.

John Williams
Craig Co

Warning! this email originated from outside of the organization

Marlin Eckhoff

From: Bettina Magas <bettinamagas@yahoo.com>
Sent: Sunday, August 17, 2025 8:37 PM
To: Marlin Eckhoff
Subject: 96 Apartment Units by Woodbury Park

Dear Marlin:

I will not be able to attend the public hearing Monday, August 18, 2025, but do have several concerns.

I am under the impression the city has already purchased the proposed sight. Is that correct?

This is not an optimal location for an area that already has a lot of traffic and now you want to add at a minimum 96 more vehicles.

I do not believe a 96 unit apartment complex is an investment the City of Craig should be considering.

If there is a need, which I'm not convinced there is a need, the city should propose incentives to private businesses, not tie the city up with such an expensive investment.

The city has already invested in townhomes that are not selling and because of the grant requirements can not rent. Even a price

reduction has not been an incentive for buyers. Why would anyone; you, the mayor and city council members think "wow the first

investment in housing was such a failure, let's invest in another outrageous plan".

With Trapper Mine, ColoWyo and the plant all shutting down in the very near future, will there be a need for this type of housing?

I do not think there will be. Although there have been rumors of businesses coming in to the area, nothing is

guaranteed. The city will

be losing a large tax base with the closing of these three entities. Many people will not be able to continue living in Craig, thus an additional

cut in revenue for the city.

There are already many homes for sale in the area and I am sure with the mines and plant closing there will be many more, so housing is

not going to be scarce.

The proposed rent for the apartment complex is not renter friendly. \$1300+ for a studio is not affordable. That doesn't include utilities,

phone, internet, etc.. I think you all have forgotten what living on a minimum wage budget is. If someone can afford this, they would

be much better off buying.

As you can tell by now, I am not a supporter of this plan and my hope is that you, the mayor and the city council will reconsider getting

involved in another housing project.

Sincerely,

Bettina Magas

Warning! this email originated from outside of the organization

Marlin Eckhoff

From: David Royer <ezhogan@yahoo.com>
Sent: Sunday, August 17, 2025 1:05 PM
To: Marlin Eckhoff
Subject: Meadows apartments

Marlin,

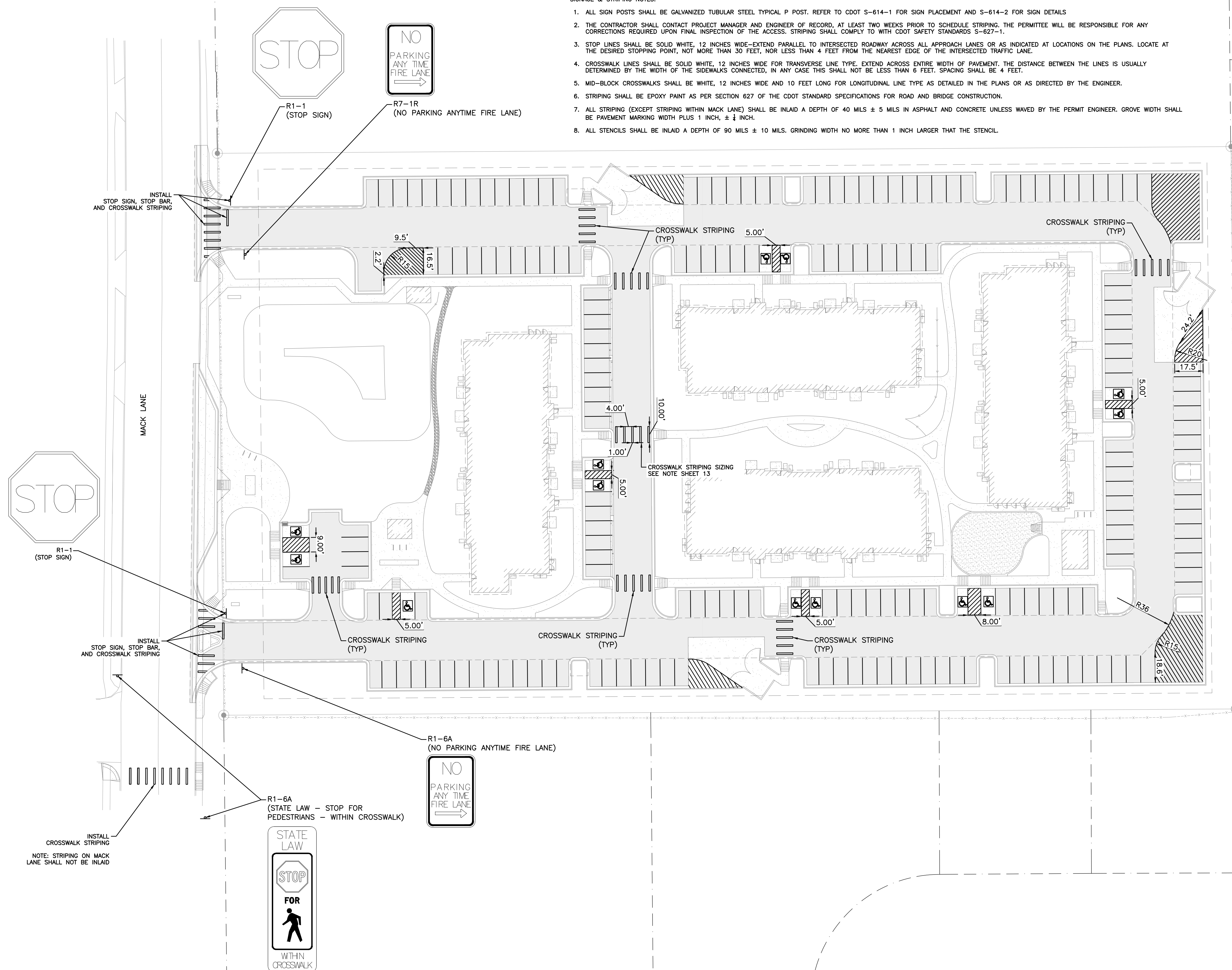
The project looks good and I'm in favor of it.

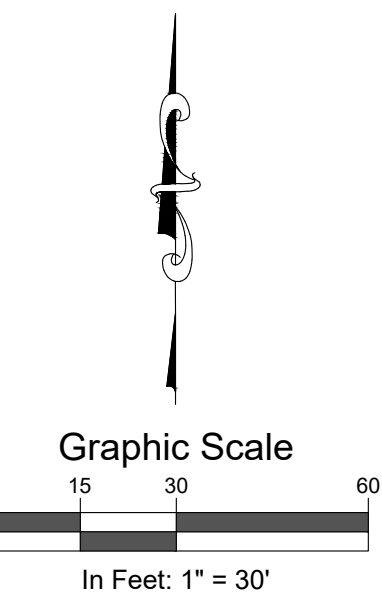
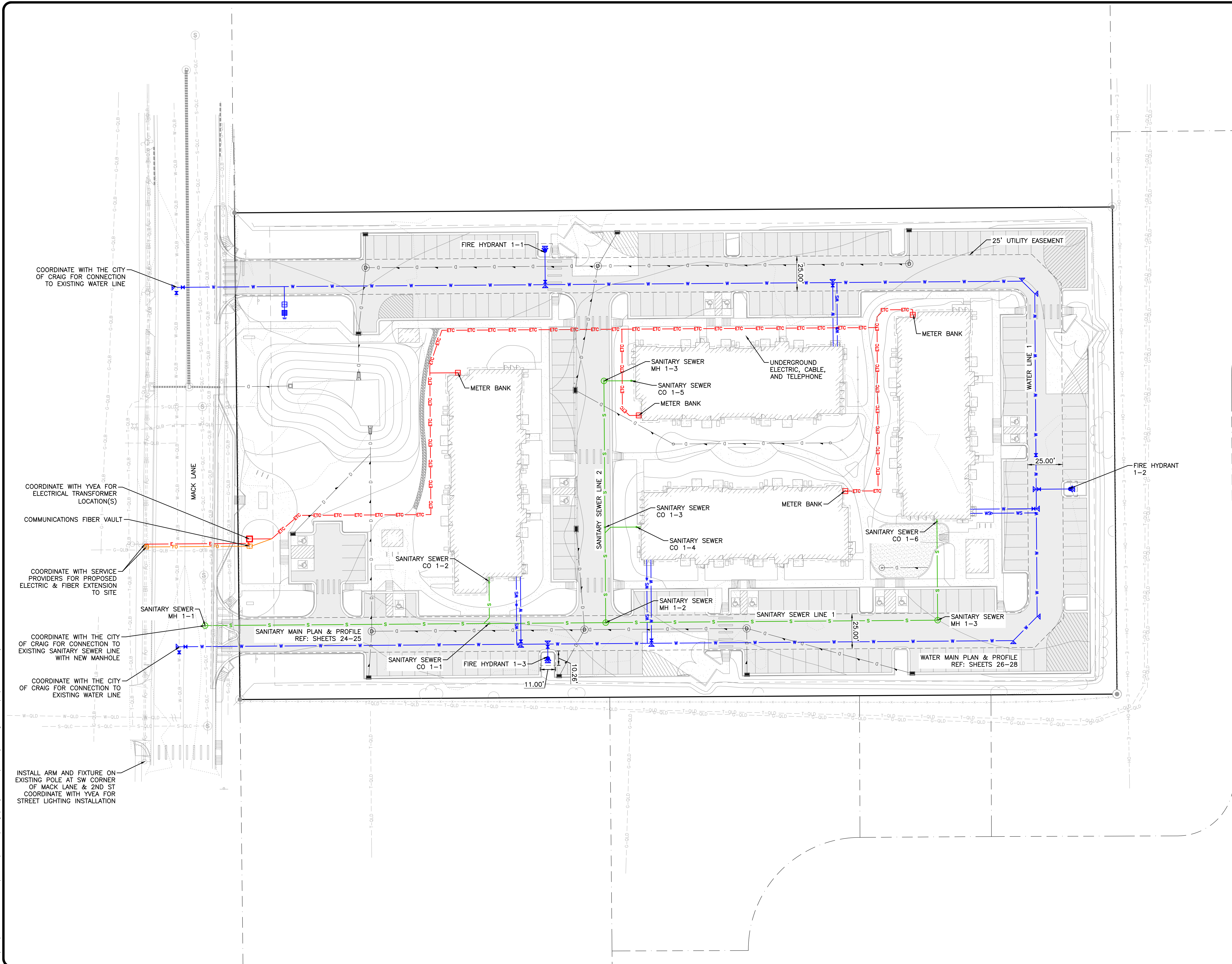
Thank you for soliciting my comments.

Sincerely, David Royer

[Yahoo Mail: Search, Organize, Conquer](#)

Warning! this email originated from outside of the organization



[illegible]

Utility Plan

LANDSCAPE NOTES

- THE CONTRACTOR SHALL FOLLOW THE LANDSCAPE PLANS AND SPECIFICATIONS AS CLOSELY AS POSSIBLE. ANY SUBSTITUTION OR ALTERATION SHALL NOT BE ALLOWED WITHOUT APPROVAL OF THE OWNER'S REPRESENTATIVE. OVERALL PLANT QUANTITY AND QUALITY SHALL BE CONSISTENT WITH THE PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES. GRAPHIC QUANTITIES TAKE PRECEDENCE OVER WRITTEN QUANTITIES.
- THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT AND TAG ALL PLANT MATERIAL PRIOR TO SHIPPING TO THE SITE. IN ALL CASES, THE OWNER'S REPRESENTATIVE MAY REJECT PLANT MATERIAL AT THE SITE IF MATERIAL IS DAMAGED, DISEASED, OR DECLINING IN HEALTH AT THE TIME OF ONSITE INSPECTIONS OR IF THE PLANT MATERIAL DOES NOT MEET THE MINIMUM SPECIFIED STANDARD IDENTIFIED ON THE PLANS AND IN THE SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE FOR INSPECTION AND APPROVAL OF ALL MATERIALS AND PRODUCTS PRIOR TO INSTALLATION.
- THE OWNER'S REPRESENTATIVE MAY ELECT TO UPSIZE PLANT MATERIAL AT THEIR DISCRETION BASED ON SELECTION, AVAILABILITY, OR TO ENHANCE SPECIFIC AREAS OF THE PROJECT. THE CONTRACTOR SHALL VERIFY PLANT MATERIAL SIZES WITH OWNER'S REPRESENTATIVE PRIOR TO PURCHASING, SHIPPING OR STOCKING OF PLANT MATERIALS.
- THE CONTRACTOR SHALL WARRANTY ALL CONTRACTED WORK AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER SUBSTANTIAL COMPLETION HAS BEEN ISSUED BY THE OWNER'S REPRESENTATIVE FOR THE ENTIRE PROJECT UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS OR SPECIFICATIONS.
- REFER TO IRRIGATION PLANS FOR LIMITS AND TYPES OF IRRIGATION DESIGNED FOR THE LANDSCAPE. IN NO CASE SHALL IRRIGATION BE EMITTED WITHIN THE MINIMUM DISTANCE FROM BUILDING OR WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT. ALL IRRIGATION DISTRIBUTION LINES, HEADS AND EMITTERS SHALL BE KEPT OUTSIDE THE MINIMUM DISTANCE AWAY FROM ALL BUILDING AND WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT.
- LANDSCAPE MATERIAL LOCATIONS SHALL HAVE PRECEDENCE OVER IRRIGATION MAINLINE AND LATERAL LOCATIONS. COORDINATE INSTALLATION OF IRRIGATION EQUIPMENT SO THAT IT DOES NOT INTERFERE WITH THE PLANTING OF TREES OR OTHER LANDSCAPE MATERIAL.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE EXISTS IN ALL LANDSCAPE AREAS. SURFACE DRAINAGE ON LANDSCAPE AREAS SHALL NOT FLOW TOWARD STRUCTURES AND FOUNDATIONS. MAINTAIN SLOPE AWAY FROM FOUNDATIONS PER THE GEOTECHNICAL REPORT RECOMMENDATIONS. ALL LANDSCAPE AREAS BETWEEN WALKS AND CURBS SHALL DRAIN FREELY TO THE CURB UNLESS OTHERWISE IDENTIFIED ON THE GRADING PLAN. IN NO CASE SHALL THE GRADE, TURF THATCH, OR OTHER LANDSCAPE MATERIALS DAM WATER AGAINST WALKS. MINIMUM SLOPES ON LANDSCAPE AREAS SHALL BE 2%; MAXIMUM SLOPE SHALL BE 25% UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENEED TO A DEPTH OF 8" - 12" AND AMENDED PER SPECIFICATIONS.
- ALL LANDSCAPED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION AT AS NOTED IN THE MATERIAL SCHEDULE AND/OR TECHNICAL SPECIFICATIONS.
- TREES SHALL NOT BE LOCATED IN DRAINAGE SWALES, DRAINAGE AREAS, OR UTILITY EASEMENTS. CONTACT OWNER'S REPRESENTATIVE FOR RELOCATION OF PLANTS IN QUESTIONABLE AREAS PRIOR TO INSTALLATION.
- THE CENTER OF EVERGREEN TREES SHALL NOT BE PLACED CLOSER THAN 8' AND THE CENTER OF ORNAMENTAL TREES CLOSER THAN 6' FROM A SIDEWALK, STREET OR DRIVE LANE. EVERGREEN TREES SHALL NOT BE LOCATED ANY CLOSER THAN 15' FROM IRRIGATION ROTOR HEADS. NOTIFY OWNER'S REPRESENTATIVE IF TREE LOCATIONS CONFLICT WITH THESE STANDARDS FOR FURTHER DIRECTION.
- ALL EVERGREEN TREES SHALL BE FULLY BRANCHED TO THE GROUND AND SHALL NOT EXHIBIT SIGNS OF ACCELERATED GROWTH AS DETERMINED BY THE OWNER'S REPRESENTATIVE.
- ALL TREES ARE TO BE STAKED AND GUYED PER DETAILS FOR A PERIOD OF 1 YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STAKES AT THE END OF 1 YEAR FROM ACCEPTANCE OF LANDSCAPE INSTALLATION BY THE OWNER'S REPRESENTATIVE. OBTAIN APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO REMOVAL.
- ALL TREES INSTALLED ABOVE RETAINING WALLS UTILIZING GEO-GRID MUST BE HAND DUG TO PROTECT GEO-GRID. IF GEO-GRID MUST BE CUT TO INSTALL TREES, APPROVAL MUST BE GIVEN BY OWNER'S REPRESENTATIVE PRIOR TO DOING WORK.
- ALL TREES IN SEED OR TURF AREAS SHALL RECEIVE MULCH RINGS CONTAINING SPECIFIED WOOD MULCH; REFER TO MATERIAL SCHEDULE. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE FOR ANY TREES THAT WILL NOT BE MULCHED FOR EXCESSIVE MOISTURE REASONS.
- PLANTING BEDS ARE TO BE CONTAINED BY SPECIFIED EDGER; REFER TO MATERIAL SCHEDULE. EDGER IS NOT REQUIRED WHEN ADJACENT TO CURBS, WALLS, WALKS OR SOLID FENCES WITHIN 3" OF PRE-MULCHED FINAL GRADE. EDGER SHALL NOT BE REQUIRED TO SEPARATE MULCH TYPES UNLESS SPECIFIED ON THE PLANS.
- PLANTING BEDS TO BE MULCHED WITH SPECIFIED MULCH; REFER TO MATERIAL SCHEDULE.
- AT SEED AREA BOUNDARIES ADJACENT TO EXISTING NATIVE AREAS, OVERLAP ABUTTING NATIVE AREAS BY THE FULL WIDTH OF THE SEEDER.
- EXISTING TURF AREAS THAT ARE DISTURBED DURING CONSTRUCTION, ESTABLISHMENT AND THE MAINTENANCE PERIOD SHALL BE RESTORED WITH NEW SOD TO MATCH EXISTING TURF SPECIES. DISTURBED NATIVE AREAS WHICH ARE TO REMAIN SHALL BE OVER SEEDED AND RESTORED WITH SPECIFIED SEED MIX.
- CONTRACTOR SHALL OVER SEED ALL MAINTENANCE OR SERVICE ACCESS BENCHES AND ROADS WITH SPECIFIED SEED MIX UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL SEEDED SLOPES EXCEEDING 25% IN GRADE (4:1) SHALL RECEIVE EROSION CONTROL BLANKETS.
- WHEN COMPLETE, ALL GRADES SHALL BE WITHIN +/- 1/8" OF FINISHED GRADES AS SHOWN ON THE PLANS.
- SOFT SURFACE TRAILS SHALL BE CONTAINED WITH SPECIFIED METAL EDGER; REFER TO MATERIAL SCHEDULE.
- PRIOR TO THE PLACEMENT OF MULCH AND WEED BARRIER FABRIC, A GRANULAR, PRE-EMERGENT, WEED CONTROL AGENT SHALL BE ADDED TO ALL PLANTING BEDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION, EXCEPT AROUND ORNAMENTAL GRASSES.
- THE CONTRACTOR IS EXPECTED TO KNOW AND UNDERSTAND THE CITY AND COUNTY SPECIFICATIONS FOR LANDSCAPE AND IRRIGATION. IN CASES OF DISCREPANCIES THE HIGHER OF THE TWO STANDARDS SHALL HAVE PRECEDENCE.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL IMPROVEMENTS SHOWN OR INDICATED ON THE APPROVED LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT.

IRRIGATION NOTES

- ALL LANDSCAPE AREAS WITHIN THE SITE INCLUDING TURF, SHRUB BEDS AND NATIVE SEED AREAS SHALL BE IRRIGATED WITH A PERMANENT, AUTOMATIC IRRIGATION SYSTEM. ALL TURF AND NATIVE SEED AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS AND TREES SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP (TRICKLE) IRRIGATION SYSTEM.
- THE IRRIGATION SYSTEM SHALL BE ADJUSTED TO MEET THE WATER REQUIREMENTS OF THE INDIVIDUAL PLANT MATERIAL AND HYDROZONES.

OVERALL SITE LANDSCAPE REQUIREMENTS

LANDSCAPE AREA	AREA / SQ. FT.	REQUIRED TREES	REQUIRED SHRUBS	PROVIDED TREES	PROVIDED SHRUBS
OVERALL SITE LANDSCAPE (2 Trees/3 Shrubs per 1,000 SF)					

*MINIMUM REQUIRED SHRUB QUANTITIES WILL BE PROVIDED AT THE TIME OF CONSTRUCTION DOCUMENTS.

PARKING REQUIREMENT TABLE

LANDSCAPE AREA	AREA / SQ. FT.	PARKING STALLS	REQUIRED TREES	REQUIRED SHRUBS	PROVIDED TREES	PROVIDED SHRUBS
PARKING LOT AREA/ISLANDS (1 Tree per 5 Parking Stalls, 1 Shrub per 150 SF)						

*MINIMUM REQUIRED SHRUB QUANTITIES WILL BE PROVIDED AT THE TIME OF CONSTRUCTION DOCUMENTS.

R
M

M
D

D
M

R
R

R
MEADOWS APARTMENTS, LLC
DAVID DRAGOO
PO BOX 1267
MONTROSE, CO 81402

R
R

D

M

M

M



CODE	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
DECIDUOUS TREES								
CE OC	7	CELTIS OCCIDENTALIS	COMMON HACKBERRY	B & B	2" CAL.	LOW	40'-50'	30'-40'
GL NA	7	GLEDTISIA TRIACANTHOS INERMIS 'HARVE'	NORTHERN ACCLAIM® HONEY LOCUST	B & B	2" CAL.	LOW	40'-50'	30'-40'
GL TR	12	GLEDTISIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	B & B	2" CAL	LOW	40'-50'	30'-40'
PO AN	15	POPULUS ANGUSTIFOLIA	NARROWLEAF COTTONWOOD	B & B	2.5" CAL.	MOD	40'-50'	25'-30'
PO TR	34	POPULUS TREMULOIDES	QUAKING ASPEN	B & B	2" CAL	MOD	40'-50'	10'-15'
PR SH	6	PRUNUS VIRGINIANA 'SCHUBERT'	SCHUBERT CHOKECHERRY	B & B	2.5" CAL.	LOW	25'-30'	15'-20'
EVERGREEN TREES								
AB CO	9	ABIES CONCOLOR	WHITE FIR	B & B	6' HEIGHT	MOD	50'-80'	25'-30'
PI PU	11	PICEA PUNGENS	COLORADO SPRUCE	B & B	6' HEIGHT	MOD	40'-50'	25'-30'
PI BE	5	PICEA PUNGENS 'BABY BLUE EYES'	BABY BLUE EYES COLORADO BLUE SPRUCE	B & B	6' HEIGHT	MOD	25'-30'	10'-15'
PI AR	7	PINUS ARISTATA	BRISTLECONE PINE	B & B	6' HEIGHT	LOW	30'-40'	15'-20'
PI LA	5	PINUS CONTORTA LATIFOLIA	LODGEPOLE PINE	B & B	6' HEIGHT	LOW	50'-80'	10'-15'
ORNAMENTAL TREES								
AC GR	10	ACER GRANDIDENTATUM ROCKY MOUNTAIN GLOW	ROCKY MOUNTAIN GLOW MAPLE	B & B	1.5" CAL.	LOW	25'-30'	25'-30'
AC HW	3	ACER TATARICUM 'HOT WINGS'	HOT WINGS TATARIAN MAPLE	B & B	1.5" CAL	LOW	15'-20'	15'-20'
AM AB	8	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	B & B	1.5" CAL.	LOW	15'-25'	15'-20'
MA SS	3	MALUS X 'SPRING SNOW'	SPRING SNOW CRAB APPLE	B & B	1.5" CAL.	LOW	15'-25'	20'-25'
MA TH	9	MALUS X 'THUNDERCHILD'	THUNDERCHILD CRAB APPLE	B & B	1.5" CAL	LOW	15'-20'	15'-20'
PO ER	16	POPULUS TREMULOIDES 'ERECTA'	COLUMNAR QUAKING ASPEN	B & B	1.5" CAL	MOD	30'-40'	10'-15'

<u>CODE</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>ROOT</u>	<u>SIZE</u>	<u>WATER USE</u>	<u>HEIGHT</u>	<u>SPREAD</u>
<u>DECIDUOUS SHRUBS</u>							
AR CN	ARTEMISIA CANA	SILVER SAGEBRUSH	CONT.	#5	VERY LOW	4'-5'	2'-3'
CE MO	CEROCARPUS MONTANUS	ALDERLEAF MOUNTAIN MAHOGANY	CONT.	#5	VERY LOW	7'-8'	5'-6'
CO AF	CORNUS SERICEA 'ARCTIC FIRE'	ARCTIC FIRE DOGWOOD	CONT.	#5	MOD	3'-4'	3'-4'
CO CO	CORNUS SERICEA COLORADENSIS	COLORADO RED TWIG DOGWOOD	CONT.	#5	MOD	6'-7'	11'-12'
CO PE	COTONEASTER ACUTIFOLIUS (LUCIDUS)	PEKING COTONEASTER	CONT.	#5	LOW	9'-12'	9'-10'
HO DU	HOLIDISCUS DUMOSUS	ROCK SPIREA	CONT.	#5	LOW	5'-6'	5'-6'
LO AR	LONICERA TATARICA 'ARNOLD'S RED'	ARNOLD'S RED HONEYSUCKLE	CONT.	#1	LOW	9'-12'	9'-10'
PH MO	PHYSOCARPUS MONOGYNUS	MOUNTAIN NINEBARK	CONT.	#5	LOW	3'-4'	3'-4'
PO PB	POTENTILLA FRUTICOSA 'PINK BEAUTY'	PINK BEAUTY POTENTILLA	CONT.	#5	LOW	2'-3'	2'-3'
PO GF	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL	CONT.	#5	LOW	2'-3'	3'-4'
PR BE	PRUNUS BESSEYI 'PAWNEE BUTTES'	PAWNEE BUTTES SAND CHERRY	CONT.	#5	VERY LOW	1'-2'	5'-6'
RH AR	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	CONT.	#5	MOD	2'-3'	7'-8'
RI AL	RIBES ALPINUM	ALPINE CURRANT	CONT.	#5	LOW	5'-6'	5'-6'
RO WO	ROSA WOODSII	MOUNTAIN ROSE	CONT.	#5	LOW	5'-6'	5'-6'
SY VU	SYRINGA VULGARIS	COMMON PURPLE LILAC	CONT.	#5	LOW	15' <	11'-12'
SY AL	SYRINGA VULGARIS 'ALBA'	WHITE COMMON LILAC	CONT.	#5	LOW	15' <	11'-12'
VI MA	VIBURNUM CARLESII SPICE BABY	KOREANSPICE VIBURNUM	CONT.	#5	MOD	4'-5'	4'-5'
<u>EVERGREEN SHRUBS</u>							
AR UV	ARCTOSTAPHYLOS UVA-URSII	KINNIKINICK	CONT.	#1	LOW	<1'	4'-5'
JU CC	JUNIPERUS SABINA 'CALGARY CARPET' TM	CALGARY CARPET JUNIPER	CONT.	#5	LOW	1'-2'	7'-8'
PI GL	PICEA PUNGENS 'GLAUCOA GLOBOSA'	BLUE GLOBE COLORADO SPRUCE	CONT.	#5	MOD	9'-12'	9'-10'
PI ME	PICEA PUNGENS 'MESA VERDE'	MESA VERDE COLORADO SPRUCE	CONT.	#5	MOD	2'-3'	5'-6'
PI MU	PINUS MUGO 'WHITE BUD'	WHITE BUD MUGO PINE	CONT.	#5			

AN GE	ANDROPOGON GERARDII	BIG BLUESTEM	CONT.	#5	LOW	5'-6'	2'-3'
BO GR	BOUTELOUA GRACILIS	BLUE GRAMA GRASS	CONT.	#5	VERY LOW	1'-2'	1'-2'
BO BA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLOND AMBITION BLUE GRAMA GRASS	CONT.	#1	VERY LOW	2'-3'	1'-2'
PA SH	PANICUM VIRGATUM 'SHENANDOAH'	SWITCH GRASS	CONT.	#5	LOW	3'-4'	1'-2'

AC MI	ACHILLEA MILLEFOLIUM	COMMON YARROW	CONT.	#1	LOW	1'-2'	2'-3'
AJ RE	AJUGA REPTANS	CARPET BUGLE	CONT.	#1	MOD	<1'	1'-2'
AL RO	ALCEA ROSEA	HOLLYHOCK	CONT.	#1	LOW	5'-6'	2'-3'
AN MC	ANTENNARIA X 'MCCLINTOCK'	MCCLINTOCK PUSSYTOES	CONT.	#1	VERY LOW	<1'	<1'
AQ CA	AQUILEGIA CAERULEA	ROCKY MOUNTAIN COLUMBINE	CONT.	#1	MOD	1'-2'	1'-2'
AR FR	ARTEMISIA FRIGIDA	FRINGED WORMWOOD	CONT.	#1	VERY LOW	1'-2'	1'-2'
AR SC	ARTEMISIA SCHMIDTIANA	SILVER MOUND ARTEMISIA	CONT.	#1	LOW	1'-2'	1'-2'
AU GO	AURINIA SAXATILIS 'GOLD BALL'	GOLD BALL BASKET OF GOLD	CONT.	#1	LOW	<1'	1'-2'
CE TO	CERASTIUM TOMENTOSUM	SNOW IN SUMMER	CONT.	#1	LOW	<1'	1'-2'
CL MO	CLEMATIS INTEGRIFOLIA 'MONGOLIAN BELLS' TM	MONGOLIAN BELLS BUSH CLEMATIS	CONT.	#1	MOD	1'-2'	1'-2'
DI DO	DIANTHUS BARBATUS 'DOUBLE DWARF'	DOUBLE DWARF SWEET WILLIAM	CONT.	#1	MOD	<1'	<1'
DJ ZI	DIANTHUS DELTOIDES 'ZING ROSE'	ZING ROSE MAIDEN PINK	CONT.	#1	MOD	<1'	<1'
DI FI	DIANTHUS X 'FIRST LOVE'	FIRST LOVE DIANTHUS	CONT.	#1	MOD	1'-2'	<1'
HE ST	HEMEROCALLIS X 'STELLA D'ORO'	STELLA D'ORO DAYLILY	CONT.	#1	LOW	1'-2'	1'-2'
HE PO	HEMEROCALLIS X 'PURPLE D'ORO'	PURPLE D'ORO DAYLILY	CONT.	#1	LOW	1'-2'	1'-2'
HO ME	HOSTA X 'UNDULATA MEDIOVARIEGATA'	UNDULATA MEDIOVARIEGATA HOSTA	CONT.	#1	MOD	1'-2'	1'-2'
IR RO	IRIS MISSOURIENSIS	WESTERN BLUE IRIS	CONT.	#1	LOW	1'-2'	1'-2'
PA NU	PAPAVER NUDICAULE	ICELAND POPPY	CONT.	#1	MOD	1'-2'	1'-2'
PH CA	PHLOX SUBULATA 'CANDY STRIPE'	CANDY STRIPE CREEPING PHLOX	CONT.	#1	LOW	<1'	1'-2'
PH EM	PHLOX SUBULATA 'EMERALD CUSHION BLUE'	EMERALD CUSHION BLUE CREEPING PHLOX	CONT.	#1	LOW	<1'	1'-2'
SE AN	SEDUM X 'ANGELINA'	ANGELINA SEDUM	CONT.	4' POT	LOW	<1'	1'-2'
SE PP	SEDUM X 'BLUE SPRUCE'	BLUE CREEPING STONECROP	CONT.	4' POT	LOW	<1'	1'-2'
SE NB	SEDUM X 'DRAGON'S BLOOD'	DRAGON'S BLOOD STONECROP	CONT.	4' POT	LOW	<1'	1'-2'
VE PE	VERONICA PECTINATA	WOOLLY CREEPING SPEEDWELL	CONT.	#1	LOW	<1'	1'-2'

	COMMON NAME	SCIENTIFIC NAME	VARIETY	PER ACRE	PER ACRE
	SAND BLUESTEM	ANDROPOGON HALLII	GARDEN	3.5	
	SIDE-OATS GRAMA	BOULETELOIA CURTIPENDULA	BUTTE	3	
	PRAIRIE SANDREED	CALAMOVILFA LONGIFOLIA	GOSHEN	3	
	INDIAN RICEGRASS	ORYZOPSIS HYMENOIDES	PALOMA	3	
	SWITCHGRASS	PANICUM VIRGATUM	BLACKWELL	4	
	WESTERN WHEATGRASS	PASCOPYRUM SMITHII	ARIBA	3	
	LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM	PATURA	3	
	ALKALI SACATON	SPOROBOLUS AIROIDES		3	
	SAND DROPSEED	SPOROBOLUS CRYPTANDRUS		3	
	*PASTURE SAGE	ARTEMISIA FRIGIDA			2
	*BLUE ASTER	ASTER LAEVIS			4
	*BLANKET FLOWER	GAILLARDIA ARISTATA			8
	*PRAIRIE CONEFLOWER	RATIBIDA COLUMNIFERA			4
	*PURPLE PRAIRIECLOVER	DALEA (ENTRALS) PREPARES			4
	TOTAL			27.5	22

	COMMON NAME	SCIENTIFIC NAME	PLS LBS PER ACRE	PERCENT PER ACRE
	BLUE FESCUE	FESTUCA GLAUCA	4.4	20%
	BLUE GRAMA	BOUTELOUA GRACILIS	3.3	15%
	ROCKY MOUNTAIN FESCUE	FESTUCA SAXIMONTANA	3.3	15%
	CANBY BLUEGRASS	POA SECUNDA 'CANBAR'	3.3	15%
	INDIAN RICEGRASS	ORYZOPSIS HYMENOIDES	2.2	10%
	SANDBERG BLUE	POA SECUNDA	2.2	10%
	SIDEOATS GRAMA	BOUTELOUA CURTIPENDULA	2.2	10%
	ALPINE BLUEGRASS	POA ALPINA	0.45	2.5%
	BOTTLEBRUSH SQUIRREL TAIL	ELYMUS ELYMOIDES	0.45	2.5%
	TOTAL			21.8

	COMMON NAME	SCIENTIFIC NAME	PER ACRE
	ENVIRO TURF BY TURFMASTER	TEXAS HYBRID	100%
	TOTAL		100%

CODE	DESCRIPTION	PRODUCT NAME	SUPPLIER/MANUFACTURER	MODEL #	COLOR / FINISH	SIZE / DIMENSIONS	DETAIL	NOTES
M-01	SHRUB BED AREA	ROCK MULCH	PIONEER SAND / SITEONE OR APPROVED EQUAL	N/A	MOUNTAIN GRANITE	1 1/2"	2 / LP-501	
M-02	CRUSHER FINES		PIONEER SAND / SITE ONE OR APPROVED EQUAL	N/A	GREY	3/8" +/-	5 / LP-502	
M-03	METAL EDGER	METAL EDGER	DURAEDGE OR APPROVED EQUAL	ROLLED TOP EDGE	POWDER COAT GREEN	4" X 1/4 GAUGE	4 / LP-501	TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS. REFER TO GENERAL LANDSCAPE NOTES
M-04	LANDSCAPE BOULDERS	SANDSTONE	COLORADO MATERIALS OR APPROVED EQUAL	N/A	COLORADO BUFF	REFER TO DETAIL	5 / LP-501	
M-05								
M-06								
M-07	PLAY SURFACE	ENGINEERED WOOD FIBER	FIBAR OR APPROVED EQUAL	FIBAR 200	NATURAL	SEE PLAN	2 / LP-502	INSTALL PER MANUFACTURER RECOMMENDATIONS
M-08	SOIL AMENDMENT	BIOCOMP	NAT. ORGANICS OR APPROVED EQUAL	CLASS I	N/A	N/A	N/A	REFER TO GENERAL LANDSCAPE NOTES. APPLY AT FOLLOWING RATES: SOOT/TURF: 5 CY / 1,000 SF PLANTING BEDS: 5 CY / 1,000 SF SEEDBED AREAS: 1.5 CY / 1,000 SF
M-09	WEED BARRIER FABRIC	MIRASCAP E OR APPROVED EQUAL	MIRAFI	N/A	N/A	N/A	N/A	TO BE PLACED AS NOTED IN THIS SCHEDULE
M-10	ORGANIC MULCH	CASCADE CEDAR (GORILLA HAIR)	PIONEER SAND / SITEONE OR APPROVED EQUAL	N/A	NATURAL		1 & 3 / LP-501	3" MIN. DEPTH. WEED BARRIER NOT REQUIRED. REFER TO GENERAL LANDSCAPE NOTE 1

R
M
D
M
R
rd
R

R
MEADOWS APARTMENTS, LLC
DAVID DRAGOO
PO BOX 1267
MONTROSE, CO 81402

R
R

D

M
M
M

LANDSCAPE
PLAN

LP-101

LEGEND

	PROPERTY LINE
	EASEMENT LINE
	EXISTING CONTOUR LINES
	PROPOSED CONTOUR LINES
	MOW LINE
	EXISTING FENCE LINE
	PRIVACY FENCE
	PROPOSED UTILITIES
	EXISTING UTILITIES

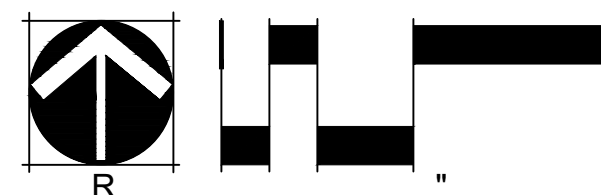
	LOW GROW NATIVE SEED MIX
	DETENTION AREA SEED MIX
	IRRIGATED SOD

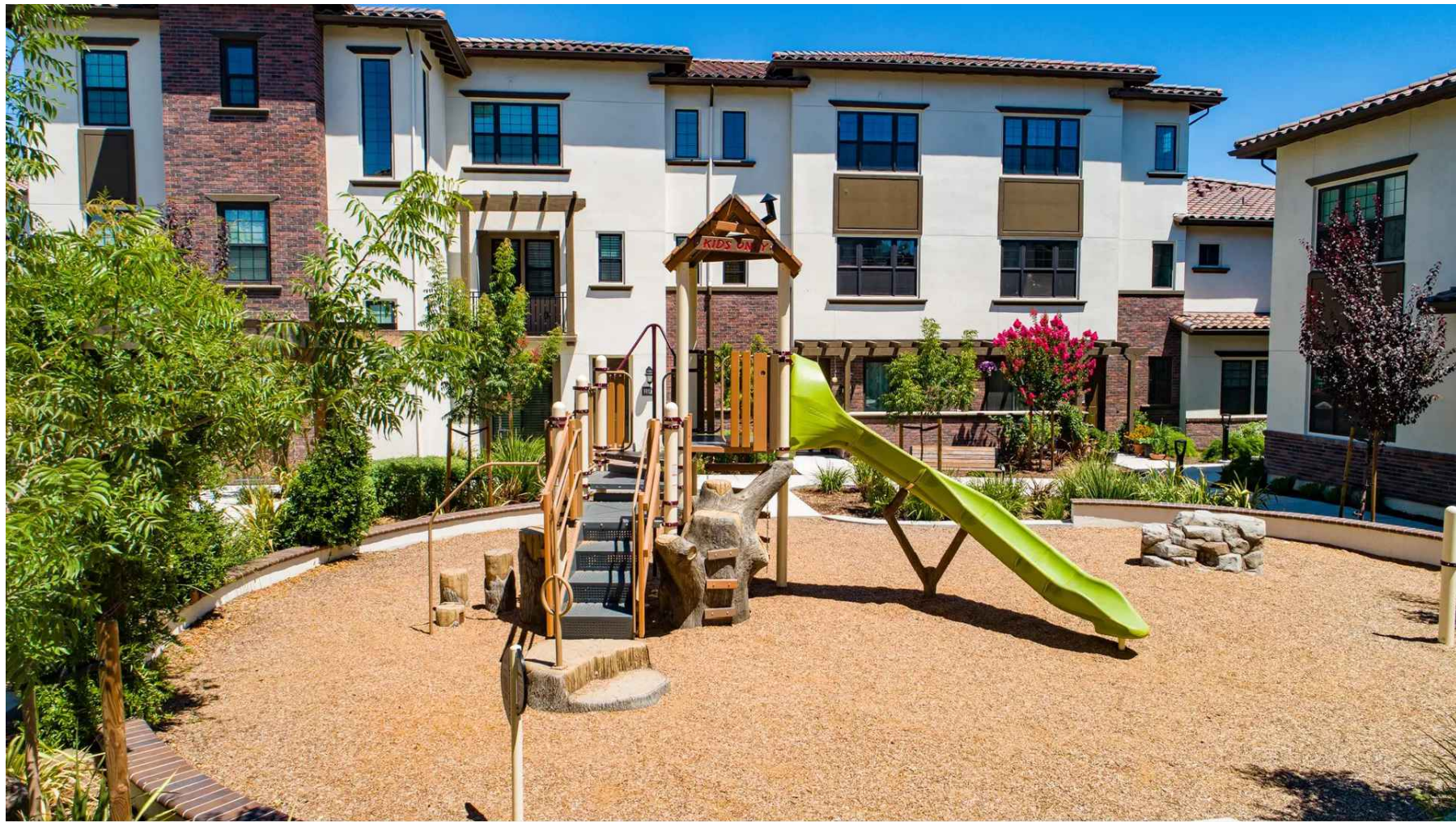
SYMBOL	CODE	DESCRIPTION
	S-01	BENCH
	S-02	TABLE
	S-03	PET STATION
	S-04	FIRE FEATURE
	S-05	ADIRONDAK CHAIR
	S-06	TRASH ENCLOSURE
	S-07	TABLE AND CHAIRS
	S-08	BIKE RACK
	S-09	PEDESTAL GRILL

SYMBOL	CODE	DESCRIPTION
	M-01	SHRUB BED AREA
	M-02	CRUSHER FINES
	M-03	METAL EDGER
	M-04	LANDSCAPE BOULDER - 1
	M-05	LANDSCAPE BOULDER - 2
	M-06	LANDSCAPE BOULDER - 3
	M-07	PLAY SURFACE

KEY NOTES

CODE	DESCRIPTION	DETAIL
N-01	FESTOON LIGHTING	
N-02	MAIL KIOSK	RE-ARCH
N-03	CITY OF CRAIG-BUS SHELTER	7 / LP-501
N-04	SHADE SHELTER	RE-ARCH
N-05	ENTRY MONUMENTATION, BY SEPARATE PERMIT	
N-06	PLAYGROUND DRAIN & DRYWELL	RECIVIL
N-07	6" PRIVACY FENCE	6 / LP-501
N-08	MAINTENANCE SHED	RE-ARCH
N-09	PLAYGROUND CLIMBING STRUCTURE	1 / LP-502
N-10	PLAYGROUND SPINNING FEATURE	2 / LP-502
N-11	INTERACTIVE PLAY PANELS	3 / LP-502





1 PLAYGROUND CLIMBING STRUCTURE

NOTE: PLAYGROUND IMAGES PROVIDED ARE FOR DESIGN INTENT ONLY. PLAYGROUND EQUIPMENT DESIGN AND SELECTIONS SUBJECT TO CHANGE AS DESIGN PROGRESSES.



2 PLAYGROUND SPINNING FEATURE



3 INTERACTIVE PLAY PANEL

R M
D
M
R
rd R

R
MEADOWS APARTMENTS, LLC
DAVID DRAGOO
PO BOX 1267
MONTROSE, CO 81402

R
R

D
M
M
M

LANDSCAPE
DETAILS

LP-502

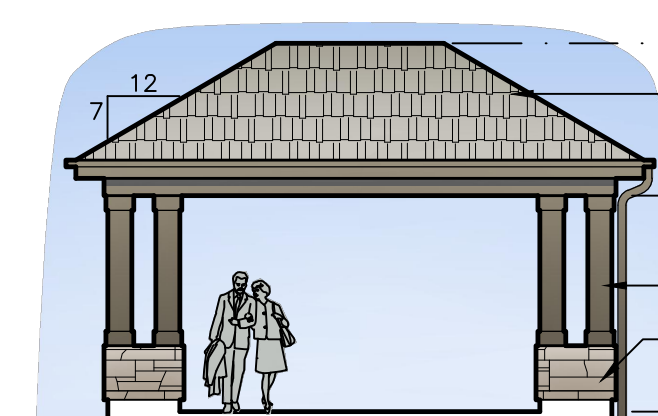




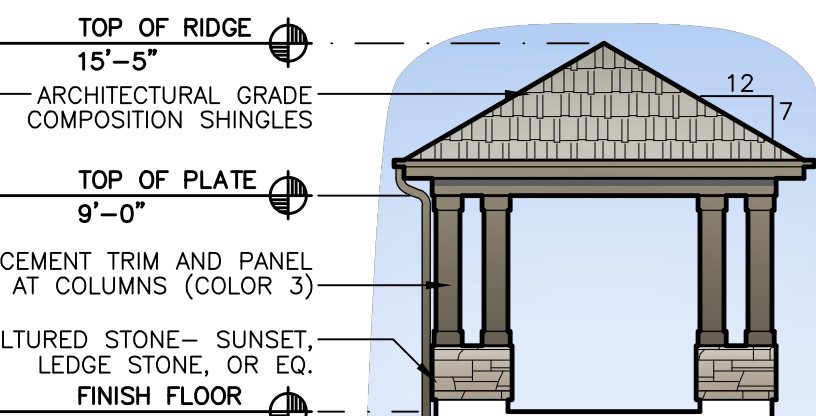
1 FRONT ELEVATION
SCALE: 1/8"=1'-0"



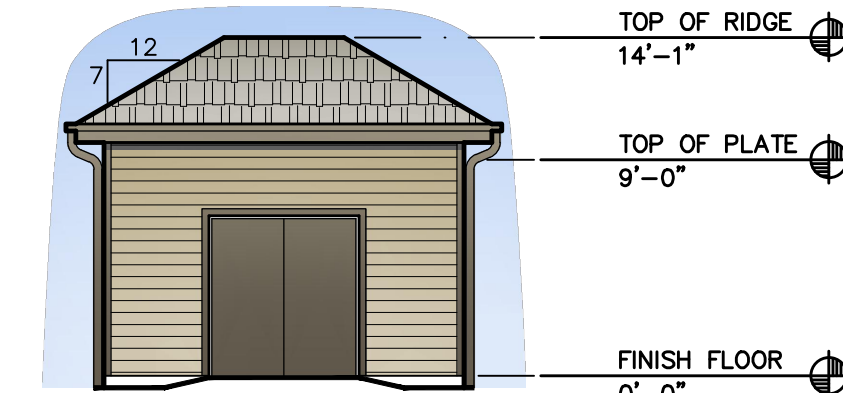
3 REAR ELEVATION
SCALE: 1/8"=1'-0"



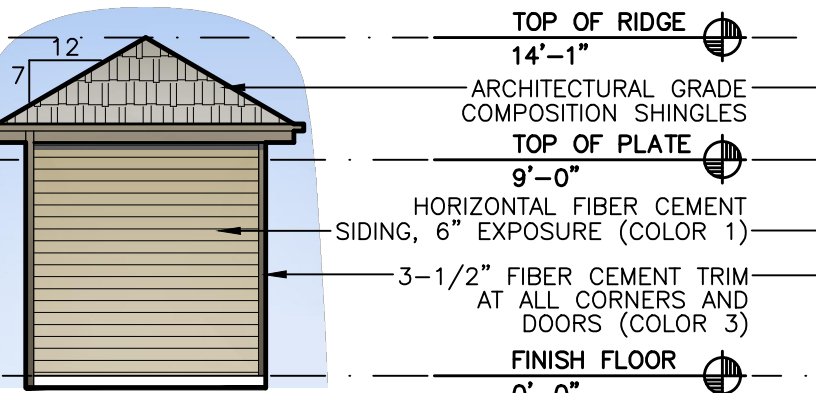
5 GAZEBO ELEV.
SCALE: 1/8"=1'-0"



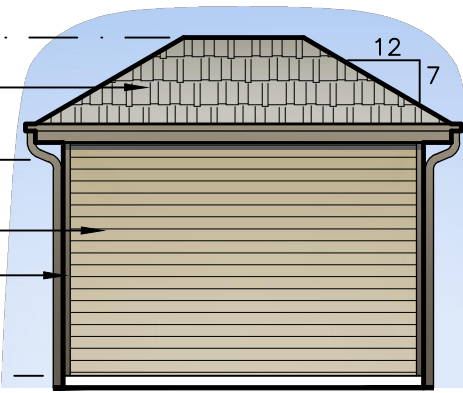
6 GAZEBO ELEV.
SCALE: 1/8"=1'-0"



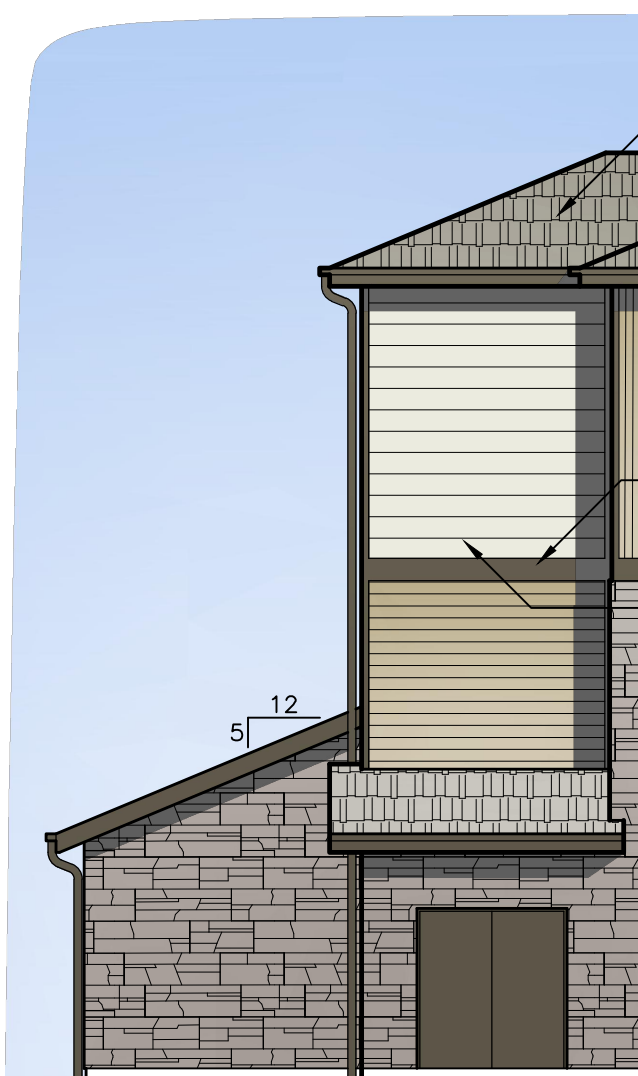
7 MAINTENANCE ELEV.
SCALE: 1/8"=1'-0"



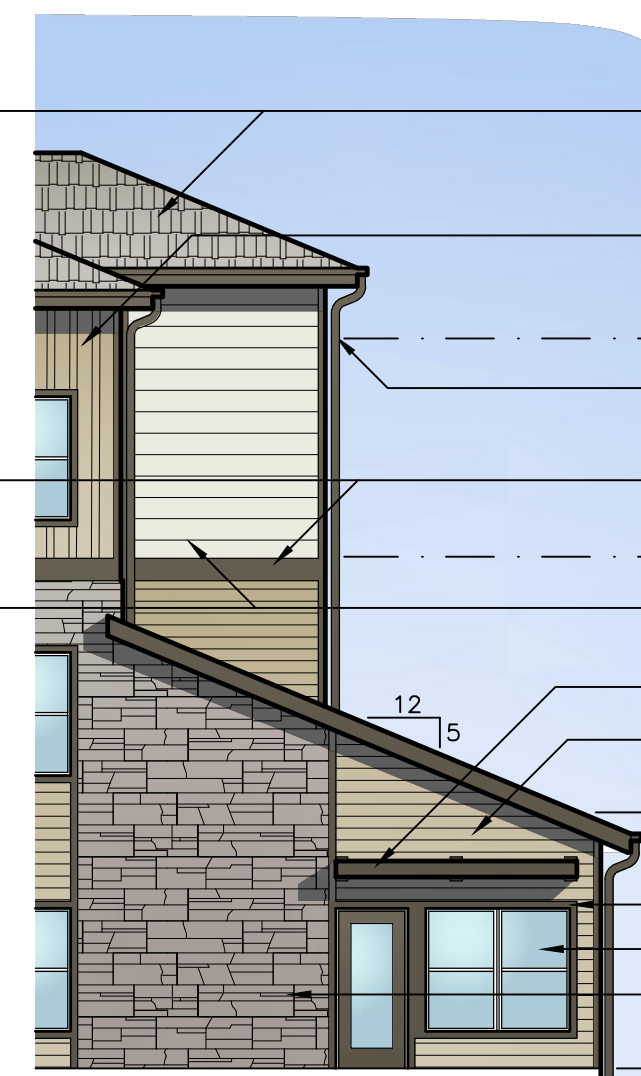
8 MAINTENANCE ELEV.
SCALE: 1/8"=1'-0"



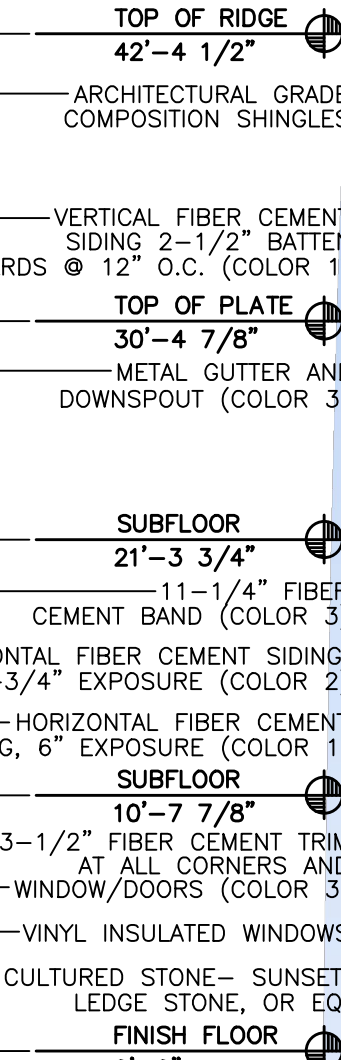
9 MAINTENANCE ELEV.
SCALE: 1/8"=1'-0"



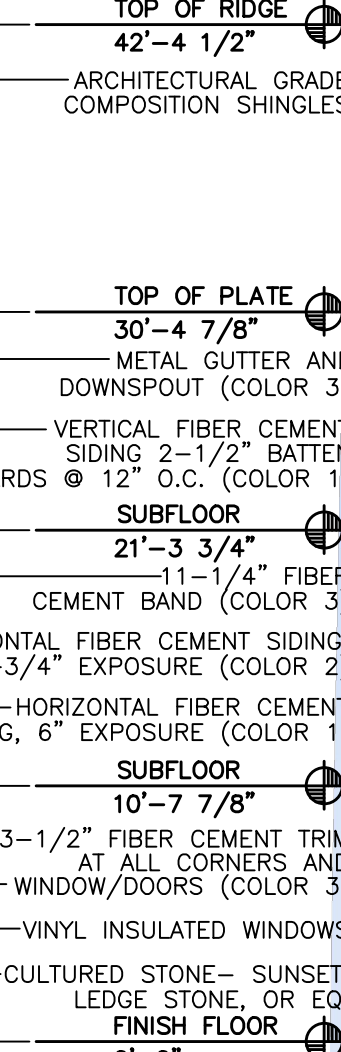
10 FRONT ELEV. BLDG. 1
SCALE: 1/8"=1'-0"



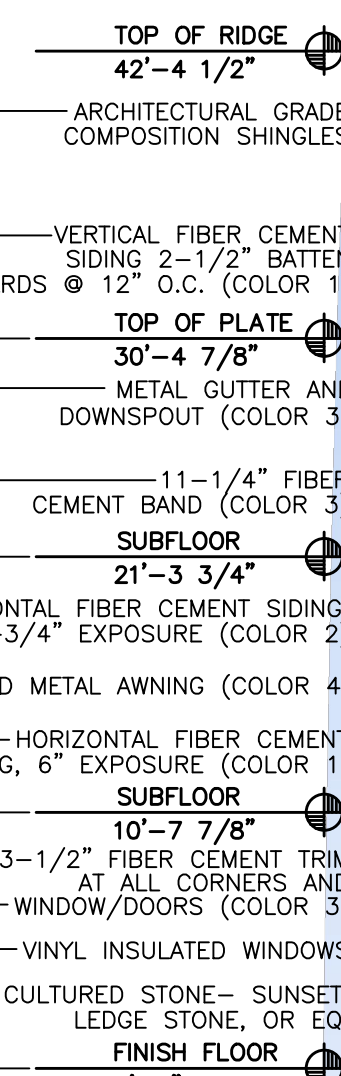
11 REAR ELEV. BLDG. 1
SCALE: 1/8"=1'-0"



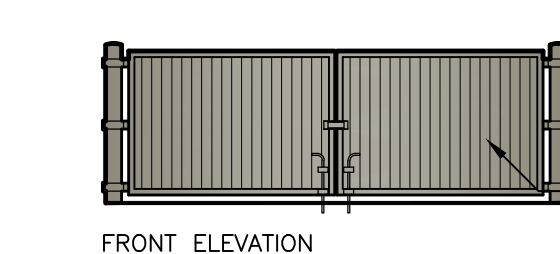
2 LEFT SIDE ELEVATION
SCALE: 1/8"=1'-0"



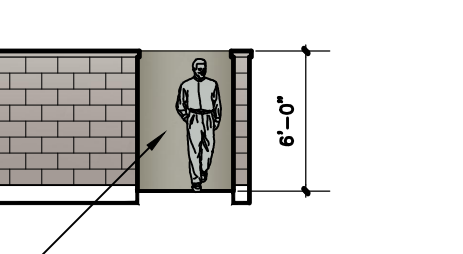
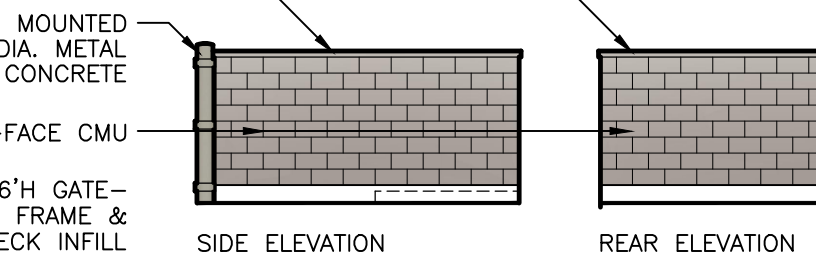
4 RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0"



12 LEFT SIDE ELEVATION- B1
SCALE: 1/8"=1'-0"



13 DUMPSTER ENCLOSURE ELEVATIONS
SCALE: 1/8"=1'-0"



13 DUMPSTER ENCLOSURE ELEVATIONS
SCALE: 1/8"=1'-0"

THIS DOCUMENT AND ITS CONTENTS ARE THE WORK PRODUCT AND PROPERTY OF WAY ARCHITECTS, P.C., WHICH RETAINS ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT.

WAY ARCHITECTS, P.C.
318 NORTH TEJON COLORADO SPRINGS, COLORADO 80903
(719) 473-8400

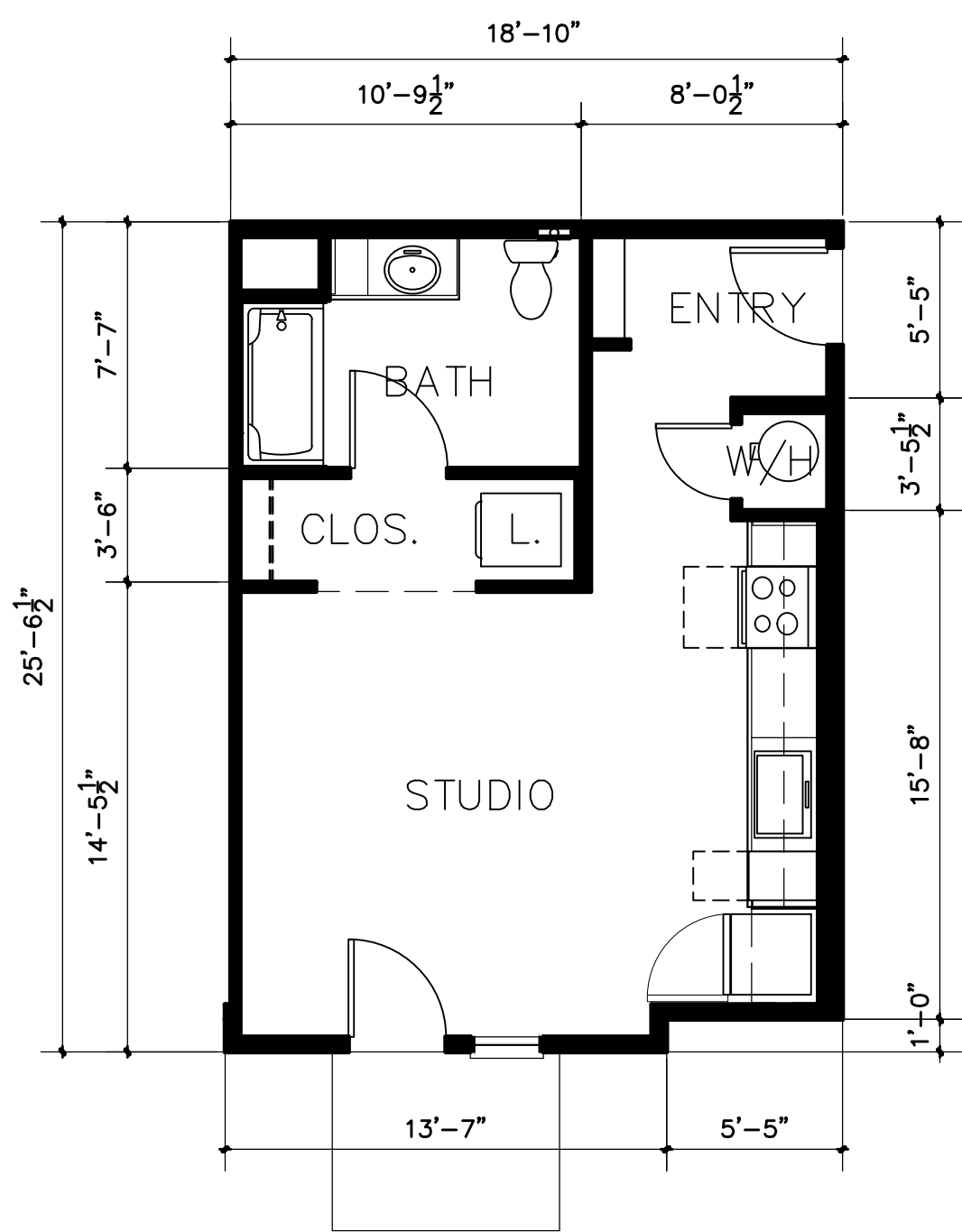
DATE	JOB NO.	DRAWN BY	CHECKED BY
07-14-25	2303	DF /JS	DF

MEADOWS APARTMENTS
NE CORNER OF MACK LANE AND WEST 2ND STREET
CRAIG, COLORADO 81625

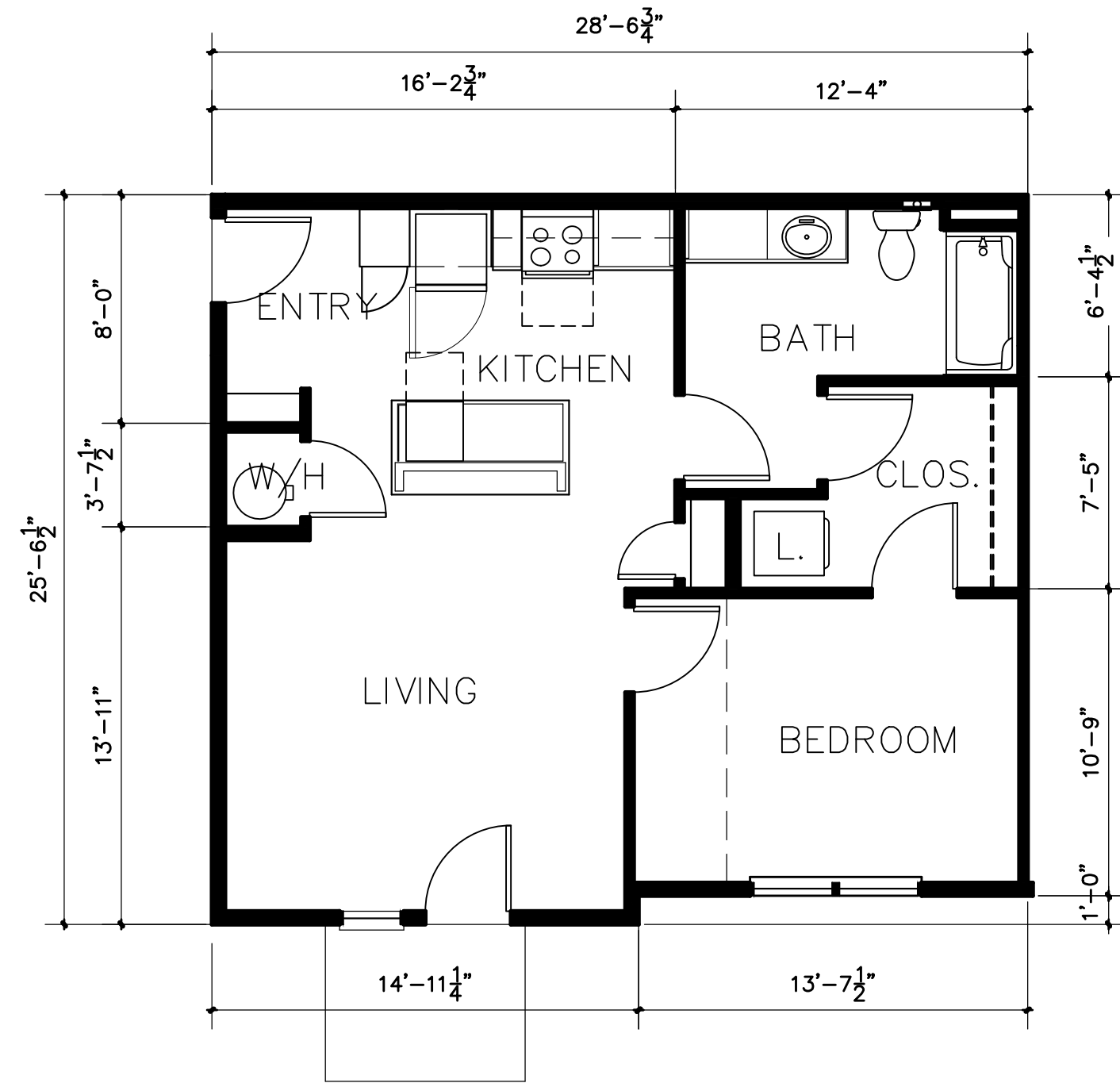
© 2025 WAY ARCHITECTS, P.C.

BUILDING ELEVATIONS

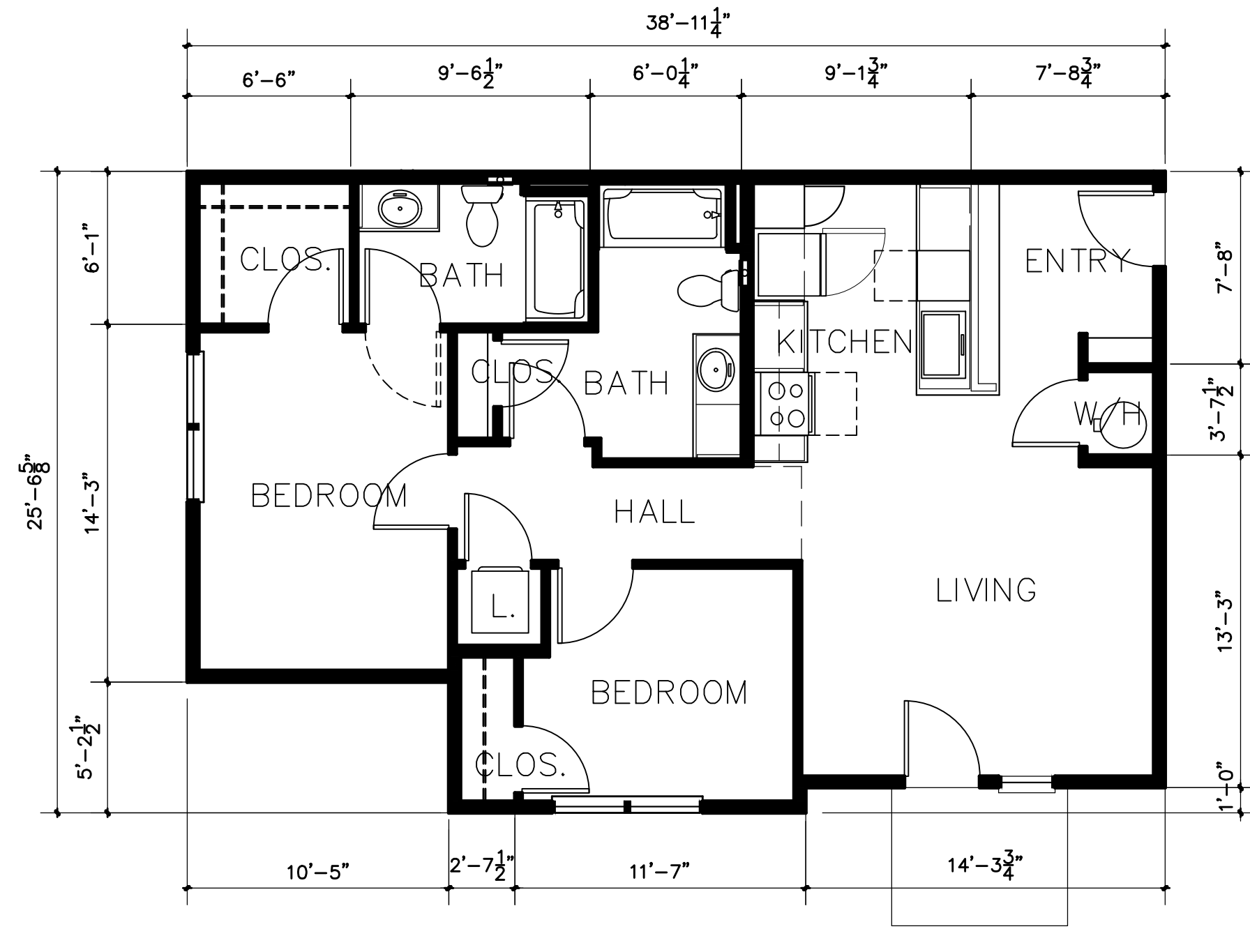
A1 OF 2



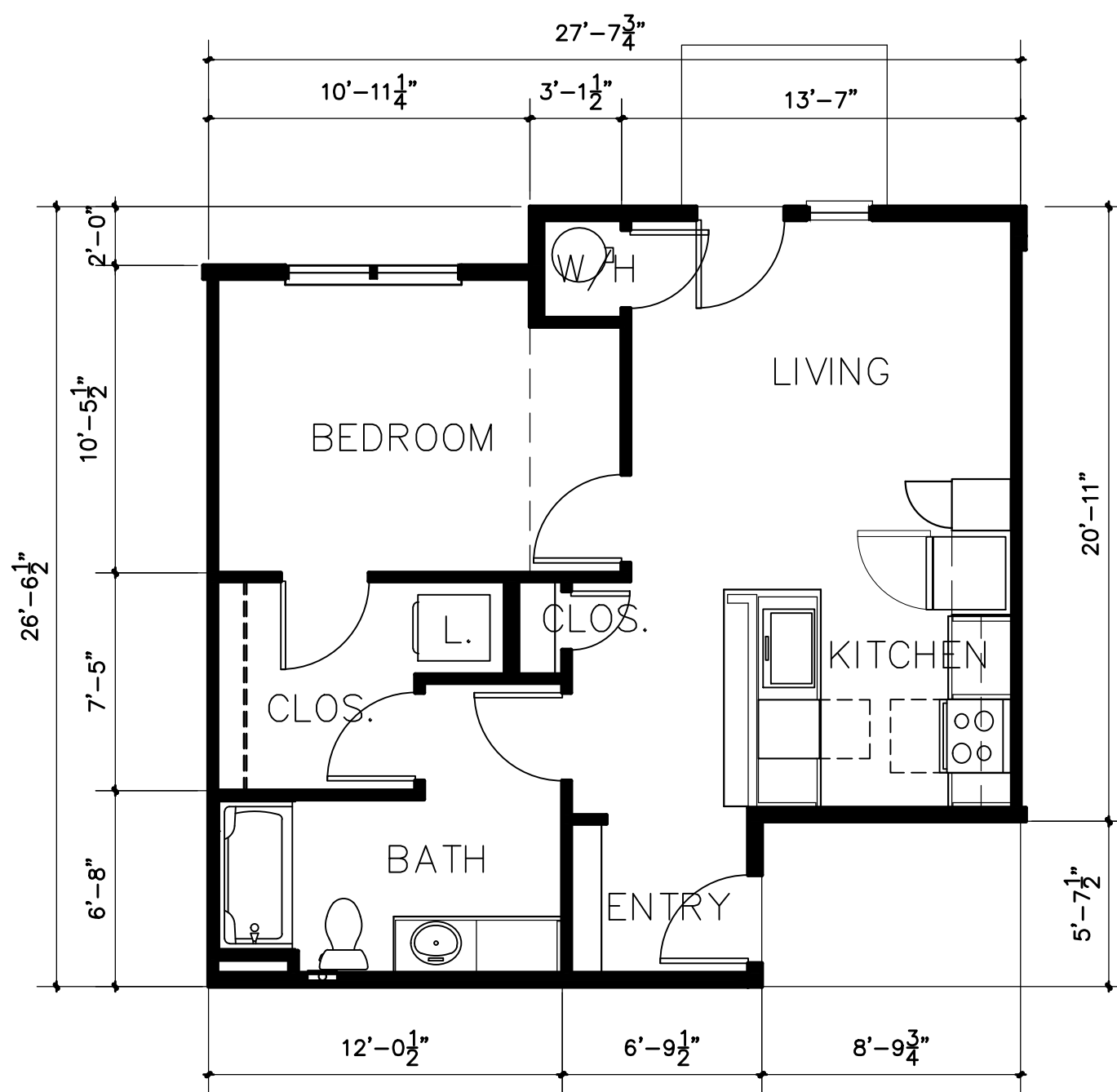
1 UNIT A - STUDIO
SCALE: 3/16"=1'-0"



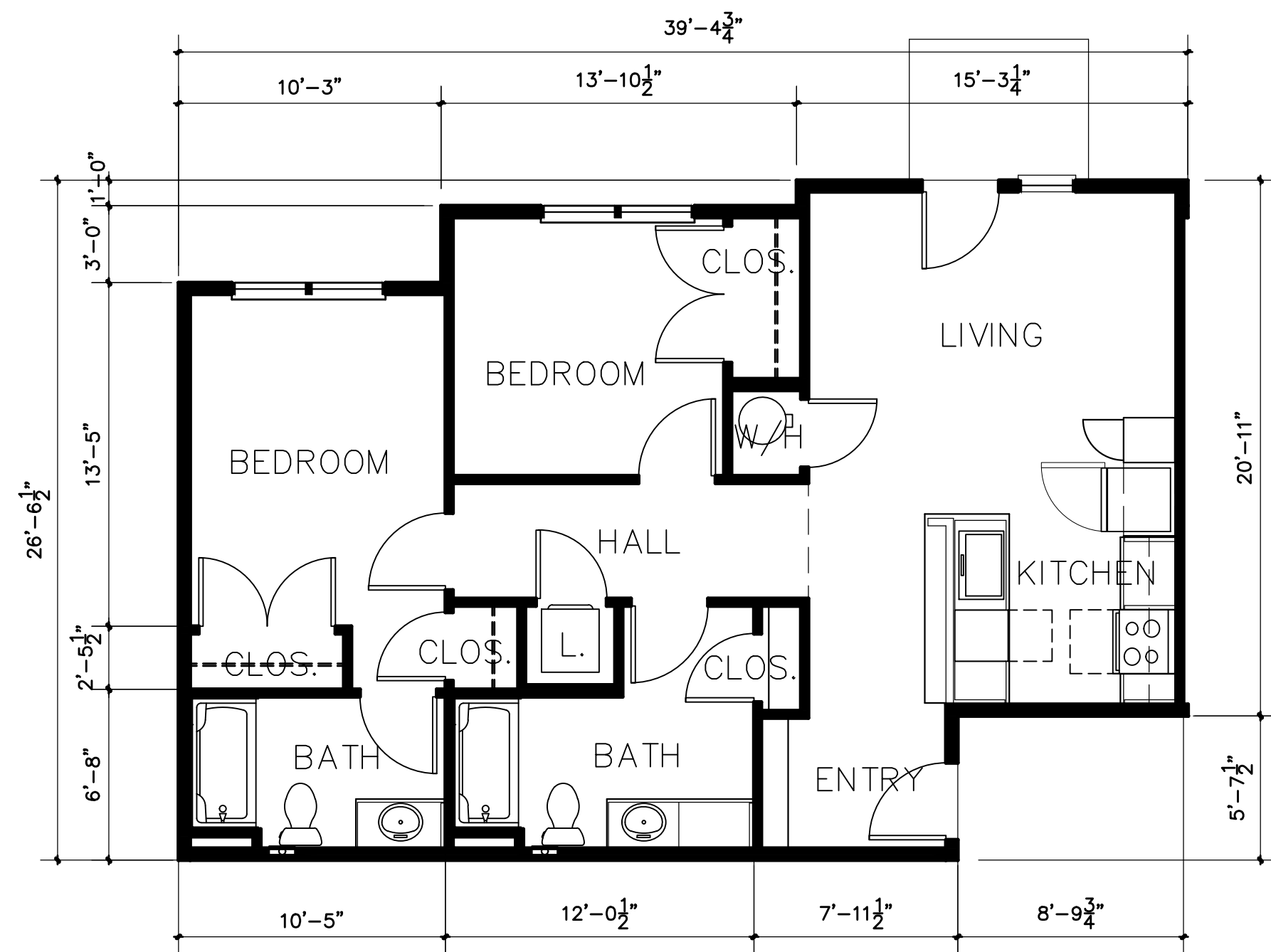
3 UNIT B.2- 1BD/1BA
SCALE: 3/16"=1'-0"



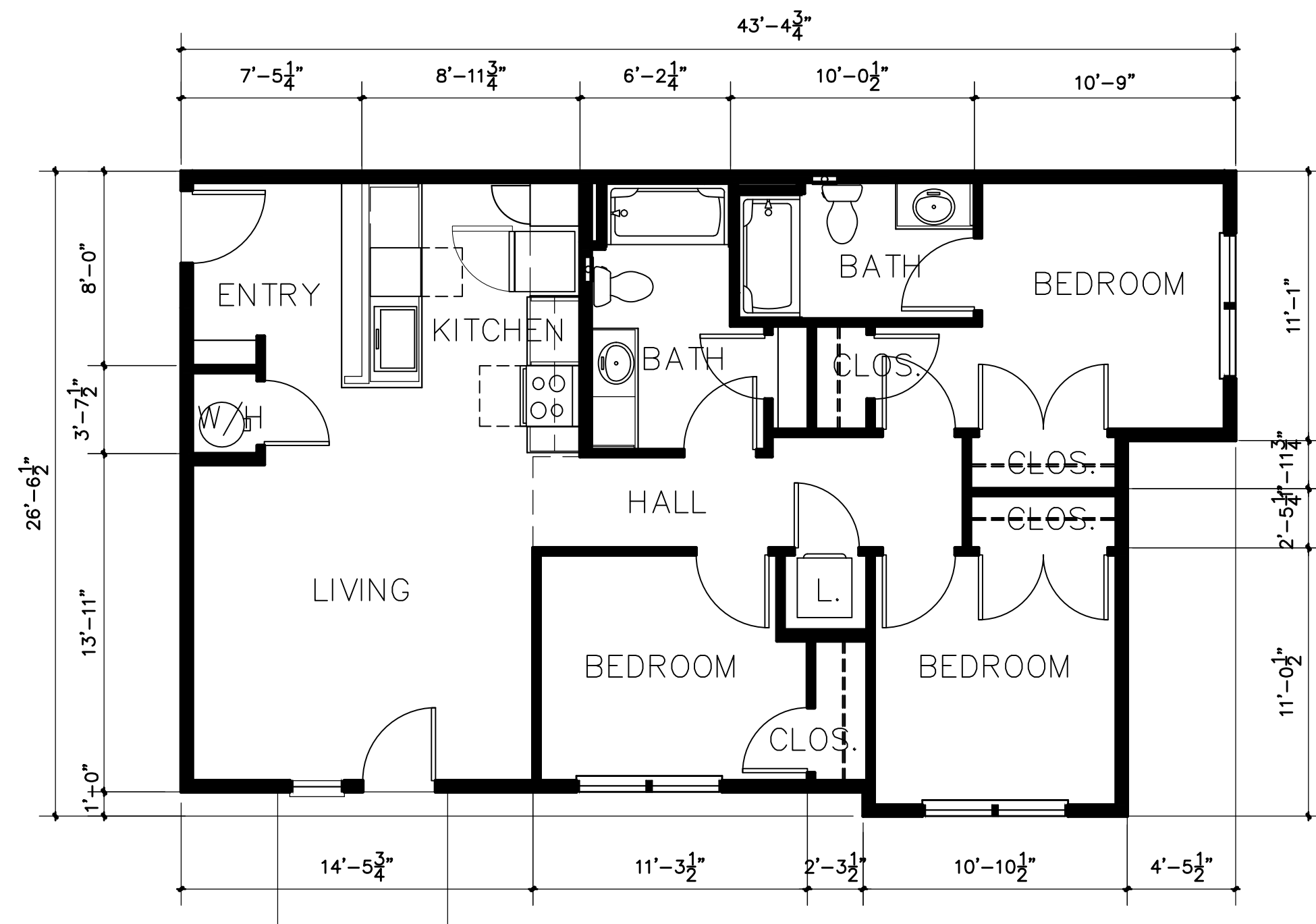
5 UNIT C.2- 2 BD/2 BA
SCALE: 3/16"=1'-0"



2 UNIT B.1- 1BD/1BA
SCALE: 3/16"=1'-0"



4 UNIT C.1- 2 BD/2 BA
SCALE: 3/16"=1'-0"



6 UNIT D- 3 BD/2 BA
SCALE: 3/16"=1'-0"

LIVING UNITS.

		GROSS*1		NET*2		TOTAL GROSS*1
		RENTABLE:	RENTABLE:	RENTABLE:	RENTABLE:	
UNIT 'A':	STUDIO	12	480 S.F.	435 S.F.	5,760 S.F.	
UNIT 'B.1':	1 BED/1 BA.	12	670 S.F.	620 S.F.	8,040 S.F.	
UNIT 'B.2':	1 BED/1 BA.	24	720 S.F.	671 S.F.	17,280 S.F.	
UNIT 'C.1':	2 BED/2 BA.	12	940 S.F.	880 S.F.	11,280 S.F.	
UNIT 'C.2':	2 BED/2 BA.	12	926 S.F.	868 S.F.	11,112 S.F.	
UNIT 'D':	3 BED/2 BA.	24	1,055 S.F.	991 S.F.	25,320 S.F.	
TOTAL NET RENTABLE AREA=		96				78,792 S.F.
AVERAGE GROSS LIVING UNIT AREA*1 =						821 S.F.
AVERAGE NET LIVING UNIT AREA*2 =						766 S.F.
*1 NUMBERS REPRESENT GROSS RENTABLE (MARKET)						
*2 NUMBERS REPRESENT NET RENTABLE, PAINT-TO-PAINT SQUARE FOOTAGE						

THIS DOCUMENT AND ITS CONTENTS ARE THE WORK PRODUCT AND PROPERTY OF WAY ARCHITECTS, P.C., WHICH RETAINS ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT.

WAY ARCHITECTS, P.C.
318 NORTH TEJON COLORADO SPRINGS, COLORADO 80903
(719) 473-8400

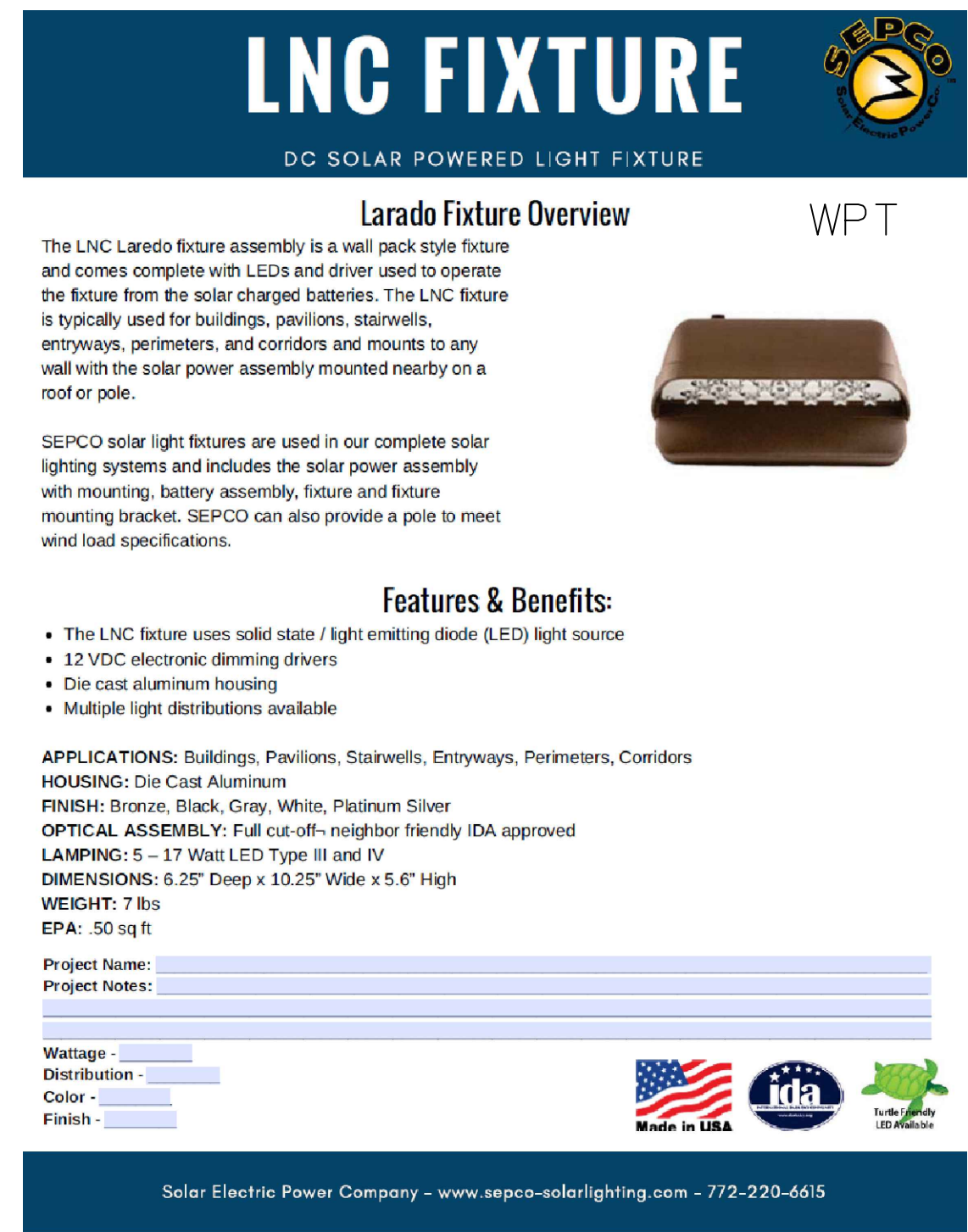
REVISION/DATE		DATE:	JOB NO.	DRAWN BY:	CHECKED BY:
		07-14-25	2303	DF /JS	DF

MEADOWS APARTMENTS
NE CORNER OF MACK LANE AND
WEST 2ND STREET
CRAIG, COLORADO 81625

© 2025 WAY ARCHITECTS, P.C.

UNIT
PLANS

A2 OF 2



Project	Catalog #	Type	SD
Prepared by	Notes	Date	

SYMBOL	LABEL	GENERAL DESCRIPTION	MOUNTING HEIGHT	COLOR	CATALOG NO.	LAMP	LLF	WATTS	SHIELDING
	SD	DOWNLIGHT AT GAZEBO	9'-0" AFG	BLACK	HALO SMD6R07FS5-SMD6RTRMB	LED	1.0	7.9W	FULL CUT-OFF
	SP1	SINGLE POLE SINGLE HEAD PARKING AND DRIVES	20'-0" AFG	BLACK	MCGRAW EDISON GLEON-SA1-C-730-U- SL3-BK-DIM	LED	1.0	59W	FULL CUT-OFF
	SP2	SINGLE POLE SINGLE HEAD PARKING AND DRIVES	20'-0" AFG	BLACK	MCGRAW EDISON GLEON-SA1-C-730-U- SL4-BK-DIM	LED	1.0	59W	FULL CUT-OFF
	SP3	STREET POLE SINGLE HEAD PUB.G STREET	MATCH EXIST'G	GRAY	EVLUMA ROAD MAX RX2-120-E-7-T3-G1-F- HG-LG-S-0-N	LED	1.0	120W	LTS1/LTS2 TRESPASS SHIELD
	WP	WALL PACK ENTRIES	19'-0" AFG	BRONZE	INVUE ENV-SA1-D-730-U- T4FT-BZ-DIM	LED	1.0	43.1W	FULL CUT-OFF
	WPT	WALL PACK TRANSIT STOP SOLAR POWERED	8'-0" AFG W/ BUS SHIELD HORN BRACKET FOR SOLAR	BRONZE	SEPCO SEAPA5PT-SPL-LNC10- ALG11/08M-BSH	LED	1.0	10W	FULL CUT-OFF

**MEADOWS
APARTMENTS**
NE CORNER OF MACK LANE AND
WEST 2ND STREET
CRAIG, COLORADO 81625

L1 OF 1