



*If you would like to address City Council, please place your name on the sign-up sheet located at the back of the council room. You will be recognized to speak during the "audience participation" portion of the agenda.*

## AGENDA

Regular Meeting  
March 5, 2013 - 7:30 p.m.

City Council meeting packets are prepared several days prior to the meetings. This information is reviewed and studied by the Councilmembers, eliminating lengthy discussions to gain basic understanding. Timely action and short discussion on agenda items does not reflect lack of thought or analysis. An informational packet is available for public inspection on our website at [www.cityofevans.org](http://www.cityofevans.org) and posted immediately on the bulletin board adjacent to the Council Chambers.

1. CALL TO ORDER

2. PLEDGE

3. ROLL CALL

Mayor:	Lyle Achziger
Mayor Pro-Tem:	John Morris
Council:	Laura Brown
	Fred Burmont
	April Neibauer
	Brian Rudy
	Jay Schaffer

4. AUDIENCE PARTICIPATION

*The City Council welcomes you here and thanks you for your time and concerns. If you wish to address the City Council, this is the time set on the agenda for you to do so. When you are recognized, please step to the podium, state your name and address then address City Council. Your comments will be limited to two (2) minutes. The City Council may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and your questions may be directed to the appropriate staff person for follow-up. Thank you!*

5. RECOGNITION

6. APPROVAL OF AGENDA

7. CONSENT AGENDA

- A. Approval of Minutes of the Regular Meeting of February 19, 2012
- B. Contracts for Judge / Legal Services
- C. Ordinance No. 552-13 – Adopting by reference the 2012 Edition of the International Fire Code.

8. NEW BUSINESS

- A. Resolution No. 05-2013 – NFRMPO Bike Plan

- B. Public Hearing – Ordinance No. 553-13 – Creating Right-of-Way and Easement Vacations in connection with the Ashcroft Park, Second Amended Plat
- C. Public Hearing – Ordinance No. 554-13 – Adopting the Final Plat – Ashcroft Park, Second Amended Plat
- D. Public Hearing – Ordinance No. 555-13 - An Ordinance Adopting The Official Zoning Map Of The City Of Evans, Colorado
- E. RFP Award for Aerial Photo

9. REPORTS

- A. City Manager
- B. City Attorney

10. AUDIENCE PARTICIPATION (general comments)

*Please review the Audience Participation section listed at the beginning of the agenda for procedures on addressing City Council.*

11. EXECUTIVE SESSION

- A. For the purpose of discussing personnel matters pursuant to C.R.S. 24-6-402(4)(f).

12. ADJOURNMENT

**CITY OF EVANS – MISSION STATEMENT**

“To provide positive and progressive leadership that promotes smart growth, economic prosperity and cultural diversity while preserving core and family values and a high quality of life that preserves our small town atmosphere.”

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## COUNCIL COMMUNICATION

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**DATE:** March 5, 2013

**AGENDA ITEM:** 7A.

**SUBJECT:** Approval of Minutes

**PRESENTED BY:** Raegan Robb, City Clerk

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**AGENDA ITEM DESCRIPTION:**

Approval of the minutes.

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**FINANCIAL SUMMARY:**

N/A

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**RECOMMENDATION:**

N/A

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**SUGGESTED MOTIONS:**

*"I move to approve the minutes as presented."*

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**MINUTES**  
**EVANS CITY COUNCIL**  
Regular Meeting  
February 19, 2013, 2013 - 7:30 P.M.

**CALL TO ORDER**

Mayor Achziger called the meeting to order at 7:30 p.m.

**PLEDGE**

**ROLL CALL:**

Present: Mayor Achziger, Mayor Pro Tem Morris, Council members Brown, Neibauer, Rudy and Schaffer

Excused: Council Member Burmont

**AUDIENCE PARTICIPATION:**

There was no audience participation.

**APPROVAL OF AGENDA:**

Councilmember Morris made the motion, seconded by Councilmember Brown, to approve the agenda, as amended. The motion passed with all voting in favor thereof.

**CONSENT AGENDA:**

A. Approval of Minutes of the Regular Meeting of February 5, 2013

Mayor Pro Tem Morris made motion, seconded by Councilmember Brown, to approve the Consent Agenda as presented. The motion passed with all voting in favor thereof.

**NEW BUSINESS:**

A. **Public Hearing -- Ordinance No. 552-13 – Adopting by reference the 2012 Edition of the International Fire Code.**

Mayor Achziger opened the public hearing.

Warren Jones, Fire Chief, Evans Fire Protection District (EFPD), presented the Ordinance, which adopts the 2012 edition of the International Fire Code (IFC) by reference and with local amendments. Chief Jones explained that the adoption of the Ordinance by City Council will complete the transition to the 2012 IFC within the City. He discussed the Intergovernmental Agreement (IGA) with EFPD, which requires adoption of the code by the district board and the City in order for the district to enforce the fire code within the City. The District adopted adopting this code through Resolution 2012-13 on November 26, 2012.

Chief Jones discussed the 2006 version of the IFC, which was adopted by the City in 2010. He explained that all local amendments to the IFC were the same as in the 2010 adoptions, with the exception, which connects the fire code directly to Chapter 16.28 of the City of Evans Municipal Code, concerning oil and gas exploration and development.

Mayor Pro-Tem Morris asked about which fireworks were illegal in the state and how the adoption of the 2012 IFC would address fireworks in the City.

Chief Jones discussed the regulation of fireworks under the fire code and explained that changes adopted in 2010 allowed the sale and use of consumer fireworks within the City. He also explained that City Council could amend the Ordinance to ban the sale and use of all fireworks in the City.

According to the Staff Report, consumer fireworks have small amounts of combustible material, produce only a visual and noise effect and do not leave the ground. These are the types of fireworks sold in fireworks retail stands in Weld County and surrounding cities. Illegal fireworks under Colorado law include: fire crackers, bottle rockets, roman candles, and other fireworks with more combustible material.

Mayor Achziger asked about the types of fireworks in the City and whether allowing permissible fireworks in the city has resulted in more injuries.

Chief Jones stated that there was only one reported case in 2012 involving injury from fireworks in the City, and state that injuries from fireworks typically occur from the use of illegal fireworks.

Mayor Pro-Tem Morris asked about fireworks sales outside of the City.

Chief Jones talked about the types of consumer fireworks that are sold from retail stands in Weld County and Greeley.

Chief Jones discussed one small technical change to the Ordinance on page seven of the draft Ordinance.

Mayor Achziger closed the public hearing.

Mayor Pro-Tem Morris talked about his support for the Ordinance, the current regulation of fireworks in the City, and the ability for the City to ban all fireworks by amending the Ordinance.

Mayor Achziger discussed his support for the Ordinance and the need to make the regulation of fireworks the same as surrounding jurisdictions.

Mayor Pro-Tem Morris made the motion to adopt the Ordinance, with the technical amendment, the motion was seconded by Council Member Schaffer. The motion passed with all voting in favor thereof.

**B. Ordinance No. 553-13 – repeal and re-enact Chapter 5.20 of the Evans Municipal Code concerning pawnbrokers.**

Russ Anson, City Attorney, addressed City Council to discuss the need to revise the Evans Municipal Code 5.20, which addresses the regulation of pawnbrokers. Mr. Anson explained that the current code was enacted in 1977 and needed to be revised in order to comply with state law and address any future pawnbroker businesses in the City of Evans.

Mayor Pro-Tem Morris asked Mr. Anson to clarify why the City needed to update the regulations of pawnbrokers.

Mr. Anson discussed the new requirements that would be placed on a pawnbroker business in Evans. Specifically, the Ordinance would require a pawnbroker to obtain both a Business License and a separate Pawnbroker's License that will require a separate fee. He explained the costs associated with pawnbrokers, which require frequent monitoring by law enforcement for the duration of a license.

Mayor Pro-Tem Morris made the motion to adopt the Ordinance, the motion was seconded by Council Member Rudy. The motion passed with all voting in favor thereof.

**REPORTS:**

A. City Manager Report:

Aden Hogan provided an update about staff attending the 2013 Colorado City and County Managers' Association (CCCMA) conference in Glenwood Springs. He talked about the benefits to staff that attended the conference and explained that he was appointed to be the CCCMA President until February, 2014.

He also talked about the upcoming legislative workshop hosted by the Colorado Municipal League (CML) on February 20<sup>th</sup> and the CML Executive Committee on February 21<sup>st</sup>.

B. City Attorney Report:

Russ Anson provided an update to City Council concerning the liquor hearing for Evans Liquor LLC, scheduled for 1:30 on February 20<sup>th</sup>.

**AUDIENCE PARTICIPATION:**

There was no audience participation.

**ADJOURNMENT TO EXECUTIVE SESSION:**

Council Member Rudy moved to adjourn into Executive Session, the motion was seconded by... The motion passed with all voting in favor thereof.

**ADJOURNMENT:**

The Executive Session concluded and Mayor Achziger adjourned the meeting at 10:10 p.m.

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City Clerk

NOT YET APPROVED

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## CITY COUNCIL COMMUNICATION

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**DATE:** March 5, 2013

**AGENDA ITEM:** 7B.

**SUBJECT:** Approval of contracts for legal and judge services

**PRESENTED BY:** Raegan Robb, City Clerk

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**AGENDA ITEM DESCRIPTION:** The attached Employment Agreements with City Attorney, Russ Anson, and Judge Michael Stewart, were discussed in the February 19<sup>th</sup> Executive Session by City Council.

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**FINANCIAL SUMMARY:** N/A

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**RECOMMENDATION:** Approve the Amended Employment Agreements.

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**SUGGESTED MOTIONS:**

*“I move that we approve the Employment Agreements with City Attorney, Russ Anson, and Judge Michael Stewart, and authorize the Mayor’s signature on the Agreements.”*

*“I move to deny approval of the Amended Employment Agreements.”*

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## CONTRACT FOR LEGAL SERVICES

THIS CONTRACT FOR LEGAL SERVICES is made effective \_\_\_\_\_, 20\_\_, by and between R. Russell Anson (hereinafter called "Attorney"), and the City of Evans, Colorado (hereinafter called the "City").

### RECITALS:

1. The City is desirous of contracting for its legal services.
2. R. Russell Anson is authorized to practice law in the State of Colorado and has represented the City as its City Attorney for more than 25 years.

### AGREEMENT

1. Attorney agrees to provide services as City Attorney in accordance with the attached letter of representation labeled "Exhibit A."
2. Attorney will supply secretarial and other support staff services necessary to render the services the City requires by this Contract.
3. Attorney will supply office furniture, law books, fixtures, and telephone service necessary to render the services to the City required by this Contract. Law books and/or other items purchased or furnished for Attorney's use by the City will remain the property of the City at the end of Attorney's tenure as Attorney to the City.
4. Attorney shall maintain professional liability insurance in an amount no less than one million dollars (\$1,000,000.00) each claim, two million dollars (\$2,000,000.00) aggregate.
5. Attorney is acting as an independent contractor, therefore, the City will not be responsible for F.I.C.A. taxes, health or life insurance, or vacation or sick time. The position contracted for herein shall not be a full-time position.
6. Attorney agrees to:
  - a. As directed, attend meetings of the City Council and other boards and commissions of the City.
  - b. As directed, attend meetings and conferences with City staff and officers.
  - c. Perform all duties required by the rules and regulations of the City and by state and federal law.
  - d. Provide timely attention to and advice with regard to compliance with all applicable law.

- e. As directed, represent the City in its dealings with others.
- f. As directed, represent the City in litigation in which it may be involved.

7. Effective April 1, 2013, the City shall pay for the services provided by payment rate of \$155.00 per hour for legal fees for routine matters and \$195.00 per hour for litigation and developer applications, approvals, hearings and related issues, payable monthly following submission of itemized statements to the City, which figures shall be subject to review by the City each year upon the anniversary of this Contract.

8. The City will pay, in addition to payment of legal fees, all filing fees, bonds, witness fees, deposition costs, long distance telephone charges, reproduction costs, computer research, as well as other costs and expenses incurred by Attorney on behalf of the City, as more specifically *stated* on Exhibit "A".

9. This Contract may be terminated by either party upon thirty (30) days written notice.

10. This Contract shall become effective upon execution for an indefinite term at the pleasure of the City.

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

**CITY OF EVANS**

By: \_\_\_\_\_

ATTEST:

\_\_\_\_\_

**R. RUSSELL ANSON**

By:                     *R. Russell Anson*

**R. RUSSELL ANSON  
ATTORNEY AT LAW**

Eaton Town Attorney  
Evans City Attorney  
Johnstown Town Attorney

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P. O. Box 336155 · Greeley, CO 80633 · (970) 353-5508 · FAX: (970) 356-3835 · E-mail: [ansonofc@aol.com](mailto:ansonofc@aol.com)

February 22, 2013

Mayor and City Council Members  
City of Evans  
1100 37<sup>th</sup> Street  
Evans, CO 80620

RE: Legal Representation of the City of Evans

Dear Mayor Achziger and City Council Members:

You have asked that I continue to represent the City of Evans as City Attorney. This letter will summarize the terms and conditions upon which I will provide representation to the City.

**SCOPE OF SERVICES**

I agree to represent you as City Attorney. In that regard, I will represent you and provide such reasonable legal services as are necessary in day-to-day matters including attending City Council meetings and responding to staff requests, and litigation including pre-trial, trial, and post-trial proceedings up to the rendition of judgment. At those times when I am on vacation or otherwise absent from my office for extended periods of time, I will provide the City Manager with a telephone number, a fax number, or an e-mail address at which I will be available to the City during my absence. Should, however, I be unavailable during such absence from the office by any of the foregoing means of communication, I will arrange for a backup attorney to respond to inquiries by the City Manager or other City staff members. Such arrangement will be coordinated with the City Manager.

**ATTORNEY FEES**

My objective is to handle your work in a cost effective manner, consistent with my commitment to provide you with high quality legal services. My charges for the services to be rendered are based upon the amount of time expended. Given that, I will seek payment for attorney fees in accordance with my billing rate (including transportation time, but at one-half the normal hourly

rate). All billing for representation will be to the City of Evans, and payments of all invoices will be made from the City of Evans. Any change to my hourly rate shall be subject to the approval by the City Council.

### **COSTS AND EXPENSES**

In addition to hourly fees, I shall seek reimbursement for costs and expenses, such as fees fixed by law or assessed by courts, court reporters' fees, process server's fees, messenger fees, delivery charges, postage, parking, photocopying and other reproduction costs, FAX transmission costs, and other similar items, as well as transportation, meals, lodging, and other reasonable costs of any necessary out-of-town travel. Unless otherwise specified, the costs and expenses will be billed as follows:

Large Volume Photocopying and Fax Transmission: 15¢ per page or at cost

Other Costs and Expenses: Actual cost

### **BILLING**

I will bill on a monthly basis for all services and disbursements. My monthly statement will itemize all expenses incurred on your behalf. I bill out time in increments of one-tenth of an hour.

I expect payment within forty-five (45) days after the statement is mailed. I reserve the right to charge interest at the rate of 1½ percent per month on any portion of my fees and costs that are not paid within forty-five (45) days.

If you have any questions regarding any of my bills or any of the work I do on your behalf, please raise them with me immediately so that they can be resolved without delay.

### **EXPERTS, CONSULTANTS, AND INVESTIGATORS**

In the event it becomes necessary to hire expert witnesses, consultants, investigators, or an outside attorney for assistance, I will not hire such persons without your consent and only if you agree to pay their fees and charges.

### **CLIENT'S DUTIES**

I anticipate that you will cooperate with me, keep me promptly informed of any relevant developments in this matter, faithfully comply with this agreement, and keep me advised of your address and telephone number and any changes of such address or telephone number.

### **RESOLUTION OR SETTLEMENT**

No resolution or settlement of any nature shall be made as to any matter for which I represent you without your specific approval.

### **CONFLICTS OF INTEREST**

You recognize that I am not in a position to represent conflicting interests of different clients. Upon accepting any new client or new matter, I attempt to determine whether the engagement would present a conflict with any other matter pending of any other client. Because I am performing work for a number of clients, conflicts between the interests of various clients may be discovered after the engagement is undertaken or may develop during the course of the representation. Upon discovery of any such conflict, I will promptly inform you and will endeavor to work with you toward a resolution that is acceptable. If, however, the conflict can only be resolved by my withdrawing as your counsel, my obligation to you shall be limited solely to working with you to find an acceptable replacement.

### **OWNERSHIP OF FILES AND RECORDS**

Except with regard to original records or files which I accept upon the understanding that they belong to you, all files, copies of documents, correspondence or other materials that I accumulate in connection with your representation shall be my property. Upon the termination of my representation, I will return any property belonging to you upon your request provided that all fees and expenses have been paid. I shall require from you written authorization to transfer any property belonging to you to a third party. Copies of any files and other materials accumulated during my representation will be made available to you at your expense. I will retain files for a period of not less than seven (7) years and may, thereafter, destroy the files upon not less than thirty (30) days written notice of such intended destruction delivered to the City Manager. After destruction, the files will no longer be available.

### **TERMINATION AND WITHDRAWAL**

You may request that I withdraw from any matter and case representing the City of Evans at any time. I may withdraw from representing you with your consent or without your consent for good cause, such as failure to comply with your duties as provided above, failure to follow my advice on any matter material to your case, or if circumstances arise that would render my continuing representation unlawful or unethical. On the termination of our services, whether or not it is terminated by you or by me, all unpaid charges shall immediately become due and payable.

### **DISCLAIMER OF GUARANTEE**

I will use my best efforts in representing you but make no promises or guarantees regarding the outcome of any subject matter for which I am representing you. My comments regarding the

Mayor and City Council Members

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February 22, 2013

outcome of any matter are mere expressions of opinion. I also do not guarantee any time frame within which the subject matter for which I am representing you will be resolved.

Please promptly advise me if any of the foregoing terms and conditions are not agreeable to you. Again, I would like to emphasize that I am looking forward to a mutually rewarding relationship with you. Please feel free to call me if you have any questions.

Very truly yours,

A handwritten signature in cursive script that reads "R. Russell Anson". The signature is written in dark ink and is positioned above the printed name.

R. Russell Anson



**DECLARATIONS**

**THIS IS A CLAIMS-MADE POLICY. PLEASE READ THE POLICY CAREFULLY.**

**LAWYERS PROFESSIONAL LIABILITY POLICY**

Policy Number	Coverage is provided by:	Agency	Agency Code
LH2 9695228 00	HANOVER INSURANCE COMPANY	MAINSTREET FINANCIAL	0901531

**Issue Date:** 09/27/2012  
**Change Description:** New Business

**Item 1. Named Insured and Address:**

R. RUSSELL ANSON, ATTORNEY AT  
 LAW  
 PO BOX 336155  
 GREELEY, CO 80633

**Item 2. Policy Period:**

Inception Date: 12/01/2012  
 Expiration Date: 12/01/2013  
 Endorsement Effective Date:  
 12:01 A.M. Standard Time at the address of the **named insured** as stated herein.

**Item 3. LIMIT OF LIABILITY:**

- a. \$1,000,000 for each claim; not to exceed
- b. \$2,000,000 for all claims in the Aggregate

**Item 4. DEDUCTIBLE:** \$5,000 each claim N/A Aggregate

**Item 5. RETROACTIVE DATE:** Full Prior Acts

**Item 6. PREMIUM FOR THE POLICY PERIOD:**

**Annual Premium:** \$1,857  
**Revised Annual Premium:** N/A  
**Additional/Return Premium:** N/A  
**Taxes/State fees:** \$0.00  
**Total Premium:** \$1,857.00

**Item 8. Forms attached at Issue:**

- 913-0001 (07-10) Lawyers Professional Liability Policy
- 913-0034 (07-10) CEOL Endorsement
- 913-0048 (07-10) First Dollar Defense with No Sublimit Endorsement
- 913-0053 (07-10) Modified Retroactive Date Endorsement
- 913-0058 (07-10) Retirement Extended Reporting Period Endorsement
- 913-0091 (03-11) Claim Reporting Guidelines
- 913-0092 (07-10) Colorado LPL Disclosure Notice
- 913-0095 (07-10) ERP Policy Holder Notice
- 913-0104 (07-10) Colorado State Amendatory Endorsement
- SIG-0001 (06-10) Corporate Signature Page

**Item 9. Forms attached by Endorsement:**

Item 10. Producer Name and Address:  
MAINSTREET FINANCIAL  
150 NICKERSON ST STE 201 SEATTLE WA 98109

## CONTRACT FOR MUNICIPAL JUDGE SERVICES

### RECITALS:

**WHEREAS**, the City previously appointed Michael D. Stewart as the presiding municipal judge and now desires to set forth the contractual terms of the appointment; and

**WHEREAS**, Michael D. Stewart is authorized to practice law in the State of Colorado.

**NOW, THEREFORE**, the Parties agree as follows:

THIS CONTRACT FOR MUNICIPAL JUDGE SERVICES is made effective \_\_\_\_\_, 20\_\_, by and between Michael D. Stewart (hereinafter called "Municipal Judge"), and the City of Evans, Colorado (hereinafter called the "City").

### AGREEMENT:

1. The Municipal Judge shall be paid the sum of \$1,800 per month (\$21,600 annually), in consideration of Municipal Judge's duties, obligations and responsibilities as presiding municipal judge. The Municipal Judge is acting as an independent contractor; therefore, the City will not be responsible for F.I.C.A. taxes, health or life insurance, or vacation or sick time. The position contracted for herein shall not be a full-time position.
2. The Municipal Judge shall have all judicial powers and duties relating to the operation of the municipal court, subject to any rules of procedure governing the operation and conduct of the municipal court promulgated by the Colorado Supreme Court, the Home Rule Charter of the city, and the statutes of the State of Colorado, and:
  - a. May impose fines and jail sentences as authorized by state law, the Home Rule Charter and the City code of ordinances and may require useful public service, driving school, alcohol or drug classes or rehabilitation, or counseling or therapy and other similar or alternative sentences;
  - b. May administer oaths, and punish contempts of court by fine or imprisonment;
  - c. May issue search warrants as authorized by law;
  - d. May summons and compel the attendance of jurors and may impose a fine or jail sentence on the failure to so attend;
  - e. May pass upon the competency of evidence; or
  - f. May render final judgment on any forfeited bond or recognizance

returnable to the municipal court.

3. This Contract may be terminated by either party upon thirty (30) days written notice.
4. This Contract shall become effective upon execution for an indefinite term, and the Municipal Judge shall serve at the pleasure of the City Council and his appointment may be terminated with or without cause.

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

**CITY OF EVANS, COLORADO**

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

**MICHAEL D. STEWART**

By: \_\_\_\_\_  
Municipal Judge

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## COUNCIL COMMUNICATION

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**DATE:** March 5, 2013

**AGENDA ITEM:** 7C.

**SUBJECT:** Ordinance No. 552-13 – Repealing and reenacting Section 15.48 (International Fire Code) of the Evans Municipal Code (second reading).

**PRESENTED BY:** Warren D. Jones, Fire Chief, EFPD

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**PROJECT DESCRIPTION:** The City of Evans recently adopted the 2012 editions of the International Building Code. This ordinance on second reading would adopt by reference the 2012 edition of the International Fire Code with local amendments. If adopted by City Council, this will complete the transition to the full family of 2012 International Building and Fire codes within the City. The public hearing was conducted on February 19, 2013.

Under the Intergovernmental Agreement (IGA) with the Evans Fire Protection District the District will be responsible for enforcing the fire code within the City. The IGA also requires that the District Board of Directors adopt this code by resolution and request that the City adopt it also. The District adopted Resolution 2012-13 on November 26, 2012 adopting this code in the District.

**ANALYSIS:**

The family of International Building and Fire Codes is adopted by the City periodically with the last adoption of the 2006 editions in 2010. As in past adoptions there are a number of local amendments outlined within the ordinance itself. With the exception of one such amendment all the local amendments are the same as in the 2010 adoptions. The new local amendment deletes all fire code regulation of oil and gas well drilling and operations and ties the fire code directly to The City of Evans Municipal Code Chapter 16.28; OIL AND GAS EXPLORATION AND DEVELOPMENT. This will reduce redundancies and possibility of conflicting requirements between codes.

The Evans Zoning Board of Appeals reviewed the recommendations from staff of all the International model codes, as well as a comprehensive document containing the local amendments to each code book at a public meeting held on October 17, 2012. Said meeting had no public attendance and the recommendation of approval of the codes with all amendments was passed unanimously. The City Attorney has also reviewed and approved this ordinance.

**RECOMMENDATION:** Recommend Council Adopt Ordinance on second reading.

**RECOMMENDED CITY COUNCIL MOTIONS:**

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## PUBLIC HEARING PROCEDURE

*NOTE: Public Hearings are a quasi-judicial process and the City Council is required to refrain from public input or comment until the Public Hearing is conducted.*

- A. Mayor opens Public Hearing.
- B. City Staff gives report.
- C. Applicant presents his/her position.
- D. Mayor asks to hear from anyone in the audience who wishes to speak in support of the issue.

\* In order to afford all members of the public an equal opportunity to comment on this issue, we respectfully request that you limit your comments to **2 minutes**.

- E. Mayor asks to hear from anyone in the audience who wishes to speak in opposition of the issue.

\* In order to afford all members of the public an equal opportunity to comment on this issue, we respectfully request that you limit your comments to **2 minutes**.

- F. Applicant rebuttal
- G. Mayor asks Council if there are any questions that need clarified that were brought up during the Public Hearing.
- H. Mayor closes the Public Hearing.
- I. Mayor asks for Council discussion.
- J. Council will then take action on the issue.

CITY OF EVANS, COLORADO

ORDINANCE NO. 552-13

ADOPTING BY REFERENCE THE 2012 EDITION OF THE INTER-NATIONAL FIRE CODE WITH LOCAL AMENDMENTS; AMENDING CERTAIN SECTIONS OF THE EVANS MUNICIPAL CODE; AND REPEALING ALL ORDINANCES IN CONFLICT THEREWITH.

WHEREAS, the Evans City Council ("City Council") desires to adopt and implement new and updated fire safety regulations within the City of Evans ("City");

WHEREAS, pursuant to C.R.S. § 31-15-401(1)(q)(I), the City Council may adopt a fire code or other fire safety standards to control and regulate fire within its corporate boundaries;

WHEREAS, the Evans Fire Protection District, which provides fire suppression, fire prevention, and safety services to the City and its citizens, has recommended that the City to adopt the 2012 Edition of the International Fire Code with local amendments ("2012 IFC With Local Amendments");

WHEREAS, proper and timely published notice of the proposed adoption of this Ordinance was provided by the Town Clerk in accordance with C.R.S. § 31-16-203. Following such published notice, a public hearing was held before City Council on February 19, 2013, during which hearing the public was invited to make statements for or against the City's adoption of the 2012 IFC With Local Amendments;

WHEREAS, the City Council hereby finds that adoption of the 2012 IFC With Local Amendments will promote the health, safety, and general welfare of its citizens, and will further the protection of buildings, structures, and premises within the City; and

WHEREAS, the City Council has further determined that the Evans Municipal Code shall be amended incident to adoption of the 2012 IFC With Local Amendments.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EVANS, COLORADO, THAT:

Section 1. The City Council adopts the 2012 IFC With Local Amendments, as specifically set forth in this Ordinance.

Section 2. Section 15.48.010 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.010 Document adopted by reference. Pursuant to Colorado Revised Statutes 1973, 31-16-201 et seq., as amended, there is hereby adopted as the fire code of the City of Evans, by reference thereto, the International Fire Code, 2012 Edition, together with Appendices B-J included therein, of the International Code Council, 4051 West Flossmoor Road, Country Club Hills, IL 60478-5795. (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.010)

Section 3. Section 15.48.020 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.020 Title for citation. The ordinance codified in this chapter may be known and cited as "The Fire Code of the City of Evans, Colorado". (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.170)

Section 4. Section 15.48.030 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.030 Purpose. The fire code is adopted in order to preserve and protect the public health, safety and general welfare, and for the purposes of prescribing regulations governing conditions hazardous to life and property from fire explosion. (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.020)

Section 5. Section 15.48.040 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.040 Scope of regulations. The subject matter of the adopted code includes comprehensive provisions, standards and regulations concerning conditions hazardous to life and property from fire and explosions; establishes a department of fire prevention and defines its duties; and provides for officers and defines their duties. (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.030)

Section 6. Section 15.48.050 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.050 Interpretation of provisions. This chapter shall be so interpreted and construed as to effectuate its general purpose to make uniform administration and enforcement of the City's technical codes. (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.160)

Section 7. Section 15.48.060 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.060 Applicability of chapter. This chapter shall apply to every building, structure, hazardous substance, material or device as defined in said ordinance, which is now in existence or which may hereafter be erected, constructed, altered, moved, demolished or repaired. (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.130)

Section 8. Section 15.48.070 of the Evans Municipal Code is hereby repealed and reenacted, to read as follows:

15.48.070 Definitions. As used in the International Fire Code:

1. "City" – Means the City of Evans, Colorado.
2. "City Council" – Means the City Council of the City of Evans.
3. "Corporation Counsel" – Means the City Attorney.
4. "IFC" – Means the 2012 Edition of the International Fire Code.

- 5. "International Fire Code" – Means the 2012 Edition of the International Fire Code.
- 6. "Jurisdiction" – Means the City of Evans.

(Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 869-93: Ord. 554-83: prior code 13.20.010 and 13.20.051--13.20.055)

Section 9. Sections 15.48.080 through 15.48.260 of the Evans Municipal Code are hereby repealed. (Ord. 552-13: Ord. 517-11: Ord. 287-04: Ord. 266-04: Ord. 1134-98: Ord. 1070-97: Ord. 869-93: Ord. 818-91: Ord. 554-83: prior code 13.20.130: 13.20.060-13.20.062: 13.20.080)

Section 10. A following new Section 15.48.080 is added to the Evans Municipal Code, to read as follows:

15.48.080 IFC Local Amendments. The following IFC sections are amended as follows:

*IFC Sec. 105 is amended to read:*

Sec. 105.6 Required Operational Permits.

The fire code official is authorized to issue permits for the operations set forth in Sections 105.6.4, 105.6.14, 105.6.30 and 105.6.43.

105.6.4. Carnivals and fairs. An operational permit is required to conduct a carnival or fair.

105.6.14. Explosives. An operational permit is required for the manufacture, storage, handling, sale or use of any quantity of explosives, explosive materials, fireworks or pyrotechnic special effects within the scope of Chapter 56.

Exception: Storage in Group R-3 occupancies of smokeless propellant, black powder and small arms primer for personal use, not for resale and in accordance with Section 5606.

105.6.30. Open burning. An operational permit is required for the kindling or maintaining of an open fire or a fire on any public street, alley, road, or other public or private ground in accordance with Section 307. Instructions and requirements of the permit shall be adhered to.

105.6.43. Temporary membrane structures, tents, and canopies. An operational permit is required to operate an air-supported temporary structure or tent having an area in excess of 400 square feet, or a canopy of over 400 square feet.

Exceptions:

1. Tents used exclusively for recreational camping purposes;

2. Tents open on all sides, which comply with all the following: (2.1) Individual tents having a maximum of 700 square feet; (2.2) The aggregate area of multiple tents placed side by side without a fire break clearance of not less than 12 feet shall not exceed 700 square feet; and (2.3) A minimum clearance of 12 feet to structures and other tents shall be provided.

*IFC Sec. 108 is amended to read:*

Sec. 108 Board of Appeals.

108.1 Board of Appeals established. In order to hear and decide appeals of orders, decisions or determinations made by the fire code official relative to the application and interpretations of this code, there shall be and is hereby created a Fire Board of Appeals. The City of Evans Zoning Board of Appeals as established in Chapter 19.58 of the Evans Municipal Code shall serve as the Fire Board of Appeals.

*IFC Sec. 307 is amended to read:*

Sec. 307 Open Burning, Recreational Fires and Portable Outdoor Fireplaces.

307.1.1 Prohibited open burning. Open burning that is offensive or objectionable because of smoke emissions, or when atmospheric conditions or local circumstances make such fires hazardous, shall be prohibited. The burning of trash, debris and refuse shall be prohibited.

Exception: Prescribed burning for the purpose of reducing the impact of wildland fire when authorized by the fire code official.

307.2 Permit required. A permit shall be obtained from the fire code official in accordance with Section 105.6 prior to kindling a fire for recognized silvicultural or range or wildlife management practices, prevention or control of disease or pests, or a recreational fire. Application for such approval shall only be presented by and permits issued to the owner of the land upon which the fire is to be kindled.

307.2.1 Authorization. The permit is for compliance with fire safety and control alone, and is not a permit to violate any existing state or local laws, rules, regulations, or ordinances regarding fire, zoning, building, or air quality and pollution standards. The owner is responsible for obtaining any additional permits and/or clearances from any appropriate local or state agency or other official prior to beginning the burn, including but not limited to any prior approval from the state or local air and water quality management authority.

307.4.1 Bonfires. Bonfires are prohibited.

307.5 Attendance. Open burning, recreational fires and use of portable outdoor fireplaces shall be constantly attended until the fire is extinguished. A minimum of one portable fire extinguisher complying with Section 906 with a minimum 4-A rating or other approved on-site fire-extinguishing equipment, such as dirt, sand, water barrel, garden hose or water truck, shall be available for immediate utilization.

*IFC Sec. 501.4 is amended to read:*

Sec. 501.4 Timing of Installation.

When fire protection, including fire apparatus access roads and water supplies for fire protection, are required to be installed for any new building construction or remodel above the footing and foundation, such access and egress roads, streets, or driveways shall have been

constructed and maintained with an all-weather surface capable of supporting the weight of a fully equipped fire apparatus, street signs shall be in place and any required water supply shall be fully functional, before any building permit will be issued. The fire code official may require the installation of fire protection features described above where unusual hazards exist due to the location and type of construction or hazard to adjacent properties and buildings.

Exception: When alternate methods of protection, as approved, are provided, the requirements of Section 501.4 may be modified or waived by the Fire Chief.

*IFC Sec. 902 is amended to read:*

Sec. 902 Nuisance Alarms.

An alarm caused by mechanical failure, malfunction, improper installation, or lack of proper maintenance, or an alarm activated by a cause that cannot be determined. No person shall allow any home, school, business, or any building that has a fire alarm system to have more than 3 nuisance alarms in one year.

*IFC Section 5301.3 is added to read:*

Sec. 5301.3 Maximum Capacity of CNG.

The storage of compressed natural gas (CNG) shall be prohibited in areas zoned R as defined by the City of Evans. Within the limits established by law restricting the storage of CNG for the protection of heavily populated or congested commercial area, the aggregate capacity of any one installation shall not exceed 500 gallons water capacity (70,000 cubic feet). The aggregate capacity for any one installation for the use as a wholesale or retail bulk storage plant shall not exceed 500 gallons water capacity.

*IFC Sec. 5601.1.a is added to read:*

Sec. 5601.1.a Prohibited and Limited Acts.

a. Prohibited explosives: The storage of explosives and blasting agents is prohibited, except for temporary storage for use in connection with approved blasting operations; provided, however, this prohibition shall not apply to wholesale, retail stocks and small arms ammunition, explosive bolts, explosive rivets or cartridges for explosive-actuated power tools in quantities involving less than 20 pounds of explosive material. A valid permit in accordance with Section 105.6.14 is required.

*IFC Sec. 5704.2 is added to read:*

Sec. 5704.2.a Storage.

a. Prohibited Locations: Any new bulk plants for the storage or manufacture of flammable or combustible liquids are prohibited within any areas within the City of Evans zoned solely or primarily for residential occupancies or for mercantile establishments primarily retail in character. The zoning designation of the City of Evans zoning ordinance shall govern as to the zoning characteristics of such area.

Exceptions:

1. Legal Nonconforming. Bulk storage tanks legally installed and in use as of April 19, 1983, may be continued in use, provided that such tanks are located and installed in accordance with the latest adopted edition of the International Fire Code and provided further, that other applicable provisions of this code and the City of Evans Code of Ordinances are complied with.

2. Variance. Upon payment of a variance fee, review and recommendation of the Board of Appeals, the Evans City Council may grant a variance to the prohibitions in Section 3406 of the International Fire Code above for permits granted under Chapter 16.28, Oil and Gas Exploration and Development, if the Evans City Council finds that (a) such variance will not create an undue safety hazard and will not adversely affect surrounding property; and (b) good cause exists. All bulk storage authorized by the Evans City Council variance is subject to the construction, location and other applicable standards set forth in the latest adopted edition of the International Fire Code.

*IFC Sec. 5404.2.9.2.1 is amended to read:*

Sec. 5404.2.9.2.1 Additional Fire Protection.

When required by the Fire Chief and in accordance with Section 5404.2.9.2.1 of the International Fire Code, additional foam fire protection and/or deluge water systems shall be provided at the well head and/or tank battery locations.

*IFC Sec. 5704.2.9.5.a is amended to read:*

Sec. 5704.2.9.5.a Location of Aboveground Tanks.

1. General. Storage of Class I and Class II liquids in aboveground tanks outside of buildings is prohibited.

Exceptions:

1. Prohibited and Legal Nonconforming. Any such aboveground tanks legally installed and in use as of April 19, 1983, may be continued in use, provided that such tanks are located and installed in accordance with the latest edition of the National Fire Protection Association Pamphlet Nos. 30 & 58 and provided further, that other applicable provisions of latest adopted edition of the International Fire Code and the City of Evans Code of Ordinances are complied with.

2. Variance for Storage of flammable or combustible liquids in C, I, and P.U.D. zones. Upon payment of variance fee, review and recommendation of the Board of Appeals, the Evans City Council may grant a variance to the prohibitions in Section 5704 of the International Fire Code above for permits granted under Chapter 16.28, Oil and Gas Exploration and Development, and/or for aboveground storage in C, I, and P.U.D. zoning districts as defined by the City of Evans, if the Evans City Council finds that: (a) such variance will not create an undue safety hazard and will not adversely affect surrounding property; and (b) good cause exists. All aboveground storage authorized by Evans City Council variance is subject to the construction, location and other applicable standards set forth in the latest adopted edition of the International Fire Code.

*IFC Sec. 5706.1.a is added to read:*

Sec. 5706.1.a Construction Sites.

The aboveground storage of Class I and II liquids shall be allowed on a temporary basis at construction sites for the purpose of refueling of construction equipment. A maximum of 1,100 gallons will be allowed at the site and shall have secondary containment. Gravity feed tanks will not be allowed for refueling equipment.

*IFC Sec. 5706.3 is amended to read:*

Sec. 5706.3 Well drilling and operating.

Wells for oil and natural gas shall be drilled and operated in accordance with City of Evans Municipal Code Chapter 16.28; OIL AND GAS EXPLORATION AND DEVELOPMENT.

*IFC Sec. 5706.6.5 is added to read:*

Sec. 5706.6.5 Tank Vehicle Routes.

1. General. No person shall operate, or cause to be operated, a tank vehicle on any street, highway, alley, avenue, boulevard or other public way or place within the City of Evans, Colorado, other than upon the streets and avenues shown on the tank vehicle route map adopted at subsection B of this section, or other than upon streets and avenues leading as directly as possible between a bulk plant and a point on a street or avenue shown on such map or between a retail service station and a point on a street or avenue shown on such map.

2. Routes Defined. The tank vehicle route map is adopted by resolution by the Evans City Council and is under separate cover on file in the City Clerk's office, City of Evans, Colorado 80620.

*IFC Sec. 5804.3 is added to read:*

Sec. 5804.3 Maximum Capacity (LPG) Within Established Limits.

The storage of liquefied petroleum gas shall be prohibited in areas zoned R as defined by the City of Evans. The Evans City Council, upon review and recommendation of the Board of Appeals, may grant the storage of aboveground liquefied petroleum gases within C, I, and PUD Zones upon finding that: (a) such variance will not create an undue safety hazard and will not adversely affect surrounding property; and (b) good cause exists. All aboveground storage authorized by Evans City Council variance shall be in accordance with the latest edition of the adopted International Fire Code. Within the limits established by law restricting the storage of liquefied petroleum gas for the protection of heavily populated or congested commercial area, the aggregate capacity of any one installation shall not exceed 2,000 gallons water capacity. The aggregate capacity for any one installation for the use as a wholesale or retail bulk storage plant shall not exceed 2,000 gallons water capacity. The forgoing prohibitions shall not apply to existing storage installations in existence on August 1, 1972, the effective date of the first adoption of the Uniform Fire Code.

Exception:

1. The storage and use of liquefied petroleum gas in residential areas for barbecues, RV's or other recreational uses shall be limited to portable containers of 10 gallon water capacity or less. The total amount to be allowed in storage or use shall be limited to 20 gallons water capacity.
2. The storage and use of liquefied petroleum gas in areas zoned residential or commercial as defined by the City of Evans that do not have natural gas supplied to the area shall meet the requirements of Section 5803.

(Ord. 552-13)

Section 11. Section 15.48.270 of the Evans Municipal Code is hereby renumbered as Section 15.48.090, and is hereby repealed and reenacted, to read as follows:

15.48.090 Violation--Penalty. Any person, firm or corporation violating any of the provisions of the International Fire Code as amended shall be deemed guilty of a misdemeanor, and each such person shall be guilty of a separate offense for each and every day or portion thereof during which any violation of the provisions of the International Fire Code as amended are committed, continued or permitted, and upon the conviction of any such violation such person shall be punished by a fine not exceeding one thousand dollars (\$1,000) or by imprisonment not exceeding one (1) year, or by both such fine and imprisonment. (Ord. 552-13: Ord. 517-11: Ord. 266-04: Ord. 1134-98: Ord. 842-92: Ord. 554-83: prior code 13.20.120)

Section 12. If any section, paragraph, clause, or provision of this Ordinance shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this Ordinance, the intent being that the invalid or unenforceable section, paragraph, clause, or provision shall be severable from the remaining sections, paragraphs, clauses, or provisions.

Section 13. All bylaws, orders, resolutions, and ordinances, or parts thereof, inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency. Moreover, this repealer shall not be construed as reviving any bylaw, order, or resolution, or part thereof.

Section 14. This Ordinance, after its passage on final reading, shall be numbered, recorded, published, and posted as required by the City Charter and the adoption, posting, and publication shall be authenticated by the signature of the Mayor and City Clerk, and by the Certificate of Publication. This Ordinance shall become effective upon final passage.

Section 15. On and after the effective date of this Ordinance, the 2012 IFC With Local Amendments shall be administered and enforced by the Evans Fire Protection District's Fire Chief, or his/her authorized representative, as required and provided for by the Colorado Special District Act, C.R.S. § 32-1-101, *et seq.*, and any other applicable federal, state, or local laws, rules, and ordinances, or common law, including applicable nationally recognized standards.

Section 16. This Ordinance shall not have any effect on existing litigation and shall not operate as an abatement of any action or proceeding now pending under or by virtue of any ordinance repealed or amended as herein provided, and the same shall be construed and concluded under such

prior ordinances.

PASSED AND APPROVED at a regular meeting of the City Council of the City of Evans on this 19<sup>th</sup> day of February, 2013.

CITY OF EVANS, COLORADO

ATTEST:

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_  
Mayor

PASSED, APPROVED, AND ADOPTED ON SECOND READING at a regular meeting of the City Council of the City of Evans on this 5<sup>th</sup> day of March, 2013.

CITY OF EVANS, COLORADO

ATTEST:

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_  
Mayor

---

## COUNCIL COMMUNICATION

---

**DATE:** March 5, 2013

**AGENDA ITEM:** 8A.

**SUBJECT:** Resolution No. 06-2013—Endorsement of the North Front Range Metropolitan Planning Organization Regional Bicycle Plan.

**PRESENTED BY:** Jessica Scheopner, Assistant to the City Manager

---

**AGENDA ITEM DESCRIPTION:**

The North Front Range Metropolitan Planning Organization (NFRMPO) is responsible for long range transportation and air quality planning for portions of Larimer and Weld Counties, thirteen cities and towns within the two counties and a portion of the Colorado Department of Transportation (CDOT) Region 4. The NFRMPO Regional Bicycle plan identifies regional connecting routes that link to state routes as well as connecting the local community destinations using locally identified connections.

The NFRMPO Regional Bicycle planning effort included extensive public outreach including an employer survey, a household survey that covered each community and community charettes in addition to an electronic webpage on opportunities to provide input.

---

**FINANCIAL SUMMARY:**

The NFRMPO Regional Bicycle Plan does not commit any community to fund any portion of the regional plan.

---

**RECOMMENDATION:**

Staff recommends that City Council adopts Resolution No. 06-2013 supporting the NFRMPO Regional Bicycle Plan.

---

**SUGGESTED MOTIONS:**

*“I move to adopt Resolution No. 06-2013 to endorse the North Front Range Metropolitan Planning Organization Regional Bicycle Plan.”*

*“I move to not adopt Resolution No. 06-2013 to endorse the North Front Range Metropolitan Planning Organization Regional Bicycle Plan*

---

CITY OF EVANS, COLORADO

RESOLUTION NO. 06-2013

RESOLUTION TO ENDORSE THE NORTH FRONT RANGE METROPOLITAN  
PLANNING ORGANIZATION REGIONAL BICYCLE PLAN

WHEREAS, the North Front Range Metropolitan Planning Organization (NFRMPO) is responsible for long range transportation and air quality planning for portions of Larimer and Weld Counties, thirteen cities and towns within the two counties and a portion of the Colorado Department of Transportation (CDOT) Region 4; and

WHEREAS, the City of Evans supports the ability of the City of Evans' and the region's residents to have transportation and recreational choices; and

WHEREAS, there was a twenty-three person steering committee that represented most of the NFRMPO communities, the CDOT, Colorado State Trails, Colorado State Parks, and the City of Cheyenne; and

WHEREAS, the planning effort completed a thorough inventory of all of the bicycle infrastructure in the planning area; and

WHEREAS, the planning effort reviewed and incorporated the local communities' plans, the state park and trail plans, the CDOT plans; and

WHEREAS, the NFRMPO Regional Bicycle planning effort included extensive public outreach including an employer survey, a household survey that covered each community and community charettes in addition to an electronic webpage on opportunities to provide input; and

WHEREAS, the NFRMPO Regional Bicycle plan identifies regional connecting routes that link to state routes as well as connecting the local community destinations using locally identified connections; and

WHEREAS, bicycle projects identified in regional plans and have multiple partners are often more successful in obtaining federal, state and private funding; and

WHEREAS, the NFRMPO Regional Bicycle Plan does not commit any community to fund any portion of the regional plan;

NOW THEREFORE BE IT RESOLVED, City of Evans supports the concept of the NFRMPO Regional Bicycle Plan as a vision for regional connections in the North Front Range;

BE IT FURTHER RESOLVED, that local funding for any project requires future action of the governing body of City of Evans.

PASSED and APPROVED at a regular meeting of the City Council of the City of Evans on this 5th day of March, 2013.

CITY OF EVANS, COLORADO

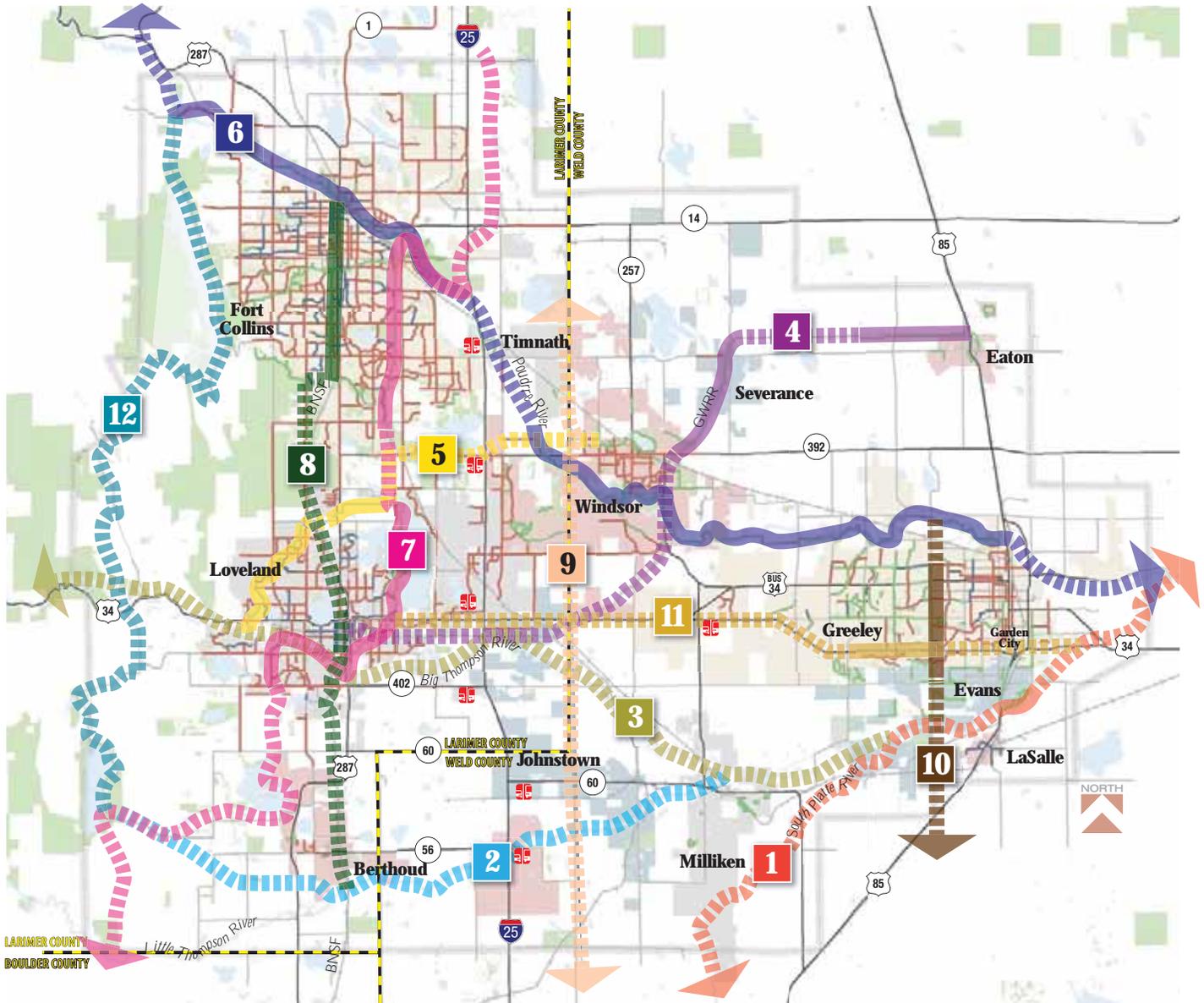
By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# NFR MPO Regional Bicycle Plan





**NFR MPO**  
Regional Bicycle Plan

**Prepared for:**

North Front Range MPO  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

**Prepared by:**

Felsburg Holt & Ullevig  
6300 South Syracuse Way, Suite 600  
Centennial, CO 80111  
303.721.1440

March 7, 2013  
FHU Reference No. 10-045-07



## ACKNOWLEDGEMENTS

### Bicycle Technical Advisory Committee (TAC) Members

- Betsy Jacobsen – CDOT Division of Transportation Development
- Cameron Parrott – City of Evans
- Clint Dudley – Town of LaSalle
- Don Cadwallader – Town of Eaton
- Eric Drummond – Colorado State Trails
- Eric Grey – Colorado State Parks
- Janet Meisel-Burns – City of Loveland
- Jeff Wiggins – City of Cheyenne
- Jeffrey Boring – Larimer County
- John Franklin – Town of Johnstown
- Justin Stone – City of Loveland
- Karen Schneiders – CDOT Region 4
- Larry Butterfield – Colorado State Parks
- Martina Wilkinson – Larimer County
- Matt Blakely – Town of Timnath
- Molly North – City of Fort Collins
- Nancy Matchette – Colorado State Trails
- Phillip Waggoner – Town of Milliken
- Sarah Boyd – City of Greeley
- Tim Katers – Town of Berthoud
- Tom Morrissey – Colorado State Trails
- Wade Willis – Town of Windsor
- Wesley Hood – City of Greeley

### NFRMPO Public Engagement Support Intern Team

- Ariel Mikolitch, Colorado State University
- Rachel Childs, Colorado State University

### University GIS Team

- Aaron Yuhas, Colorado State University
- Jared Pappert-Stockton, Colorado State University
- Joshua Reyling, University of Northern Colorado
- Ken Bucko, Colorado State University



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APPENDIX G	PRESENTATIONS ON RAILROAD AND DITCH COORDINATION



## 1. INTRODUCTION

Accommodation of bicyclists for both transportation and recreation has seen increasing emphasis in Colorado and throughout the country. The Colorado Department of Transportation (CDOT) issued a Policy Directive (Bike and Pedestrian Policy 1602) in 2009 and subsequent State Statute 43-1-120 which makes it clear that the Colorado Transportation Commission intends for CDOT to promote mode choice and provide for the needs of bicyclists and pedestrians. Through this policy the Transportation Commission has directed the safe and reliable accommodation of bicyclists and pedestrians in all of CDOT's planning, design, and operation of transportation facilities. Recognizing the state's commitment to integrate bicycle and pedestrian accommodation, this Regional Bicycle Plan for the North Front Range Metropolitan Planning Organization (NFRMPO) serves as the bicycle planning component of the Regional Transportation Plan (RTP).

"For us, the real measure of success is when complete streets [accommodation of all modes] and integrated roadway design is part of how we do business in this country."  
– Polly Trottenberg, Assistant Secretary of Transportation Policy at the USDOT

In support of Policy 1602 (and the related Procedural Directive), CDOT adopted the *Statewide Bicycle and Pedestrian Plan* in October 2012. The Statewide Plan establishes goals, investment decision criteria, and performance measures to facilitate project and program funding allocation. This Regional Bicycle Plan is intended to work in concert with the Statewide Plan, identifying evaluation criteria that are specific to the NFRMPO and identifying a regional bicycle corridor network; both of which further CDOT's bicycle and pedestrian initiatives.

### Purpose of Regional Bicycle Plan

The primary purposes of the NFRMPO Regional Bicycle Plan are to:

- ▶ Provide a consolidated summary of the existing bicycle infrastructure, data, and design standards throughout the region;
- ▶ Identify opportunities to connect and enhance the local and regional bicycle systems;
- ▶ Identify Regional Bicycle Corridors and outline implementation steps
- ▶ Provide the MPO's 15 member governments with tools to support their local bicycle planning and accommodation initiatives;
- ▶ Position the NFRMPO to pursue state and federal (and other) funding opportunities; and
- ▶ Fulfill the federal requirement to address bicycle planning as a component of the Regional Transportation Plan.

### Benefits of Investing in Bicycle Infrastructure

A variety of direct and indirect benefits can be realized as a result of investing in bicycle infrastructure. A recent University of Massachusetts study shows that bike-only projects and roadway projects incorporating bike facilities both create more jobs than a road-only project (38% and 13% respectively)<sup>1</sup>. Additional studies point to varying increases in property values near trails,<sup>2</sup> while other case studies point to increased visitors and tax

<sup>1</sup> Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts, Political Economy Research Institute, University of Massachusetts Amherst, June 2011.

<sup>2</sup> Bicycling and Walking in Colorado: Economic Impact and Household Survey Results; CDOT Bicycle/Pedestrian Program, The Center for Research on Economic and Social Policy of the University of Colorado at Denver, April 2000.



revenues from tourism. In Colorado, nearly 10% of households took a bicycle-related vacation, while 40% of vacationers engaged in bicycling would have altered their plans if bicycling facilities were not provided.<sup>3</sup> Additional economic impacts include savings from reduced gas consumption, additional retail sales, the attraction of charitable events, and reduced economic costs of mortality.<sup>4,5</sup> Retail related to biking contributed \$200 million to Colorado in 2000, with bike-related impacts on the state totaling over a billion dollars annually.<sup>3</sup> Bicycle tours and races can also have a significant impact on the economy; the inaugural USA Pro Cycling Challenge in 2011 attracted more than a million spectators, resulting in an estimated \$83.5 million in economic impact in Colorado. Northern Colorado will host the sixth stage of the 2013 USA Pro Cycling Challenge, which will start in Loveland, wind through Windsor and Estes Park, and finish in Fort Collins.

Research also concludes that added bicycle infrastructure increases safety for all modes.<sup>6</sup> Bike lanes have been credited with increasing the number of bicyclists traveling in the right direction, reducing the number of bicyclists on sidewalks, increasing stop sign compliance, and providing an increased buffer between automobiles and pedestrians.<sup>7</sup> And with a greater number of people bicycling, drivers become more aware of non-motorized users, creating a safer environment for all. A recent FHWA study<sup>5</sup> that tracked four locations where significant bike investments were made concluded that despite significant increases in trips made by bikes following the investments, fatal crashes over the study period remained steady or decreased. Increased bicycling due to added infrastructure can also provide health-related benefits. Employees who participate in physical activity take fewer sick days, have lower healthcare costs, and even have an increase in productivity.<sup>8</sup>

Increased physical activity can reduce the risk of various chronic diseases, prevent weight gain and obesity, and increase life expectancy. Bicycling for recreational or transportation purposes can help to fulfill recommended daily physical activity. Many research studies have linked the presence of bicycling and walking infrastructure with increased physical activity and improved health. The Center for Disease Control (CDC) provides a series of recommendations for bringing public health considerations into transportation issues . One of the primary recommendations is to promote active transportation by providing safe and convenient walking and bicycling facilities.

It's important to note that many investments in bicycle infrastructure are also paired with programmatic investments such as education and awareness programs. Almost all resources referenced note that such non-infrastructure investments help to better maximize the benefits of bicycle infrastructure investments.

<sup>3</sup> Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas; Center for Applied Demography & Survey Research, November 2006.

<sup>4</sup> The Economic Benefits of Bicycle Infrastructure Investments, League of American Bicyclists, June 2009.

<sup>5</sup> Report to the U.S. Congress on the Outcomes of the Nonmotorized Transportation Pilot Program SAFETEA-LU Section 1807, Federal Highway Administration, April 2012.

<sup>6</sup> Evidence on Why Bike-Friendly Cities are Safer for All Users, Cambridge Journals Online, April 2011.

<sup>7</sup> Bicycle Lanes Versus Wide Curb Lanes: Operational and Safety Findings and Countermeasures Recommendations, Federal Highway Administration, October 1999.

<sup>8</sup> Realizing the Benefits of Accelerated Investment in Cycling, British Columbia Cycling Coalition, January 2011.

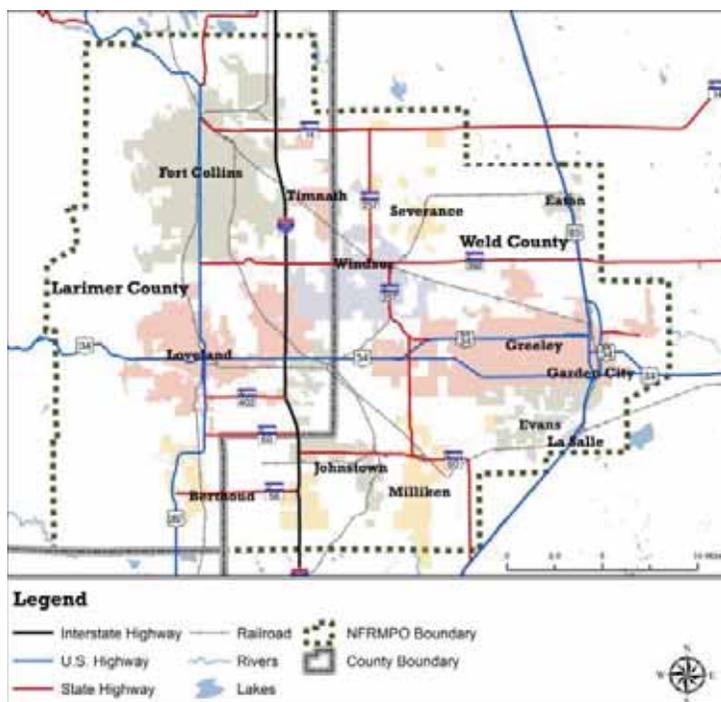


## 2. BICYCLE INVENTORY

### Regional Context

The NFRMPO is a governmental agency responsible for long range transportation planning activities throughout northern Colorado. The NFRMPO, as shown on **Figure 2.1**, has 15 members that include Fort Collins, Greeley, Loveland, Timnath, Berthoud, Windsor, Johnstown, Milliken, Evans, Garden City, LaSalle, Severance, Eaton and Weld and Larimer Counties. CDOT and the State Air Quality Control Commission (AQCC) are also members. The NFRMPO works on a regional scale that covers approximately 600 square miles from Wellington to the north, Denver/Boulder metro to the south, the foothills of the Rockies to the west, and incorporated Greeley to the east.

**Figure 2.1 NFRMPO Planning Area**



Northern Colorado is the fastest growing region in Colorado. Their cities are recognized nationally as one of the top places to live (<http://cbs4denver.com/business/fort.collins.best.2.771171.html>). The growth of the region is highlighted by the growth of its three largest cities (Loveland, Greeley, and Fort Collins) into one large metropolitan region with the Town of Windsor at its epicenter.

The region's transportation system is relatively young when compared with more established regions in the U.S. A handful of state and federal highways carry commuters daily between the MPO communities and the Denver-Metro Region. Single-occupancy vehicles (SOV) dominate the regional modal split. Congestion projections are stark based on the forecasted doubling of population in the next 30-40 years, existing infrastructure deficiencies, and current

modal split. Further, Northern Colorado was designated by EPA as a Non-Attainment area for 8-hour ozone in 2007.

### History of TDM and Bicycle Planning in Northern Colorado

In 1996, the NFRMPO began implementation of the SmartTrips program for Northern Colorado with allocated staff in the NFRMPO and the communities of Fort Collins, Greeley, and Loveland. The program was part of a package of strategies developed to reach the goals established in the long range RTP.

By July of 2000, the SMARTTrips program was staffed by 12 employees responsible for management, outreach and operations amongst the three cities and NFRMPO at the budget of \$1,426,999 (SmartTrips 2001-2006 Strategic Operations Plan). The SmartTrips 2001-2006 Strategic Operations Plan recommended the development of one program as opposed to separate local and regional programs to reduce the confusion in roles and



responsibilities that had developed as a result of having multiple programs. Unfortunately, this led to the eventual dissolution of all three local programs along with their staff. The NFRMPO retained the administration for the carpool (CarGo) and vanpooling (VanGo) programs.

As of January 2012, the SmartTrips program is staffed by two full-time operations and business outreach staff members with limited administrative and accounting support. With extremely limited resources, SmartTrips focuses strictly on the operation of the VanGo program (about 85 vans that travel between Northern Colorado and Denver/Boulder on the regionally significant corridors of I-25, US 287, and US 34) and the maintenance of the well-visited trip-matching website ([www.smarttrips.org](http://www.smarttrips.org)). Best practices and municipal bicycle maps are presented on the website.

## Documents and Programs

Many of NFRMPO member communities have adopted bicycle plans, either as a stand-alone document, an element of their transportation plan, or in the form of a trails plan. The communities' bicycle planning efforts vary in degree of complexity and level of recommendations provided. Additionally, several communities in the region provide bicycle education and outreach programs to encourage bicycle travel and promote safe interaction between bicyclists and motorists. The following sections summarize, by community, the bicycle planning efforts, bicycle facility mapping, and bicycle education and outreach programs in the community. In many cases, hyperlinks to more detailed information have been provided.

### Berthoud

#### *Bicycle Planning Efforts*

The Town of Berthoud currently does not have a bicycle plan, nor does their Transportation Plan include a bicycle element. They anticipate updating their Transportation Plan in 2013 and may include a bicycle element. The Town's Parks, Open Space and Recreation (PORT) Plan is currently in draft form and includes a full trails element. The plan is currently on hold and has not been adopted by the Town Board.



#### *Online Mapping*

Some bicycle trails/routes in Berthoud are displayed by Google Maps .

#### *Bicycle Education and Outreach Programs*

The Berthoud Police Department holds a bike safety program/bike rodeo on an annual basis.

### Eaton

#### *Bicycle Planning Efforts*

The Town of Eaton does not have a bicycle plan or a bicycle element of a transportation plan. The Town completed a Recreation and Trails Master Plan in 2004 and has developed a trail system map which depicts existing and future trails in the community. A citizens committee has recently been formed to look at trail needs to facilitate the movement of children around town. The Town has recently initiated the development of a Transportation Master Plan, which will include a bicycle component.





### *Online Mapping*

No online mapping of bicycle facilities exists.

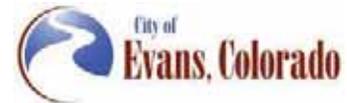
### *Bicycle Education and Outreach Programs*

Eaton does not currently have any bicycle education or outreach programs.

## Evans

### *Bicycle Planning Efforts*

The City of Evans' 2004 *Open Space and Trails Master Plan* is the primary bicycle planning document for the City. The 2004 *City of Evans Transportation Plan* references the Trails Plan and the City's desire to provide additional trails throughout the City. The City is primarily focused on providing off-street shared use trails. Evans does not have a separate bicycle plan at this time.



### *Online Mapping*

No online map of current bicycle routes exists independently. However, the 2004 Transportation Plan shows the Riverside Park Trail as well as sidewalks which are eight feet wide or greater, which are considered by the City to be shared use trails.

### *Bicycle Education and Outreach Programs*

Evans does not currently have any bicycle education and outreach programs.

## Fort Collins

### *Bicycle Planning Efforts*

The City of Fort Collins produced a Bicycle Plan in 1995 and updated it in 2008. This plan covers dedicated bike facilities and multi-use trails. The City's *Transportation Master Plan* (2011) references the bike plan and provides steps towards implementation. Fort Collins also produced a *Bicycle Safety Education Plan* in 2011. The 2008 *Bicycle Plan* and 2011 *Bicycle Safety Education Plan* will be updated and combined in 2013.



### *Online Mapping*

Fort Collins maintains an online interactive mapping tool that includes a bikeways layer [\[link\]](#). This tool includes current and proposed bike lanes, bike routes, and multi-use trails and also denotes where bicycles are not allowed. The downtown dismount zone can also be viewed on the City's website [\[link\]](#). For a printable copy of bicycle routes, a PDF version of the official bicycle map is available from the City's website [\[link\]](#). Another map illustrating the City's recreational trails is also available on the website [\[link\]](#).

Google Maps also provides an extensive mapping of bike routes in Fort Collins [\[link\]](#).

### *Bicycle Education and Outreach Programs*

The City of Fort Collins' FC Bikes program promotes cycling as a safe and attractive means of transportation in Fort Collins. FC Bikes works to build the cohesiveness of the bicycle community and also educates residents on bicycle safety and awareness while encouraging the Fort Collins community to use bicycles as a preferred method for getting around. The FC Bikes program has a webpage on the City's website [\[link\]](#).



The City's *Bicycle Safety Education Plan* was created in 2011 as part of its bicycle safety outreach. Fort Collins also publishes a bicycle riding guide that contains stories about bike style, fundamentals of cycling, and a calendar of bike events.

## Garden City

## *Town of Garden City*

The community does not currently have a bicycle plan, map or programs in place. Any future efforts will be incorporated into this document when appropriate.

## Greeley

### *Bicycle Planning Efforts*

The City of Greeley does not have a dedicated bicycle plan, but its 2011 *2035 Comprehensive Transportation Plan* provides direction for bicycle planning in the City through the plan's Bicycle Vision Plan element. The City also has a *Parks and Trails Master Plan* (2002) and a supplemental *Conceptual Trails Plan* (2002).



### *Online Mapping*

The City of Greeley has recently launched [www.greeleybikes.com](http://www.greeleybikes.com) to provide a PDF map that outlines bicycle and pedestrian routes in the City. Google Maps also illustrates some of the City's bicycle routes.

### *Bicycle Education and Outreach Programs*

The City of Greeley has recently initiated an internal bicycle advisory group and has purchased the [www.greeleybikes.com](http://www.greeleybikes.com) that provides links to bicycle education websites.

## Johnstown

### *Bicycle Planning Efforts*

The Town of Johnstown does not have a dedicated bicycle plan, but its 2008 *Transportation Master Plan* addresses bicycling by referencing the *Johnstown/Milliken Parks, Trails, Recreation and Open Space Master Plan* (2003).



The joint Johnstown/Milliken trails plan serves as the primary bike planning document for the area.

### *Online Mapping*

No online map of current bicycle routes exists independently. However, the 2008 Transportation Plan and joint Johnstown/Milliken trails plan do map current and proposed trails for the area. Google Maps also illustrates a limited amount of trails in the western part of Johnstown.

### *Bicycle Education and Outreach Programs*

Johnstown does not currently have any bicycle education and outreach programs, as it is the responsibility of the Thompson Rivers Park and Recreational District to conduct recreational outreach programs. Currently the District does not have any dedicated bicycle programs.



## Larimer County

### *Bicycle Planning Efforts*

Larimer County *Transportation Master Plan* (2006) includes a short section on bicycling, but the County does not have a dedicated bicycle plan. Its *Open Lands Master Plan* (2001) provides some additional guidance on regional trails. Larimer County is currently updating their transportation plan and Open Lands plans.



### *Online Mapping*

Larimer County does not provide any online maps specifically for bicycling. However, PDF maps of open space trails can be obtained from the Department of Natural Resources webpage [\[link\]](#). A regional view of trails is also available within the *Open Lands Master Plan* appendix "Master Plan Maps & Inventory". Google Maps displays some bike routes outside of municipalities, but a majority of the routes are within Fort Collins and Loveland [\[link\]](#).

### *Bicycle Education and Outreach Programs*

Larimer County does not currently have any programmed bicycle education and outreach programs, but does provide such services on-demand.

## LaSalle

### *Bicycle Planning Efforts*

The Town of LaSalle does not have a dedicated bicycle plan, but its 2010 *Transportation Master Plan* provides a bike and pedestrian planning element that includes proposed bike lanes and shared use trails. The Town also has a Parks Plan that lists trails in the community.



### *Online Mapping*

LaSalle does not currently have any bike facilities, and therefore does not have an online map. A map of proposed bike lanes and shared use trails is available within the Town's transportation plan.

### *Bicycle Education and Outreach Programs*

In 2011 the Town of LaSalle's Recreation Department started community bike rides, which included a brief education component at the start of each ride.

## Loveland

### *Bicycle Planning Efforts*

The City of Loveland currently has a draft *Bike and Pedestrian Plan* was adopted on May 1, 2012 and incorporated into the 2035 Transportation Plan which was approved on December, 18 2012. The *Parks and Recreation Master Plan* (2001) includes recreational trails.



### *Online Mapping*

Loveland provides a PDF map on its website for the existing bike network [\[link\]](#) and its recreational trail network [\[link\]](#). Google Maps displays a mostly complete bike network for Loveland [\[link\]](#).



### *Bicycle Education and Outreach Programs*

The City of Loveland provides a variety of education and outreach programs. The City is a collaborative partner in the Bicycle and Pedestrian Education Coalition (BPEC) in providing bicycle education and outreach programs, while maintaining a Safe Routes to School (SRTS) program that involves many of the area's schools. The City also operates programs such as Helmet Blitzes and Strap-n-Snap for 3<sup>rd</sup> graders, while providing outreach at a variety of local events.

## **Milliken**

### *Bicycle Planning Efforts*

The Town of Milliken does not have a dedicated bicycle plan, but its Transportation Master Plan (2008) includes a bicycle element. The joint *Johnstown/Milliken Parks, Trails, Recreation and Open Space Master Plan* (2001) serves as the primary bike planning document for the area.



### *Online Mapping*

No online map of current bicycle routes exists independently. However, the transportation plan and joint Johnstown/Milliken trails plan do map current and proposed trails for the area.

### *Bicycle Education and Outreach Programs*

Milliken does not have any structured education and outreach programs, but the Town occasionally hosts a bike rodeo.

## **Severance**

### *Bicycle Planning Efforts*

The Town of Severance's *Transportation Plan* (2008) includes a brief section that notes plans for trails and bicycle facilities.



### *Online Mapping*

Google Maps does display a regional trail that connects Severance, but no other facilities are displayed .

### *Bicycle Education and Outreach Programs*

The community does not currently have bicycle programs in place. Any future efforts will be incorporated into this document when appropriate.

## **Timnath**

### *Bicycle Planning Efforts*

The Town of Timnath's *Trails Plan* (2005) serves as the primary bicycle planning document, incorporating both bike routes and lanes along with regional trails and pathways. The Town's *Transportation Plan* (2005) and *Comprehensive Plan* (2007) also speak to providing improved bike access in the town. There is no dedicated bicycle plan.



### *Online Mapping*

The Town's Trails Plan provides a map with proposed bike facilities. Google Maps also documents some bike access within the town, but this access is primarily routes providing connection from Fort Collins .



### *Bicycle Education and Outreach Programs*

Timnath does not currently have any bicycle education and outreach programs.

## **Weld County**

### *Bicycle Planning Efforts*

Weld County does not have any dedicated bicycle planning efforts, instead opting to leave bicycle planning to its municipalities and providing support. However, the Weld County *2035 Transportation Plan* (2011) provides some goals related to bicycle accommodation, primarily about supporting municipalities. The bike element also notes the County's assistance to the Weld Trails Coordination Committee (WTCC) whose purpose is to help provide regional trail connectivity.



### *Online Mapping*

The County does not provide online mapping, but the WTCC provides a regional trails inventory map on its website [\[link\]](#). The County's transportation plan includes a small version of this map, along with a national and state trails map. Google Maps displays bike routes of some of the county's municipalities, along with some of the regional trails between communities [\[link\]](#).

### *Bicycle Education and Outreach Programs*

Weld County does not currently have any programmed bicycle education and outreach programs. The WTCC would likely be the primary entity to provide such programs in the county, but no such programs are explicitly advertised.

## **Windsor**

### *Bicycle Planning Efforts*

The Town of Windsor does not have a dedicated bicycle plan or a bike element within its Transportation Study (1999). However, Windsor's *Comprehensive Plan* (2006) speaks to providing bicycle access within the Town. Furthermore, the Town's *Parks, Recreation, Trails and Open Lands Master Plan – 2007 Update* provides guidance and planning for trails.



### *Online Mapping*

A PDF map of Windsor's current and proposed trail system is available on its website [\[link\]](#). Google Maps also illustrates some of the trails within and around Windsor [\[link\]](#).

### *Bicycle Education and Outreach Programs*

The Town of Windsor's Police Department runs a bicycle rodeo, while the Recreational Department hosts a bike to work day.



## Bicycle Infrastructure

Communities in the NFRMPO have a variety of bicycle facilities ranging from shared used paths to bike lanes to bike box treatments at intersections. The following sections provide an overview of the bicycle facilities that currently exist in the region.

### Definitions

For consistency and clarification, the following definitions are provided for different types of bicycle facilities.<sup>9</sup>

**Bicycle Boulevard** – A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.

**Bicycle Route** – A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with BIKE ROUTE signs, along which bicycle guide signs may provide directional and distance information.

**Bikeways** – A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Bike Box** – A designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.



A Bike Box in Fort Collins

**Bike Lane** – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.



A Bike Lane in Fort Collins

**Shared Use Path** – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

**Shared Lane** – A lane of a traveled way that is open to bicycle travel and vehicular use.



A "Sharrow" in Fort Collins

**Shared Lane Marking ("sharrows")** – A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.

**Sidewalk** – A shared use path located immediately adjacent and parallel to a roadway.

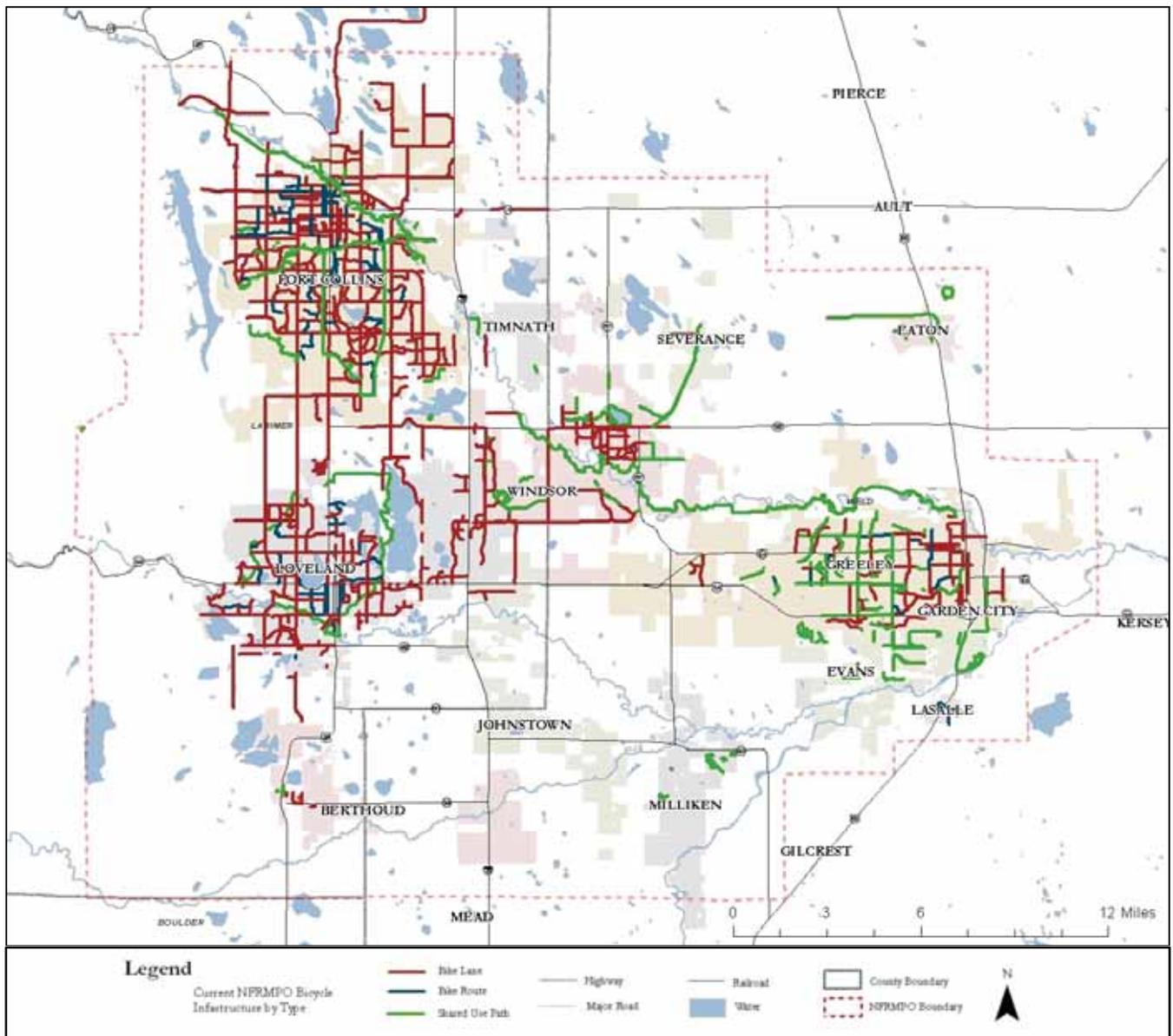
<sup>9</sup> Sources: AASHTO Guide for the Development of Bicycle Facilities, 2012 and February 2010 Draft; NACTO Urban Bikeway Design Guide.



## Existing Bicycle Facilities

As shown on Figure 2.2, the existing bicycle facilities in the NFRMPO region are predominantly located in the three larger cities of Fort Collins, Loveland, and Greeley. There is also considerable bicycle infrastructure in the Windsor area. The foundation of a regional trail system along the Poudre River is discernible on Figure 2.2.

**Figure 2.2 Existing Bicycle Facilities and Routes**



Map created by NFRMPO



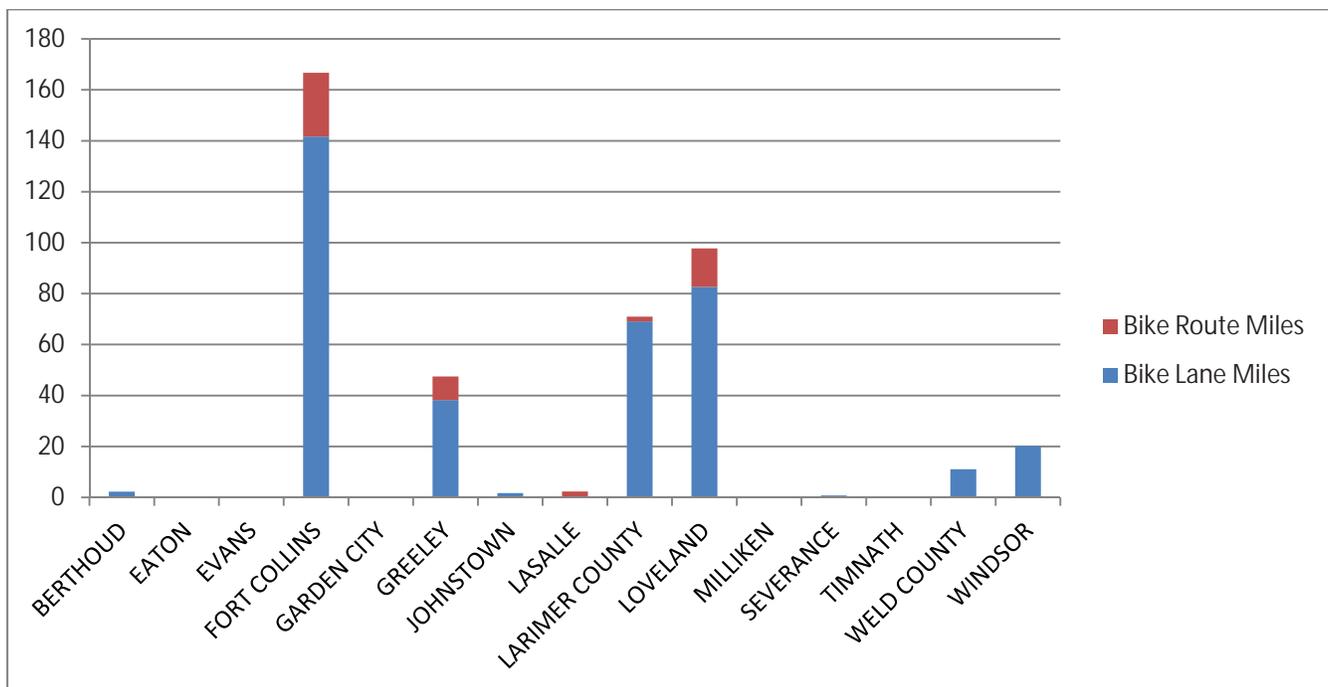
### Bike Lanes and Bike Routes

On street bike lanes help to define an area of the street that is for the exclusive use of bicyclists and can decrease the stress level of bicyclists riding in traffic. Bike lanes encourage bicyclists to ride in the correct direction of travel and alert motorists of the potential presence of bicyclists. Many bicyclists prefer to ride the most direct route to their destination, which is frequently along a street; bike lanes help to specify streets within a community where bicycling is preferred.

Bike routes follow roadways without bike lanes. These roadways are properly signed “Bike Route” to provide wayfinding support to the bicyclist while notifying the motorist the roadway is shared with bicyclist.

Nine of the municipalities in the MPO currently have signed routes and striped on-street bike lanes. In total, there are over 421 centerline miles of bike routes and bike lanes in the region. As shown on **Figure 2.3**, Fort Collins and Loveland provide the highest mileage of bike lanes through their communities, with 142 miles of bike lanes in Fort Collins and 83 miles in Loveland. To a lesser extent, Berthoud, Greeley, Johnstown, Windsor, and areas unincorporated Larimer and Weld Counties also have designated bike lanes on their roads,

**Figure 2.3 Centerline Miles of On Street Bike Lanes and Bike Routes**



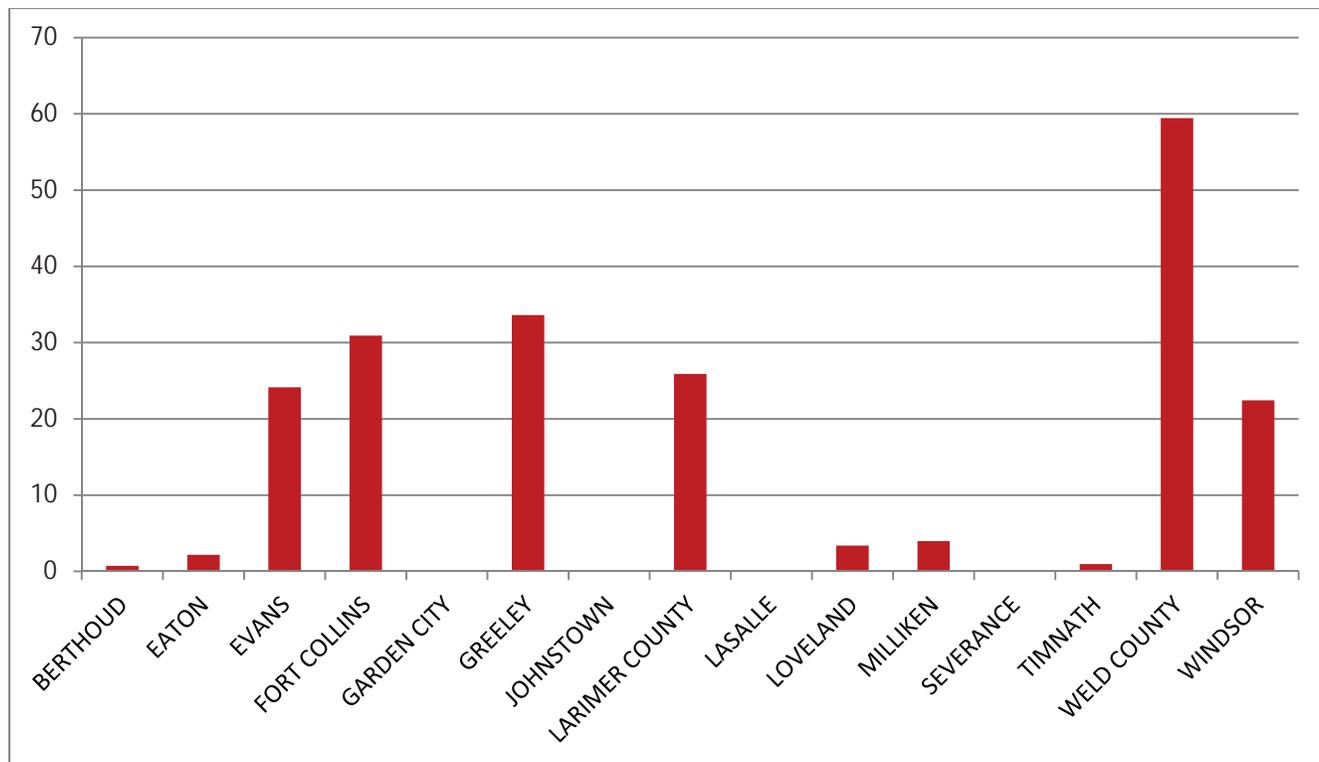
### Off Street Bike Facilities

Shared use paths provide valuable benefits to a community including transportation connections and recreational opportunities. Many cyclists, especially families with small children and those who may not be comfortable riding alongside motor vehicles, prefer to ride on shared use paths.

In total, there are over 208 centerline miles of shared use paths in the North Front Range MPO, distributed between nine of the municipalities and areas of unincorporated Larimer and Weld Counties, as shown on **Figure 2.4**.



**Figure 2.4 Centerline Miles of Off Street Shared Use Paths**



### Shoulders

The AASHTO *Guide for the Development of Bicycle Facilities* (2012) notes that “adding or improving paved shoulders can greatly improve bicyclist accommodation on roadways with higher speeds or traffic volumes, as well as benefit motorists.” According to AASTHO (as well as the CDOT *Roadway Design Guide*), the minimum paved shoulder width to accommodate bicycle travel is four feet. CDOT has a Policy Directive which states that shoulder improvements shall be incorporated on all state highways when upgrades are being made  (note: bicycle use is prohibited on I-25 in urban areas, including throughout the NFRMPO region). While many roadways in the NFRMPO have shoulders adequate for bicycle use, a comprehensive database of shoulder widths in the region is not currently available.

### Other Bicycle Facilities

In addition to bike lanes and shared used paths, the Fort Collins and Greeley bicycle networks include short segments of share lane markings (“sharrows”). In Fort Collins, the half-mile stretch of Mountain Avenue between Mason Street and Riverside Drive is marked with sharrows. Greeley’s network includes sharrows at four locations, covering a total of approximately 1.2 miles:

- ▶ 16<sup>th</sup> Street between 4<sup>th</sup> Avenue and 6<sup>th</sup> Avenue
- ▶ 20<sup>th</sup> Street between 7<sup>th</sup> Avenue and 12<sup>th</sup> Avenue
- ▶ 24<sup>th</sup> Street between Balsam Avenue and Bearwood Avenue
- ▶ 71<sup>st</sup> Avenue between Grizzly Drive and C Street



Fort Collins also has one bike box near the Colorado State University Campus at the intersection of Shields Street and Plum Street on the side Street (Plum) approach.

### *Signing and Signal Equipment*

Fort Collins and Loveland both have bike detectors at some signalized intersections under their jurisdiction. Fort Collins uses a video detection system capable of detecting bikes at 84 out of 178 (47%) of their signalized intersections (2012). Loveland uses both video and loop detection systems. Around 40-50% of Loveland’s traffic signals are equipped with bike detection systems; however, their downtown signals are pre-timed with no detection.

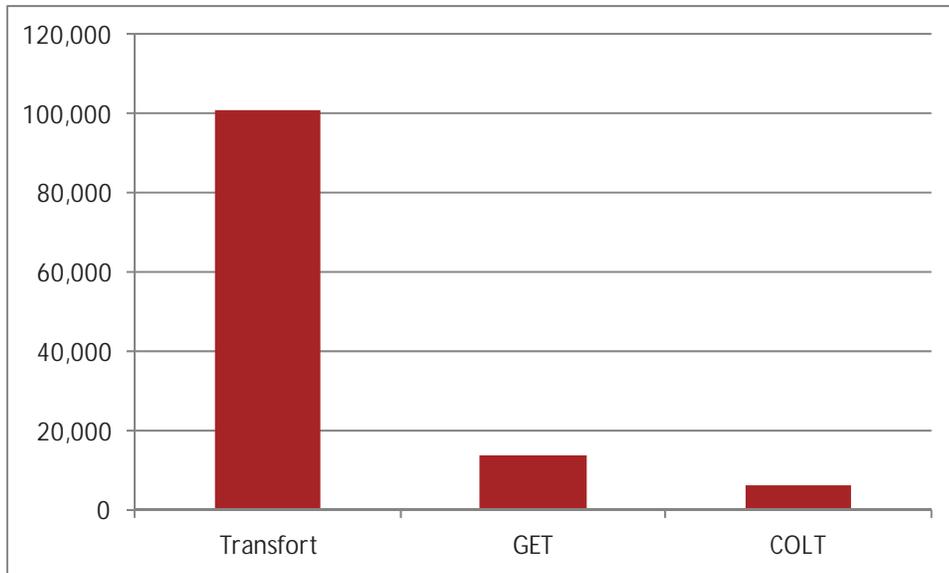
## **Bicycle Amenities**

### *Buses and Vanpools Equipped with Bike Carriers*

Three fixed-route transit systems operate in the MPO: Transfort in Fort Collins, Greeley-Evans Transit (GET), and City of Loveland Transit (COLT). All fixed-route buses in each system are equipped with bicycle racks; GET and COLT buses have a capacity of two bikes per bus and Transfort buses have a capacity of three bikes per bus.

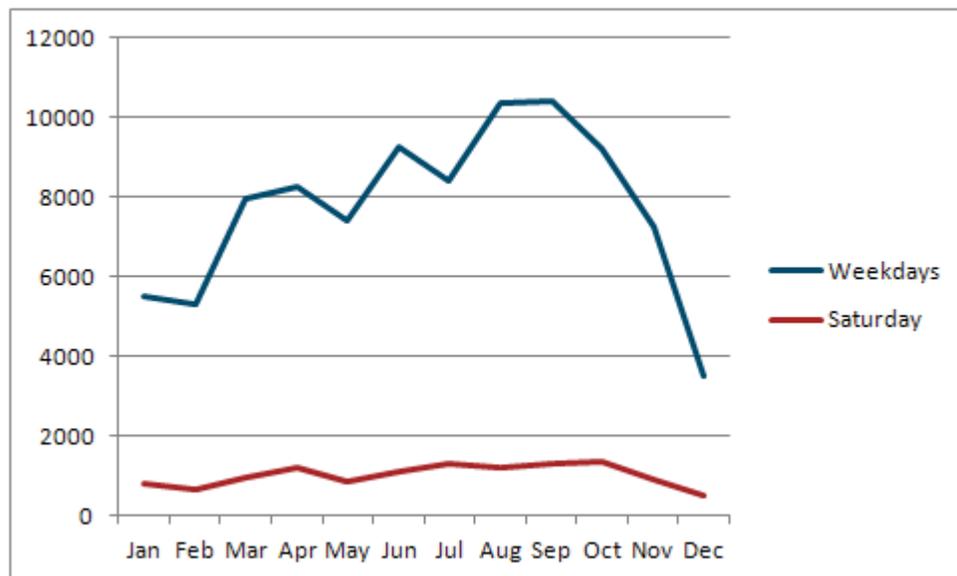
**Figure 2.5** shows the number of bike boardings on buses for the three transit providers in 2010. In total, there were over 121,000 bike boardings on buses in the region. **Figure 2.6** shows Transfort’s seasonal variation of bicycle boardings on buses. The NFRMPO currently operates 85 active VanGo vanpooling routes. Twenty-one of the 85 vans (25 percent) are equipped with bike racks.

**Figure 2.5 Bike Boardings on Buses in 2010**





**Figure 2.6 Transfort Monthly Bike Boardings on Buses (2011)**



*Bike Storage and/or Showers at Municipal Buildings*

As shown in **Table 2.1**, five of the communities in the NFRMPO provide bicycle amenities at their municipal buildings to encourage employees and visitors to bike to the facilities. Fort Collins’s facility at 215 N. Mason is a LEED certified building that provides secure indoor bicycle storage.

**Table 2.1 Bike Amenities at Municipal Buildings**

Community	Bike Racks	Bike Lockers/ Secure Storage	Bike Fleet	Showers
Berthoud				
Eaton				
Evans				
Fort Collins		•	•	•
Garden City				
Greeley				
Johnstown	•			•
Larimer County	•			•
LaSalle				
Loveland	•			•
Milliken				
Severance				
Timnath				
Weld County				
Windsor	•			•

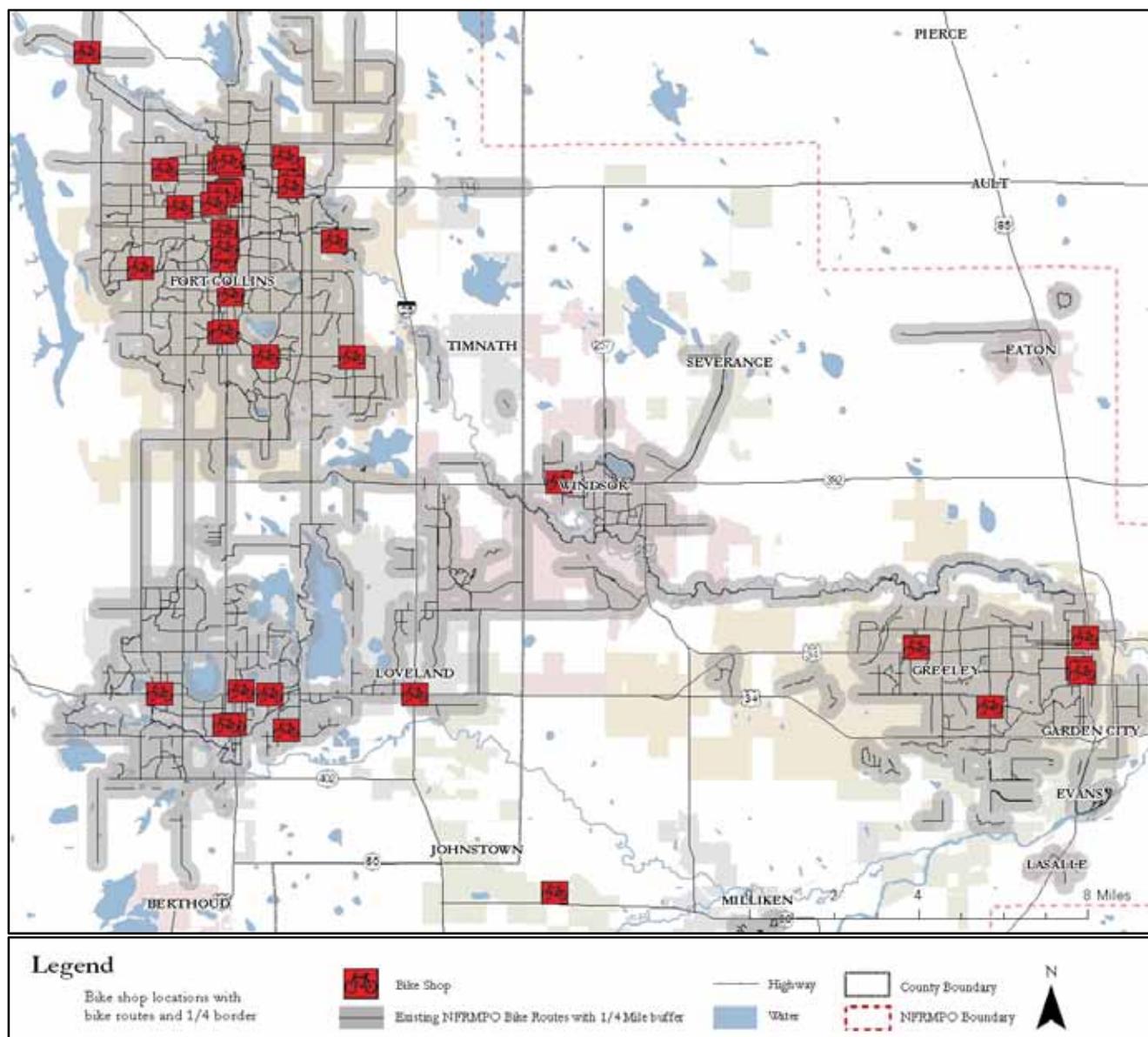


### Privately-Owned Bicycle Shops

In 2012, the NFRMPO region supported 40 privately-owned bicycle shops, as shown on **Figure 2.7**. These businesses are documented in this regional plan because they support for bicycle commuters and serve as a source of education/information dissemination for area bicyclists.

The businesses predominantly reside in Larimer County in the cities of Fort Collins and Loveland. Weld County has 6 bike shops between Greeley, Windsor, and Johnstown.

**Figure 2.7. Bike Shops**



Map created by NFRMPO



## Standards and Policies

### Bicycle Facilities Standards

Bicycle facility design standards have been established on a nation level by the American Association of State Highway and Transportation Officials (AASHTO *Guide for the Development of Bicycle Facilities*, 2012) and the National Association of City Transportation Officials (NACTO *Urban Bikeway Design Guide*, 2011). CDOT recently completed the bicycle and pedestrian chapter (Chapter 14) of the *CDOT Roadway Design Guide*, which documents standards and best practices for designing facilities for bicyclists and pedestrians. Several of the counties and municipalities in the NFRMPO have also developed standards, with some based on national and state resources, and others geared towards local conditions. Larger municipalities often communicate design standards through bike plans and roadway design guidelines, while smaller communities rely on design standards in municipal code or construction design standards documents. **Table 2.2** compares which typical bicycle facility standards have been documented at the national, state, and local levels.



**Table 2.2 Bicycle Facilities Standards**

Design Element	AASHTO	NACTO	CDOT	Berthoud	Eaton	Evans	Fort Collins	Garden City	Greeley	Johnstown	Larimer County	LaSalle	Loveland	Milliken	Severance	Timnath	Weld County	Windsor
Shoulders	●		●				●			●	●		●		●	●	●	●
Curb lanes	●		●										●					
Bike lanes	●	●	●	●			●		●	●	●		●	●	●	●	●	●
Left-side bike lanes	●	●	●															
Buffered bike lanes	●	●	●															
Contra-flow bike lanes		●	●										○					
Bike boulevards	●		●										○					
Shared use paths	●		●	●		●	●		●	●	●		●	●		●	●	●
Bike boxes		●	●				○						●					
Signal timing	●	●	●										●					
Bike detectors	●	●	●				●				●		●			●		
Bike signals	●	●	●										○					
On-street parking	●	●	●						●				●					
Railroad crossings	●		●														●	
Barriers	●	●	●				●				●		●			●		
Lighting for bikes	●		●			●												
Surface type	●	●	●	●		●	●		●	●	●		●	●		●	●	●
Striping	●	●	●				●				●		●			●		●
Painted symbols (e.g., sharrows)	●	●	●				●		●		●		●			●		●
Signage	●	●	●				●		●		●		●			●	●	●
Slopes	●		●	●		●	●		●	●	●		●	●		●	●	●
Design speeds	●		●				●				●		●			●		●
Bike parking	●		●	●		●	●		●		●		●			●		●

National or State Resource / Local Entity

- = defines elements and recommends or requires following of standards
- = defines element, but does not set any standards

### Bicycle Related Regulations

Many of the NFRMPO communities have regulations or ordinances that pertain to bicycle use. Table 2.3 shows the communities which have regulations related to the use of bike facilities, snow removal on bicycle facilities, and bicycle registration programs. Each item is described in more detail in the subsequent sections.



**Table 2.3 Bicycle Related Regulations**

Community	Regulations on Bike Facility Usage	Snow Removal Policy (for Bike Facilities)	Bicycle Registration Program
Berthoud	•	•	
Eaton			•
Evans	•		
Fort Collins	•	•	•
Garden City			
Greeley	•		•
Johnstown	•	•	
Larimer County			
LaSalle			•
Loveland	•	•	
Milliken	•		•
Severance			
Timnath			
Weld County			
Windsor	•		

**Regulations on Bicycle Facility Use**

Eight of the 15 communities have regulations about what type of users are allowed on sidewalks or bicycle facilities. Greeley and Windsor both allow bicyclists to use sidewalks, while in Berthoud and Milliken bicycles are prohibited from using sidewalks. In Fort Collins, bicycles are allowed on sidewalks except in the “Downtown Dismount Zone.” Likewise, Johnstown allows bicycles on sidewalks except in restricted areas like downtown and Loveland allows bicycles on sidewalks except in zoning districts E and DE. Evans allows bicycles on sidewalks that are eight feet or wider.

Berthoud, Evans, Johnstown allow motorized bicycles on bike facilities, while Greeley and Milliken prohibit motorized bikes on trails. Fort Collins allows motorized bicycles on bike lanes, but not on recreational trails.

**Snow Removal Policies**

Many Coloradoans enjoy riding their bikes year-round, as demonstrated in the bicycle count section of this report. Four of the NFRMPO communities have policies related to the removal of snow from bicycle facilities. Berthoud’s Parks Department plows the paved bike trails in the community. Fort Collins’ 2008 Bike Plan includes the designation of priority commuter routes which maintained to minimize surface hazards including snow. Johnstown plows their bicycle and pedestrian paths. And Loveland plows their bike lanes and shoulders at the same time as other travel lanes. Loveland’s Parks Department plows the trail system within 24-48 hours after a storm.

**Bicycle Registration Programs**

Hundreds of bicycles are stolen each year, as documented in bicycle theft section in this report. Several communities in the NFRMPO have bicycle registration programs that help the local police departments to recover stolen bicycles and return them to their rightful owner. Fort Collins’ bicycle registration program is free



and can be completed online through the FCBikes program. Bicycle registration is not required in Eaton, LaSalle and Milliken, but can be done through the local Police Departments. Greeley has a bicycle ordinance which requires an annual fee for bicycle registration.

### Bicycle Accommodation Requirements

As shown on Table 2.4, CDOT and six of the NFRMPO communities have requirements for bicycle accommodation to be included in roadway expansion and/or resurfacing projects. Ten of the communities require bicycle accommodation as an element of new development or redevelopment. A brief description of the requirements by community follows.

The National Complete Streets Coalition defines complete streets as the simple idea that “our streets should work for everyone, of all ages and abilities, regardless of how they travel.” Their *Complete Streets Policy Analysis* document (PDF) outlines elements of complete streets policies and defines a methodology for evaluating the strength of complete streets policies based on each of ten elements. Using this document as a guide, three agencies in the NFRMPO (CDOT, Fort Collins, and Loveland) have complete street policies in place that are comprehensive and clear in intent. Several other communities, as noted by the partial circle in Table 2.4, have some elements of a complete streets policy in place.

**Table 2.4 Bicycle Accommodation Requirements**

Community	Bicycle Accommodation Requirements for Roadway Expansion/ Resurfacing	Bicycle Accommodation Requirements for New Development/ Redevelopment	Complete Streets Policy
CDOT	●		●
Berthoud	●	●	
Eaton			
Evans	●	●	○
Fort Collins	●	●	●
Garden City			
Greeley	●	●	○
Johnstown	●	●	○
Larimer County	●	●	
LaSalle			○
Loveland		●	●
Milliken		●	○
Severance			○
Timnath		●	○
Weld County			
Windsor		●	

- = Policy/requirement in place
- = Some elements of Complete Streets Policy in place



- ▶ The Colorado Transportation Commission’s Bike and Pedestrian Policy Directive 1602.0 (dated October 22, 2009) and subsequent State Statute 43-1-120 support the development of fully integrated active transportation networks. CDOT’s Policy Directive states that “the needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine.” As such, bicycle and pedestrian accommodation needs to be incorporated into all CDOT transportation projects.
- ▶ **Berthoud** is currently working on updating their development code, and it will likely require developers to implement the proposed trails in the PORT Plan. The Town requires bike parking depending on size of parking lot.
- ▶ The typical cross-sections in **Evans’** Transportation Plan do not include bike lanes, but they do include 8 foot (or greater) shared use paths. These cross-sections are treated as standards for development and road expansion projects.
- ▶ **Fort Collins** uses the Larimer County Urban Area Street Standards document as a guiding document for providing bicycle facilities through the development review process and for roadway expansion projects. The City has specific policies for on-street bike parking.
- ▶ **Greeley** requires the developers construct bike lanes on collectors streets and higher classification. The City has been active in constructing road diets with bike lanes.
- ▶ Many of **Johnstown’s** typical cross-sections include bike lanes, and they are treated as standards in development review process. Bicycle facilities are added as a part of roadway expansion projects if the facility has been identified as a planned route.
- ▶ Outside of growth management areas (GMAs), **Larimer County** holds developers to the rural area road standards (RARS), which includes shoulders. For reconstruction projects, the County adheres to standards (including shoulders) to the extent practicable. For resurfacing projects, the County tries to widen the paved width as much as easily possible (typically 1-2 feet of additional shoulder width).
- ▶ **Loveland** requires bicycle facilities in accordance with the Larimer County urban area street standards (LCUASS) and Site Development Standards. Bike parking is required for multi-family and all other non-residential development per the planning standards for new development.
- ▶ Many of **Milliken’s** typical cross-sections include bike lanes, and they are treated as standards in development review process.
- ▶ **Timnath** requires bicycle facilities in accordance with LCUASS and parking requirements in the Town’s Land Use Code for development.
- ▶ Many of **Windsor’s** typical cross-sections include bike lanes, and they are treated as standards in development review process.

## Data and Analysis

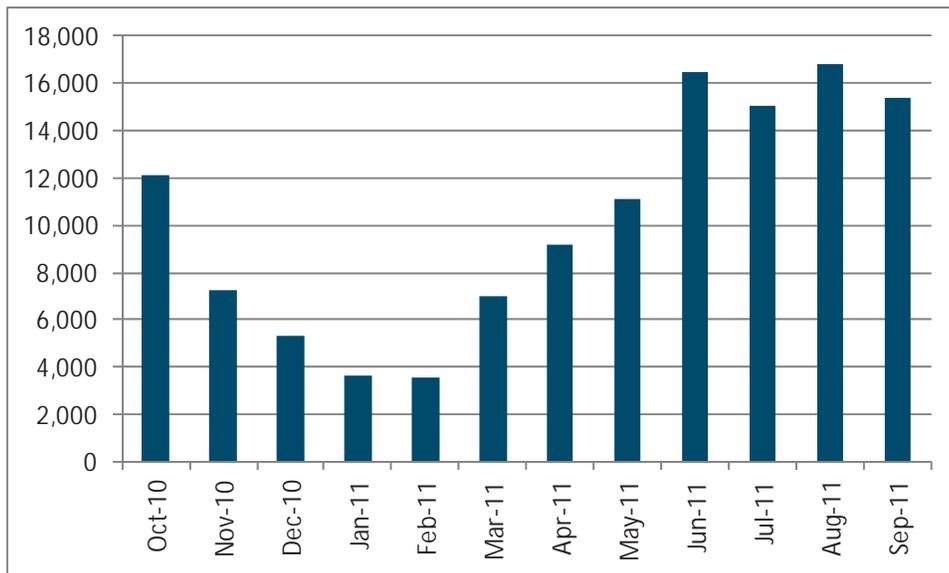
### Bicycle Counts

Fort Collins and Loveland are the only communities in the NFRMPO that have completed bicycle counts. Fort Collins has counted bicycle volumes at over 40 intersections throughout the City during the morning, noon, and afternoon peak hours. Loveland rented a bike counter from CDOT in October 2010; they used the counter to collect nearly a month of bicycle and pedestrian counts on the recreational trail underpass of Eisenhower Boulevard (US 34) between Cheyenne Avenue and Denver Avenue. Available counts from Fort Collins and Loveland are included in **Appendix B**.



A permanent loop counter has been installed in downtown Boulder on the bike lanes on 13<sup>th</sup> Street approximately one block south of Pearl Street. Since Boulder’s climate is similar to that in the NFRMPO, these data are useful to understand the variation in bicycle activity that can be expected over the course of a year. The monthly bicycle count data for southbound 13<sup>th</sup> Street, which has been compiled by the University of Colorado, is presented in **Figure 2.8**. From this count summary, April and May represent approximately average bicycle use over the twelve month period. June through September represent a considerable peak in bicycle activity. Bicycle activity during the winter months is in the range of 20 percent of the peak summer activity.

**Figure 2.8 Monthly Bicycle Counts on Southbound 13th Street in Boulder**

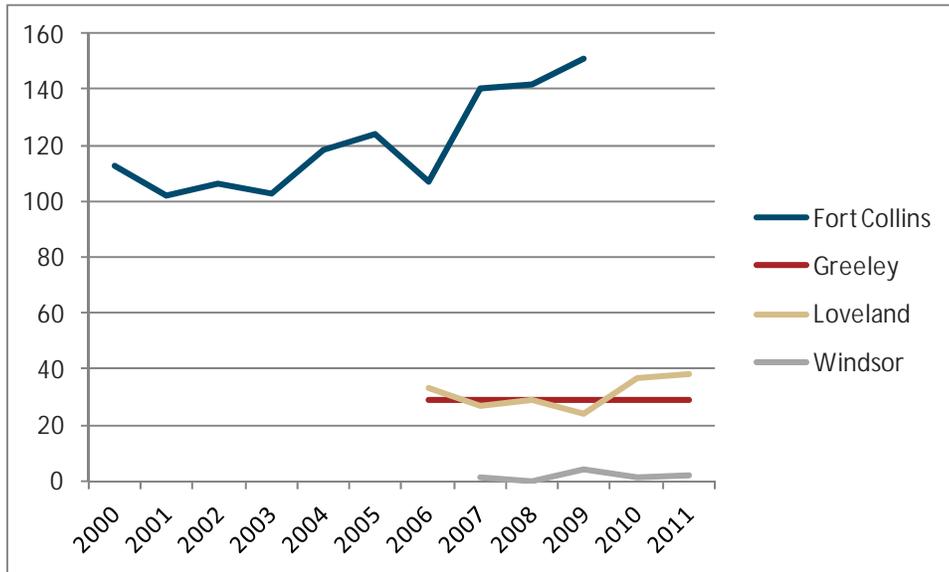


### Reported Bicycle Crashes

Fort Collins, Greeley, Loveland, and Windsor each track bicycle related crashes, as shown on **Figure 2.9**. Larimer and Weld Counties also track bicycle crashes, but the data are not presented in the graph because they include some crashes in incorporated areas of the Counties as well as areas of the County outside of the NFRMPO boundary. Typically, the reported bicycle crashes involve a motor vehicle and a bicyclist, rather than crashes between two bicyclists or a single bicycle crash. The crash data, particularly in Fort Collins, show an upward trend in the number of bicycle crashes over time, which is likely to a large extent a result of increased population and increased bicycling in the City.



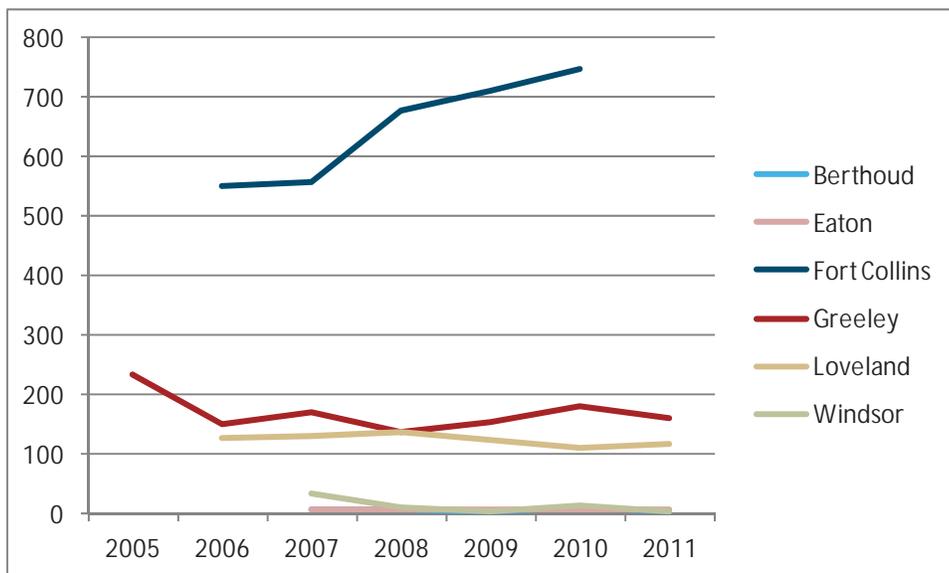
**Figure 2.9 Annual Bicycle Crash Data**



### Bicycle Theft

Bicycle theft data for six of the MPO communities are shown in **Figure 2.10**. Again, Larimer County also tracks bicycle thefts, but the data are not presented in the graph because they include some crashes in incorporated areas of the County (such as Fort Collins) as well as areas of the County outside of the NFRMPO boundary. Between 2006 and 2010, bicycle theft in Fort Collins has increased over 35 percent.

**Figure 2.10 Annual Bicycle Theft Data**





## Bike Participation by Community

The 2010 NFRMPO Household Survey provides insight into the travel modes used to travel to and from work, as shown in **Table 2.5**. Region-wide, 6.3 percent of survey respondents reported bicycling to work. Of the three large cities in the region, Fort Collins respondents indicated the highest rate of bicycle use for commuting at over 13 percent.

**Table 2.5 Travel Mode for Commuting (2010 Household Survey)**

	Fort Collins	Greeley-Evans	Loveland	Larimer	Weld	Region-wide
Walk	3.60%	5.00%	1.70%	3.20%	1.70%	3.40%
Bike	13.30%	4.10%	1.00%	0.60%	1.00%	6.30%
Driver	76.80%	82.20%	89.80%	93.80%	90.90%	84.50%
Passenger	4.40%	8.00%	5.90%	2.30%	6.20%	4.80%
Local bus	0.70%	0.60%	1.40%	0.00%	0.00%	0.50%
Express bus	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%
Other	1.20%	0.00%	0.20%	0.20%	0.20%	0.60%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

### Household Density

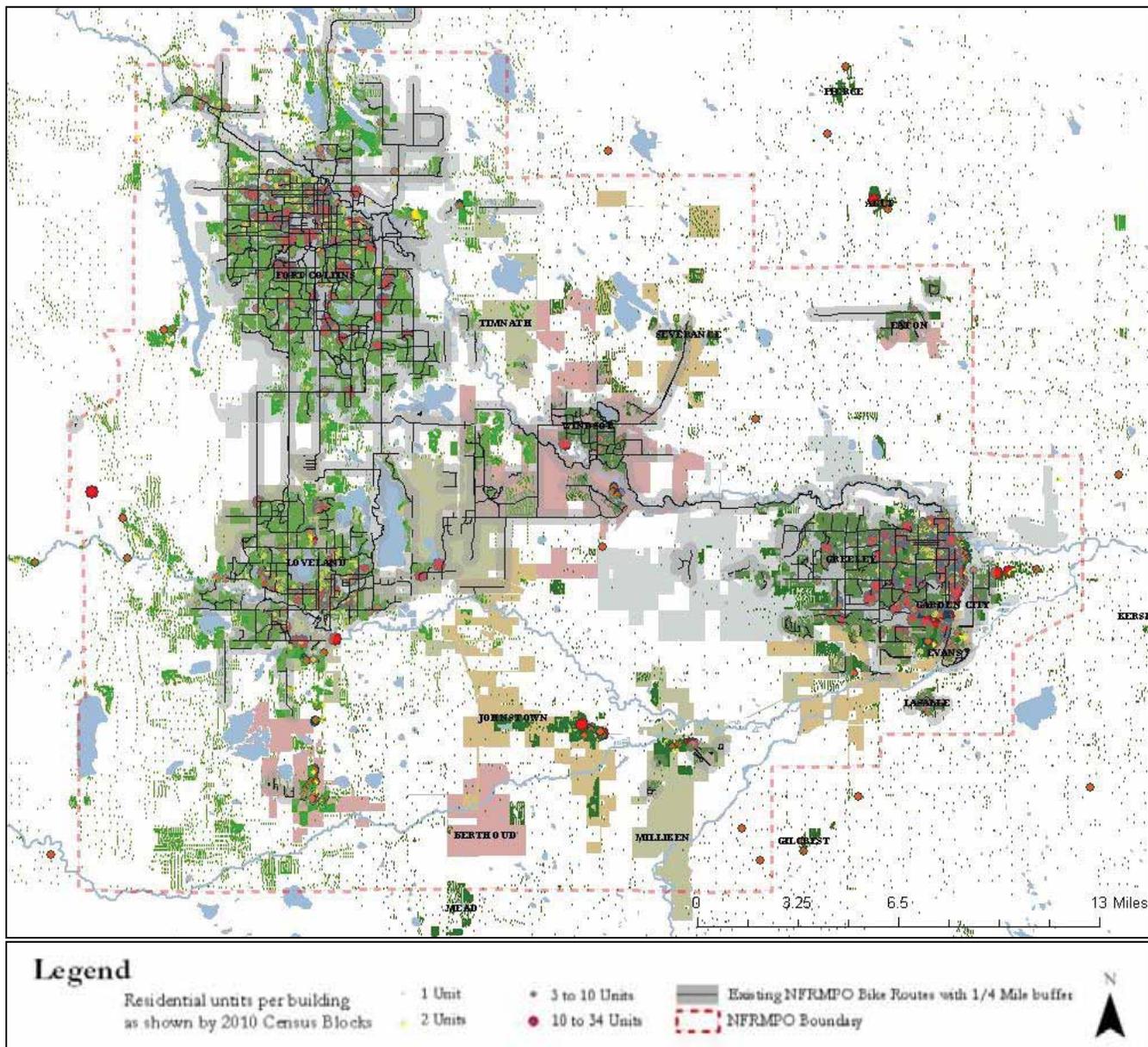
**Figure 2.11** below depicts the density of households across the NFRMPO region as compared with the regional bicycle system as of the writing of this plan. A simple review of the map demonstrates where existing bicycle infrastructure is paired with the densities of households. The cities with larger populations have an observably larger investment in bicycle infrastructure likely indicating:

1. An increased public demand for bicycle trails and bike lanes
2. Subsequent policies to add infrastructure with new development
3. Diverse or dedicated funding sources for bicycle infrastructure

Conversely, the smaller population towns in the NFRMPO region have a lower density and their current investment is smaller.



Figure 2.11 Household Density



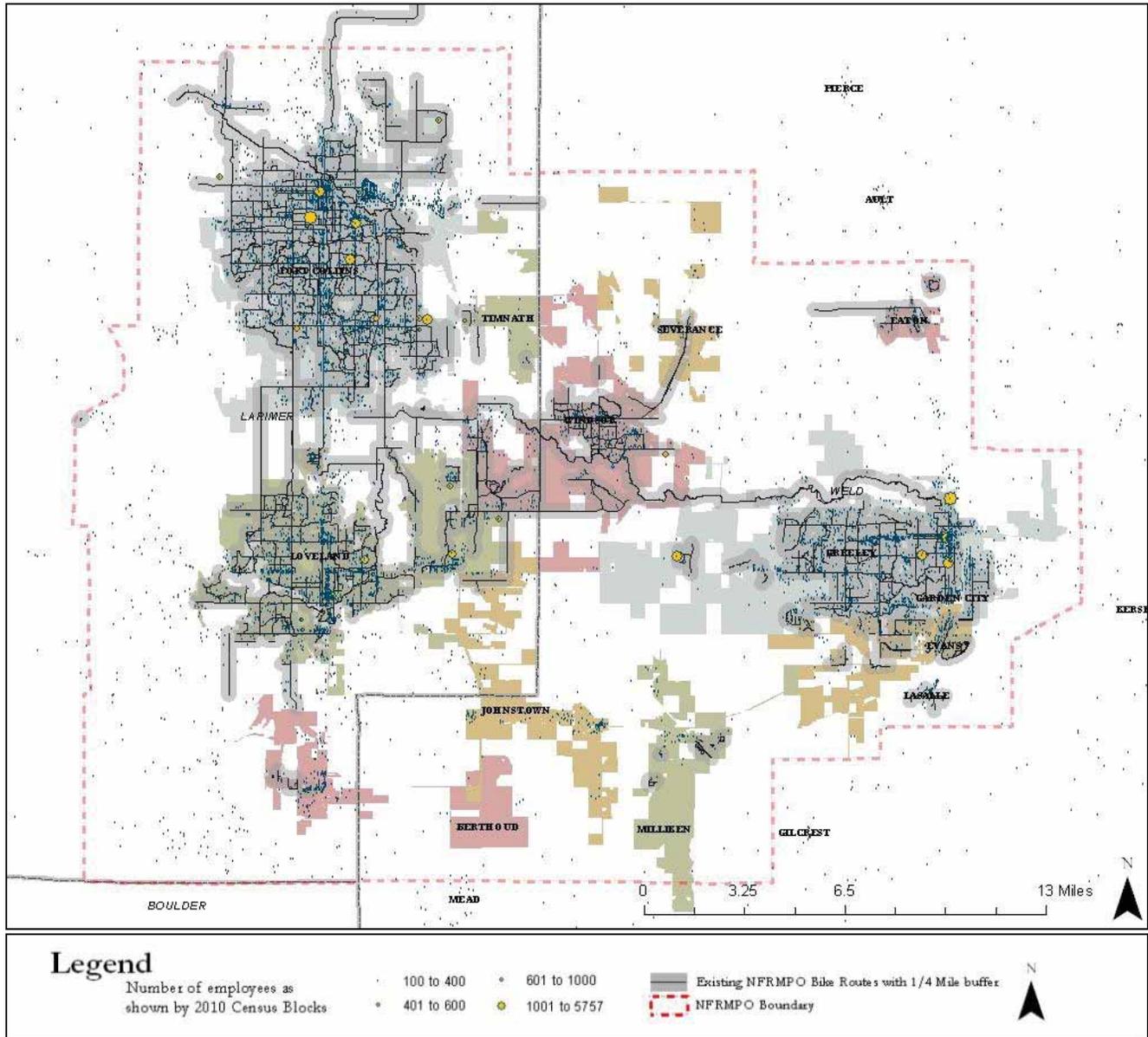
Map created by NFRMPO



### Business Locations

There are over 11,000 businesses in the NFRMPO, as shown on Figure 2.12, and approximately 176,600 employees. Approximately 84 percent of businesses are located within a ¼ mile of an existing bike route, and over 85 percent of employees work within a ¼ mile of an existing bike route.

Figure 2.12 Business Locations

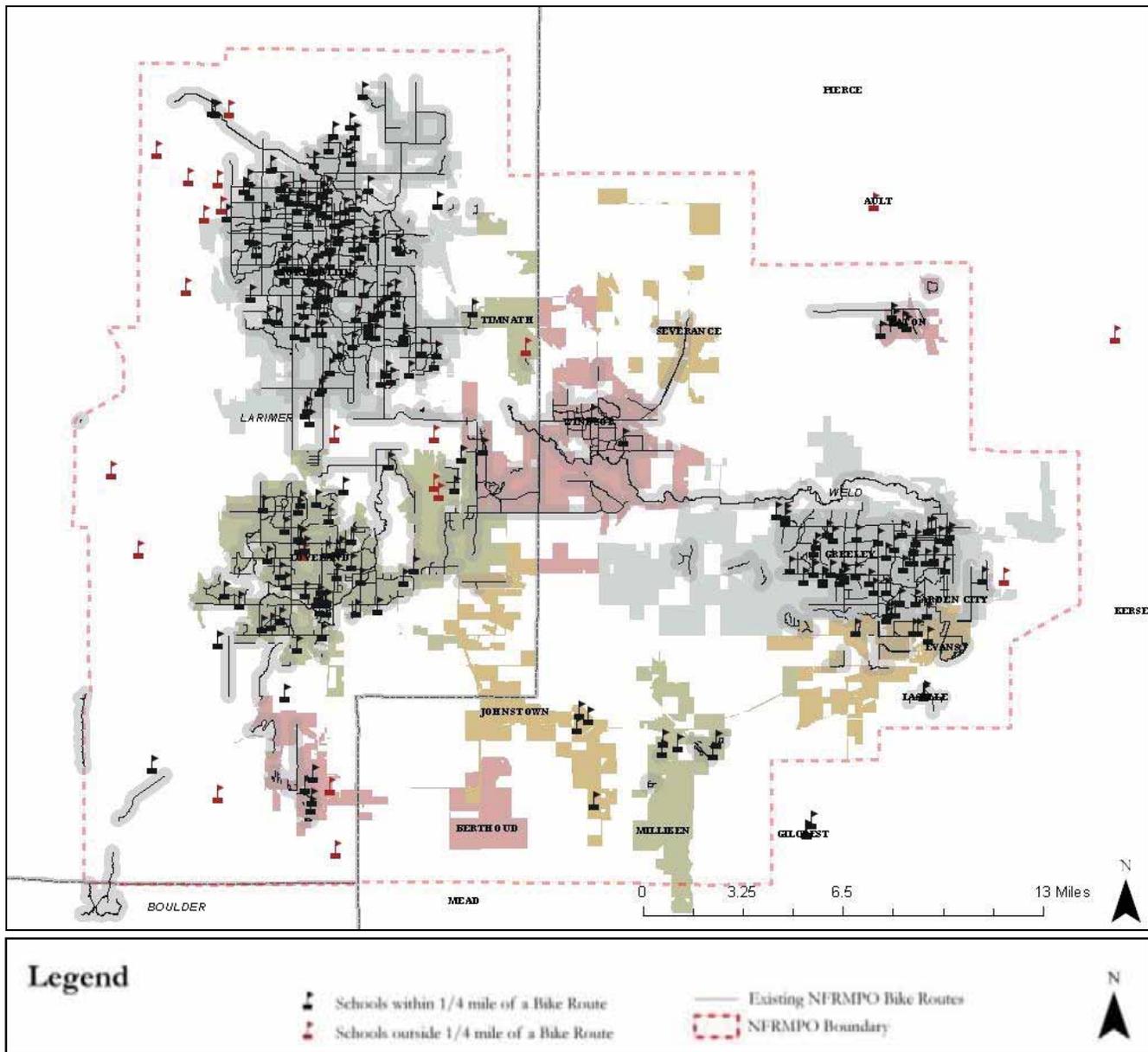




## Student Access to Bicycle Facilities

There are 266 schools in the NFRMPO region. Of those schools, 86 percent (229 schools) are within a ¼ mile of an existing bike route. The remaining 37 schools have no existing bike routes within a ¼ mile distance (shown in red on Figure 2.13).

Figure 2.13 School Access to Bike Routes

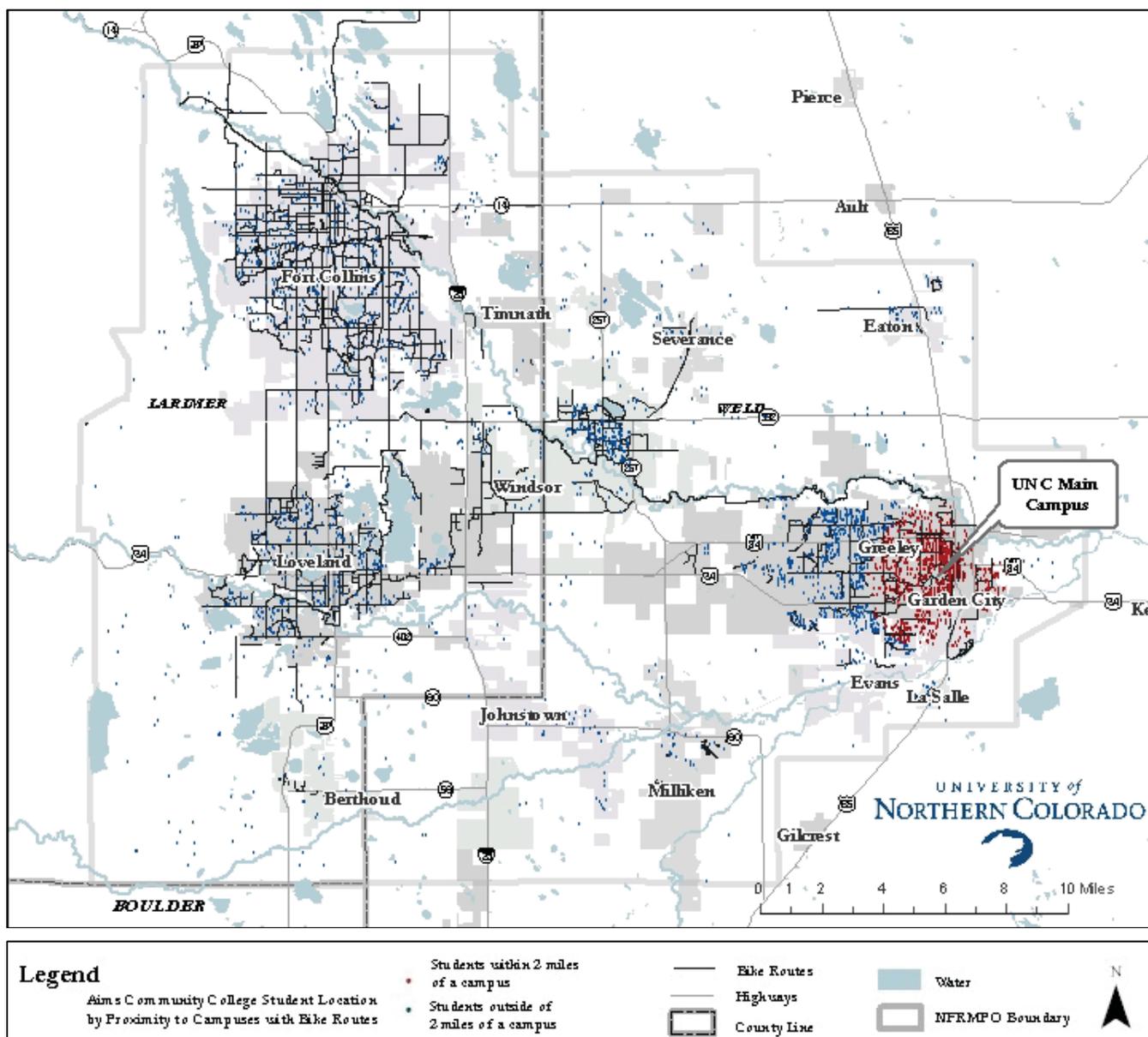


Map created by NFRMPO



Figures 2.14, 2.15, and 2.16 represent the frequency of students living within a two mile bicycle commute to each college campus (except Front Range Community College due to data restrictions) in the NFRMPO region. At the University of Northern Colorado and Colorado State University in 2012, 65% (5,087) and 70% (11,664) of the students lived within two miles of campus respectively. AIMS Community College had 31% (1,651) at their Greeley Campus and 5% (286) at their Loveland Campus in 2012.

**Figure 2.14 Enrolled Student Residence within 2 Miles of University of Northern Colorado**

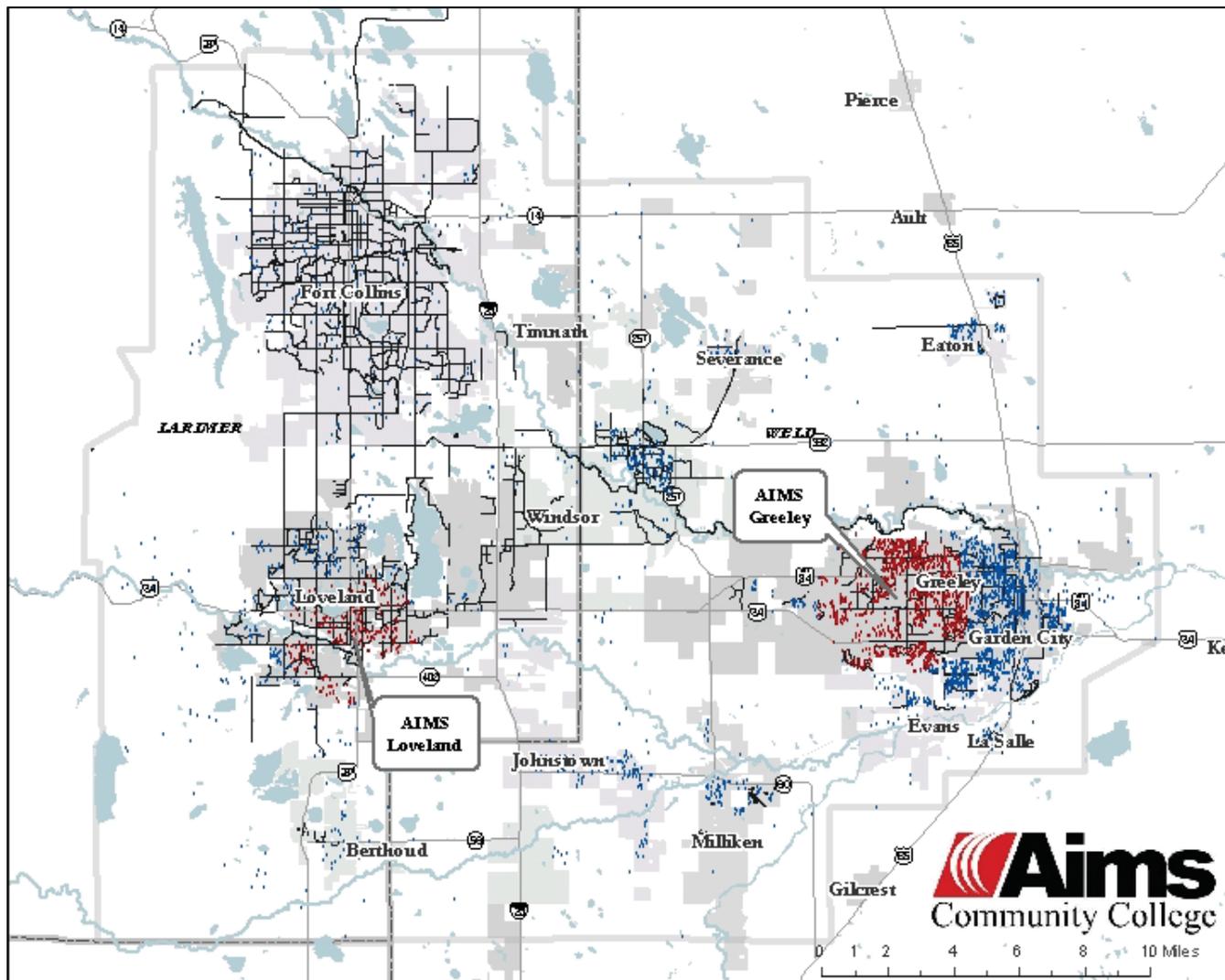


Map created by NFRMPO





Figure 2.16 Enrolled Student Residence within 2 Miles of AIMS Community College



<b>Legend</b> Aims Community College Student Location by Proximity to Campuses with Bike Routes	• Students within 2 miles of a campus	— Bike Routes	■ Water	N 
	• Students outside of 2 miles of a campus	— Highways	□ NFRMPO Boundary	
		— County Line		

Map created by NFRMPO



## Safe Routes to Schools

Colorado's Safe Routes to Schools (SRTS) program and grants are administered by the Colorado Department of Transportation. As shown on Table 2.6, many schools within the NFRMPO region have benefited from SRTS funding over the last eight years.

**Table 2.6 Safe Routes to Schools Grant Recipients (2004 – 2011)**

Year	City	Project Summary	Schools
2006	Fort Collins	Sidewalk improvements	Dunn Elementary School
2006	Evans	New and improved walkways	Chappelow Magnet School
2006	Evans	Sidewalk/crosswalk improvements	John Evans Middle School
2007	Fort Collins	Audit, Bike and Walk across Colorado, School Award	Bacon Elementary School Beattie Elementary School Laurel Elementary School Lopez Elementary School Werner Elementary School
2008	Loveland	T-n-T Tuesdays	Centennial Elementary School Garfield Elementary School Winona Elementary School
2008	Loveland	Improve flashing school-zone signals	Centennial Elementary School Garfield Elementary School Winona Elementary School
2009	Fort Collins	Poudre School District Safe Routes to School	Bennett Elementary School Dunn Elementary School Leshar Junior High School McGraw Elementary School Tavelli Elementary School
2009	Loveland	T-n-T Tuesdays Education Program	Programmatic
2009	Milliken	Sidewalk and signage improvements	Milliken Elementary School Milliken Middle School
2010	Fort Collins	Fort Collins Safe Routes to School	Bauder Elementary School Blevins Middle School Boltz Middle School Harris Elementary School Irish Elementary School Johnson Elementary School Kinard Middle School Krus Elementary School Lab Elementary School Linton Elementary School Moore Elementary School O'Dea Elementary School



Year	City	Project Summary	Schools
			Olander Elementary School Preston Middle School Putnam Elementary School Riffenburgh Elementary School Shepardson Elementary School Traut Elementary School Webber Middle School Zach Elementary School
2010	Loveland	Loveland T-n-T Tuesdays	BF Kitchen Bill Reed Middle School Centennial Elementary School Sarah Milner Elementary School Truscott Elementary School Van Buren Elementary School Winona Elementary School
2011	Fort Collins	New bike racks, education and encouragement activities	Bacon Elementary School Bauder Elementary School Bennett Elementary School Dunn Elementary School Zach Elementary School
2011	Fort Collins	Community wide effort to encourage biking and walking to school	Programmatic
2011	Loveland	New sidewalk and curb extensions	Truscott Elementary School
2011	Loveland	T-n-T Tuesdays	BF Kitchen Centennial Elementary School Cottonwood Plains Elementary School Laurene Edmondson Elementary School Namaqua Elementary School Ponderosa Elementary School

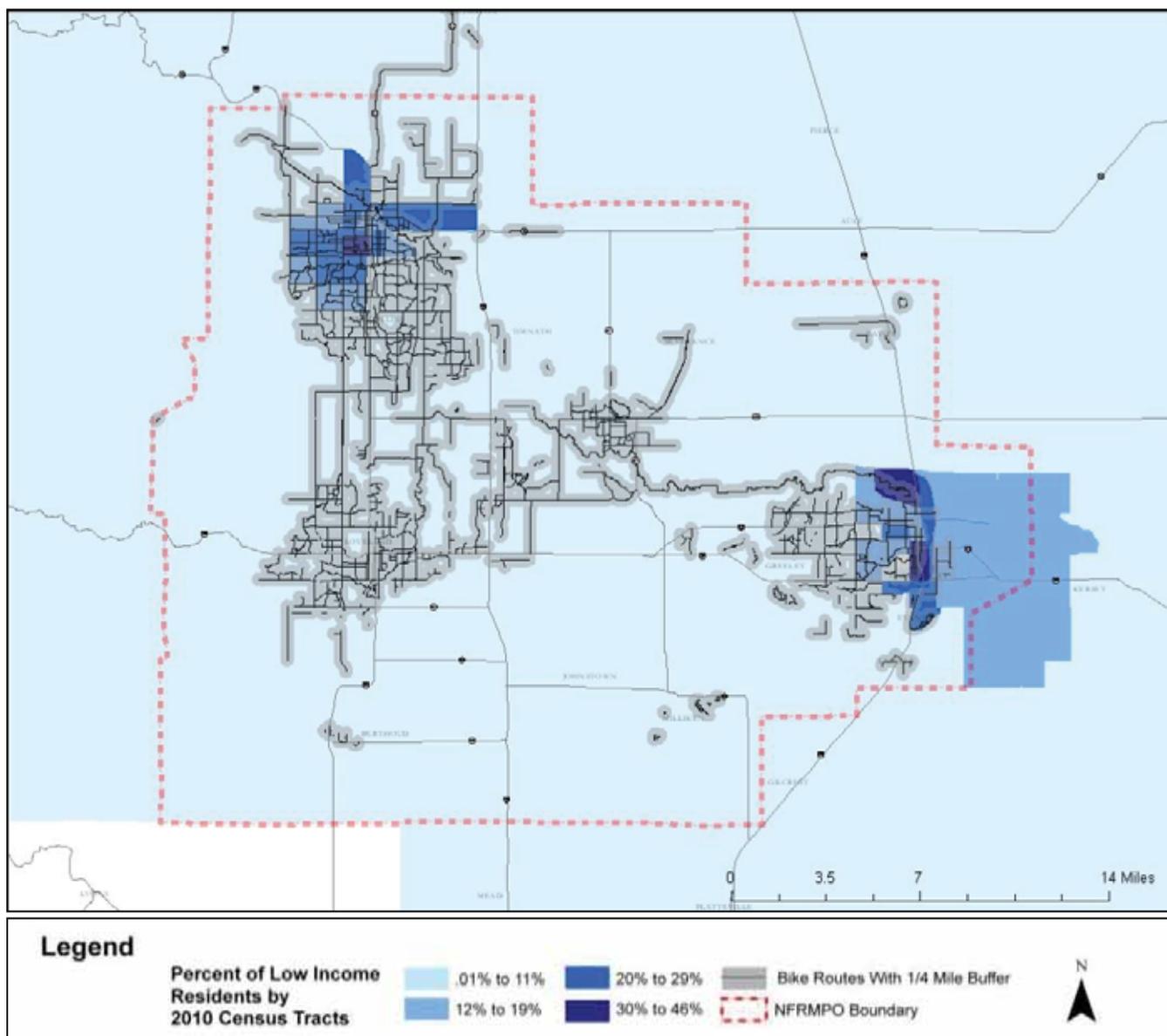


## Access to Bicycle Facilities

### Low Income Population Access to Bicycle Facilities

The highest concentrations of low income residents are depicted in **Figure 2.17** below. The analysis is somewhat limited due to the granularity of the data (2010 US Census Tracts instead of Census Blocks), but the highest concentrations center around the urban downtowns of Fort Collins and Greeley. Certainly, these concentrations are influenced by large universities in both of these downtown areas, yet, these areas represent some of the larger concentrations of bicycle infrastructure in the NFRMPO Region.

**Figure 2.17 Low Income Access to Bicycle Facilities**



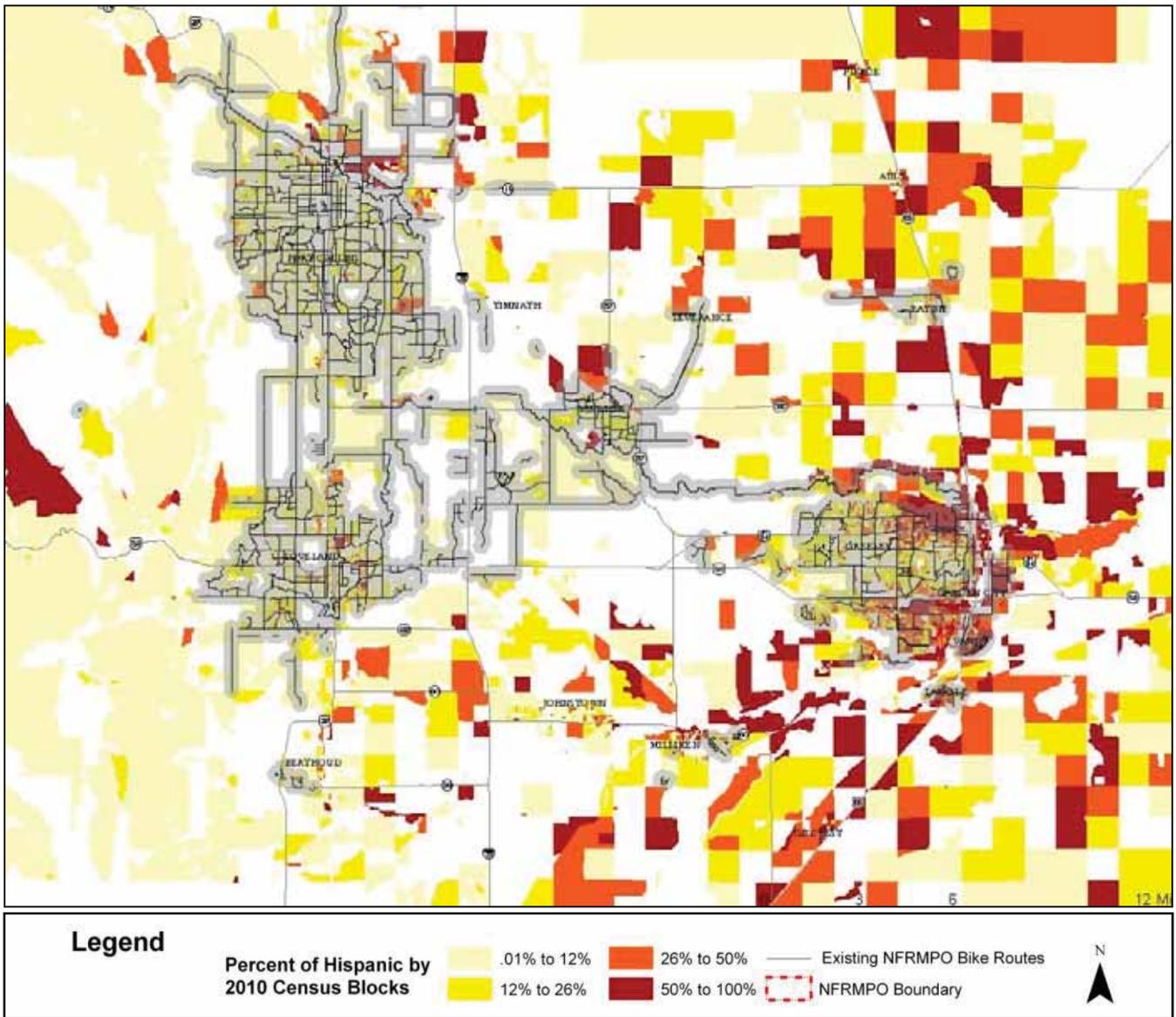
Map created by NFRMPO



*Minority Population Access to Bicycle Facilities*

Figure 2.18 depicts the concentration of Hispanics (largest recognized minority population) in Northern Colorado by 2010 US Census Block. The map demonstrates significant Census Blocks of Hispanics throughout each of our NFRMPO communities. A significant number of high percentage blocks exist in rural Weld and Larimer County where existing bicycle infrastructure and connections to the larger cities do not currently exist.

**Figure 2.18 Minority Access to Bicycle Facilities**



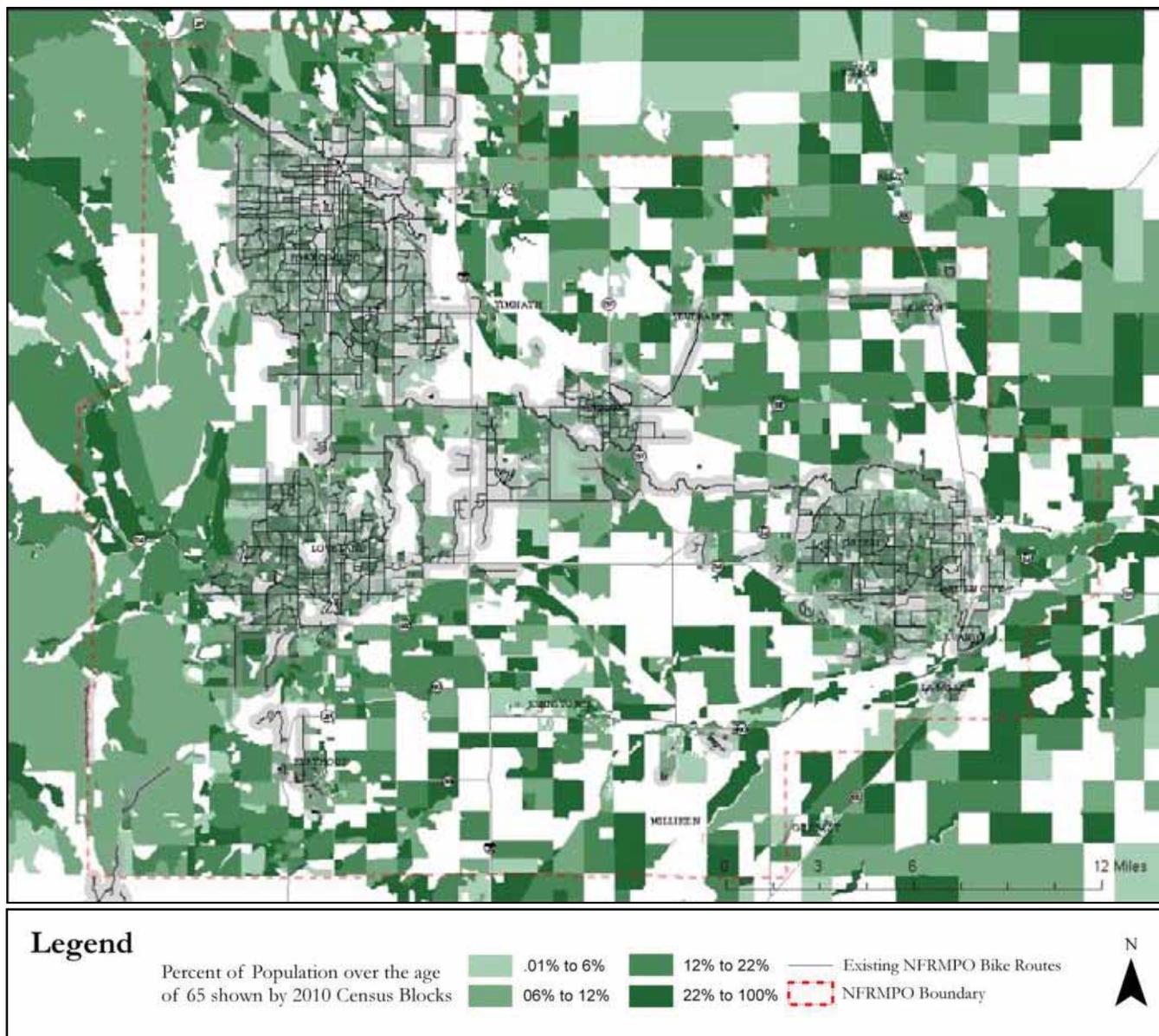
Map created by NFRMPO



### Senior Access to Bicycle Facilities

Seniors are increasingly recognized users of bicycle infrastructure across the country for transportation and fitness. **Figure 2.19** depicts the concentration of Seniors Over 65 across Northern Colorado. The map clearly shows a broad distribution of Seniors across our member governments likely indicating the popularity of Northern Colorado for retirees and increased demand for bicycle infrastructure from the “Baby Boomer” generation now reaching retirement age.

**Figure 2.19 Senior Access to Bicycle Facilities**



Map created by NFRMPO

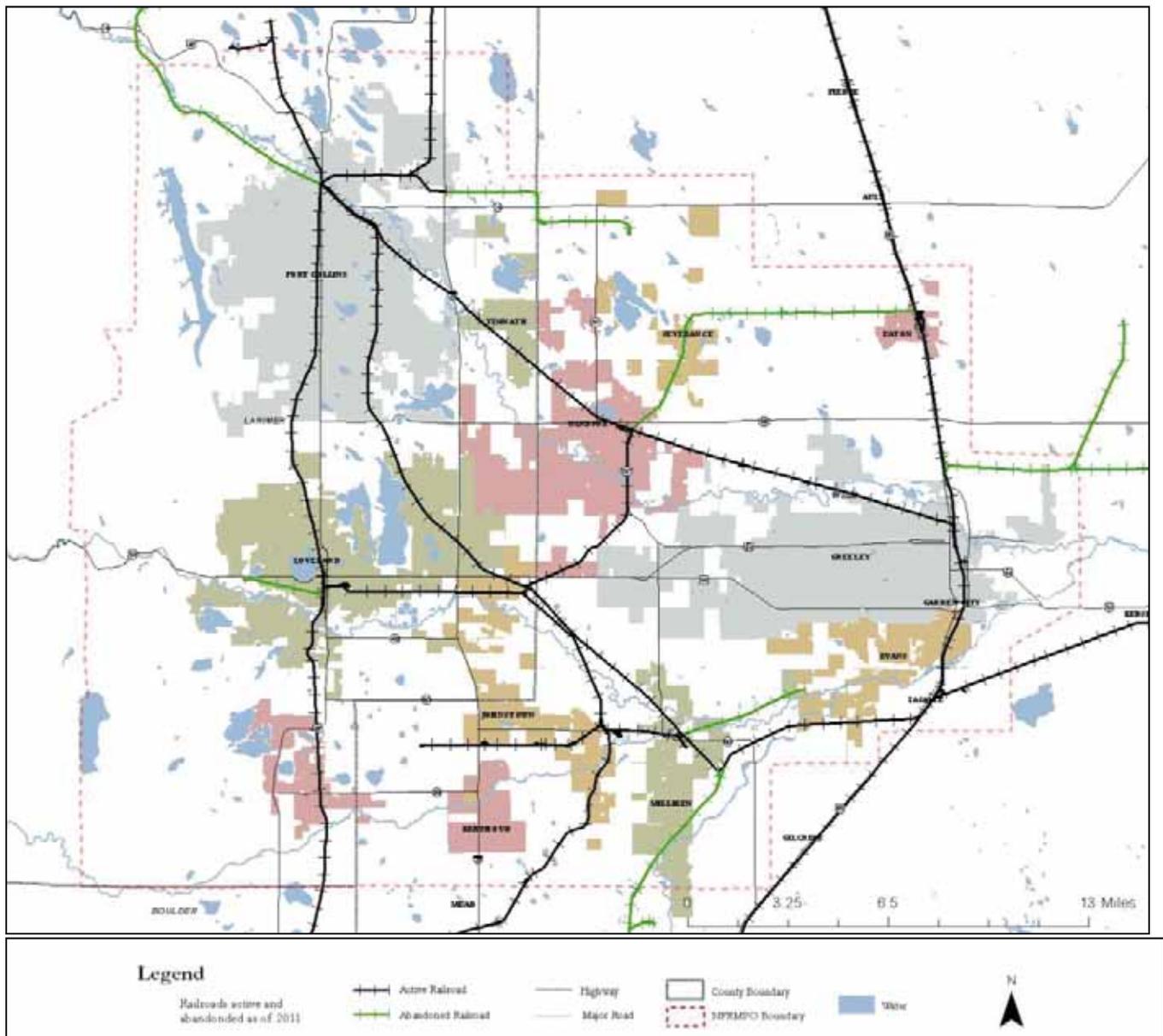


## Rail Corridor Potential

Historically, Northern Colorado, like much of the West, created railroad connections between all NFRMPO communities to facilitate the movement of people, agricultural goods, and natural resources (see **Figure 2.20**). Rail corridors provide an option for trail development as they connect neighboring communities and have few property owners. Two types of trail development along trails exist with regional example in “()”:

1. Rails-to-Trails (Great Western Trail in Weld County) – Use of abandoned rail corridor to develop a trail
2. Rails-with-Trails (Mason Trail in Fort Collins)—Trail adjacent to or within an active railroad corridor (often with fencing between the pathway and the railway) with a maintenance and liability agreement

**Figure 2.20 Rail Corridor Potential**

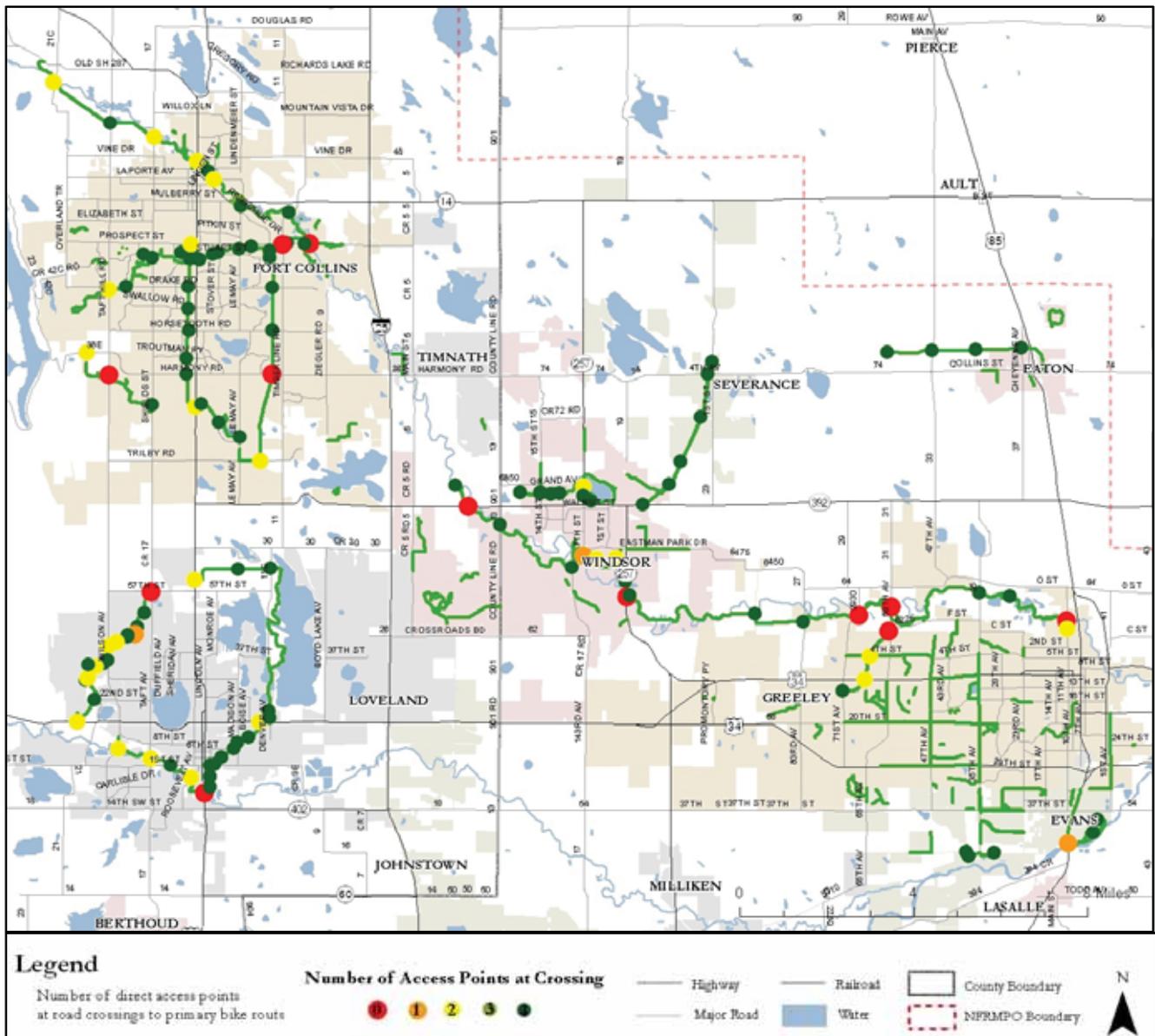




## Bike Routes and Roadway Crossings

Figure 2.21 below depicts the number of direct access points from a roadway crossing to the existing shared use trails in the NFRMPO Region. The map measures the number of access points, from zero (0) to four (4), for bicyclists to access a trail/route from a roadway crossing.

Figure 2.21 Trail and Roadway Crossings



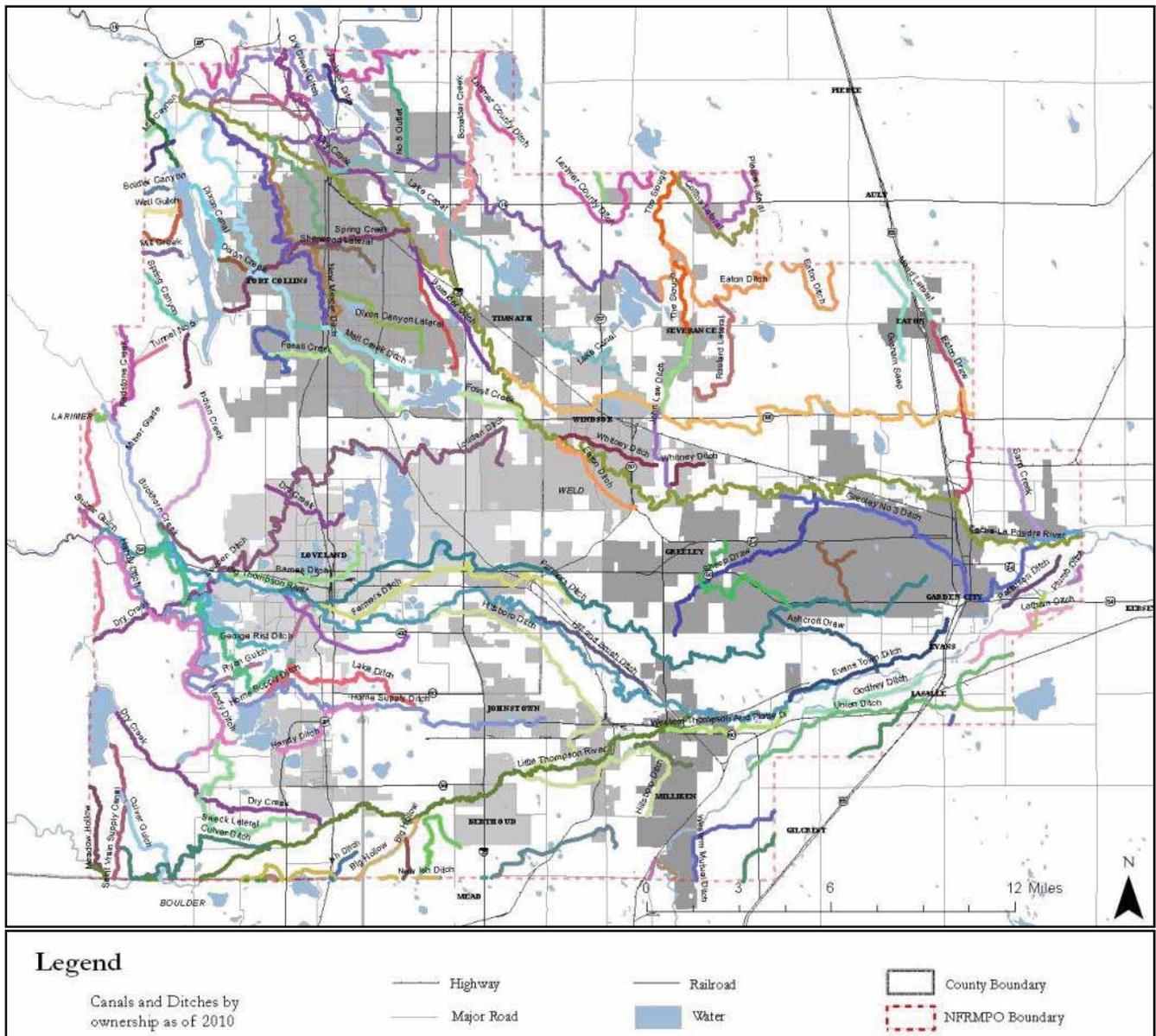
Map created by NFRMPO



## Ditch Ownership

The NFRMPO region has a diverse network of ditches connecting with all NFRMPO governments. Figure 2.22 below depicts those ditches by ownership. Ditches are frequently referenced in local plans as desired bike trail infrastructure in our region because they have a limited number of owners while connecting neighborhoods and communities. Ditch trails typically require a Master Agreement between the ditch company and managing agency to provide infrastructure improvements, maintenance, and liability coverage.

Figure 2.22 Ditch Ownership



Map created by NFRMPO



### 3. PUBLIC AND STAKEHOLDER OUTREACH

The NFRMPO recognizes the value of public input to define and implement effective transportation, congestion and air quality solutions. The organization is guided by the Public Involvement Plan (PIP) that outlines the importance of, and establishes specific guidelines for, involving community members, organizations, governments, transportation professionals and other entities in NFRMPO projects, plans and programs.

The Regional Bicycle Plan included the following public engagement strategies to encapsulate existing conditions for bicycle system users along with desired improvements for commuting, recreation, and community connections:

- ▶ **Bicycle Technical Advisory Committee** convened with local government and State of Colorado staff to guide and inform the planning process.
- ▶ **Project Webpage** created for posting documents, meeting minutes, and related project news
- ▶ **Work Session** with each member government council/board to discuss existing bicycle infrastructure and desired improvements to the regional system.
- ▶ **Phone Survey** of the businesses over 100 employees in the NFRMPO region
- ▶ **Mailed Survey** to residents geographically proportional to their population size with a sample size of 1600
- ▶ **Citizen Meetings** (Charettes) to conduct mapping exercise to capture desired routes and destinations from their community by bicycle.
- ▶ **Corridor Vetting** with local governments boards, councils and committees regarding their feedback about the Regional Bicycle Corridor to guide plan introduction to the NFRMPO Planning Council and Technical Advisory Committee.

#### **Bike Technical Advisory Committee**

The NFRMPO convened the Bicycle Technical Advisory Committee (Bike TAC) to guide and inform the Regional Bicycle Plan. Specifically, the group provided technical data (Inventory), local coordination (meeting scheduling /charettes), strategic recommendations (Regional Bicycle Corridors), and final plan editing.

The Bike TAC convened on the following dates during the planning process:

- ▶ Tuesday, March 6, 2012 – 10am-12pm – Loveland Fire Station #6
- ▶ Tuesday, May 8, 2012 – 10am-12pm – Loveland Fire Station #6
- ▶ Tuesday, August 7, 2012 – 10am-12pm – Loveland Chamber of Commerce
- ▶ Tuesday, October 30, 2012 – 10am-12pm – Loveland Chamber of Commerce
- ▶ Tuesday, December 4, 2012 – 10am-12pm – Loveland Chamber of Commerce



## Project Webpage

NFRMPO staff created a project webpage housed within the NFRMPO's website located at <http://www.nfrmipo.org/Projects/BikePlan.aspx>. The visitor could access the webpage from the organization's home page as a highlighted project.

The webpage provided project contacts, Bike TAC meeting minutes, calendar of meetings, related bicycle news from local and national sources, maps and plan drafts. For those unable to participate one of the schedule charrettes, an online survey option was provided on the project webpage.

Figure 3.1 Project Webpage



## Work Sessions

During the first quarter of 2012, NFRMPO staff conducted work sessions with member government councils, boards, and commissions. NFRMPO staff sought guidance for the planning effort with respects to desired local and regional bicycle infrastructure improvement along with a level of comfort with the parameters and public involvement propose for the planning effort. NFRMPO staff asked the following questions and recorded collective responses (see **Appendix C**):



**Figure 3.2 Questions Asked During Regional Bicycle Work Sessions**

1. How can the Regional Bicycle Plan serve your community?
2. Possible:
  - a. Destinations by bicycle (inside/outside your community)?
  - b. Bike routes to investigate:
    - i. on-system/bike lanes?
    - ii. off-system/bike trails?
3. What is your level of comfort depicting future improvements in the plan?
4. What are your expectations for public involvement in for this plan?

The NFRMPO conducted the following work sessions:

- |   |                   |
|---|-------------------|
| ▶ Eaton                                       | January 19, 2012  |
| ▶ Loveland TAB                                | February 6, 2012  |
| ▶ Evans                                       | February 7, 2012  |
| ▶ Milliken                                    | February 8, 2012  |
| ▶ Johnstown                                   | February 13, 2012 |
| ▶ Berthoud                                    | February 21, 2012 |
| ▶ LaSalle                                     | February 28, 2012 |
| ▶ Loveland                                    | March 13, 2012    |
| ▶ Windsor                                     | March 19, 2012    |
| ▶ Greeley CTAB                                | March 26, 2012    |
| ▶ Timnath                                     | March 27, 2012    |
| ▶ Thompson Rivers Parks & Recreation District | April 2, 2012     |
| ▶ Bicycle & Pedestrian Education Coalition    | April 3, 2012     |
| ▶ Fort Collins BAC                            | April 9, 2012     |

## Employer Survey Results

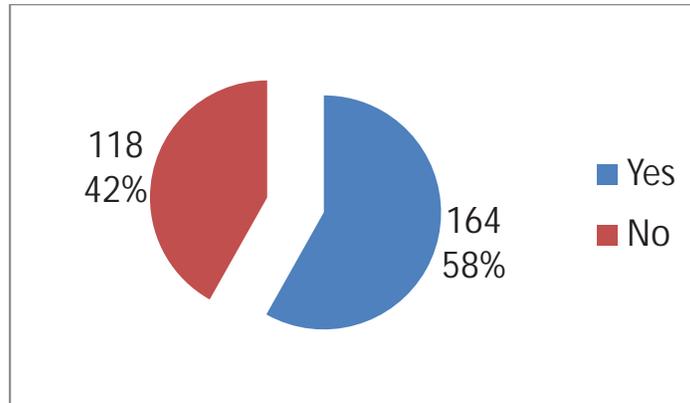
Between October 2011 and March 2012, NFRMPO Customer & Business Relations Representative, Jeff McVay, conducted a phone survey of employers to determine their level of support for bicycle commuting by their employees.

Mr. McVay contacted the 291 businesses in the NFRMPO region with 100 employees or more (Data Source: Reference USA). He worked with each company to identify the appropriate employee that could answer questions about transportation, facility infrastructure, and human resources. These contacts were recorded for future survey work with area businesses.

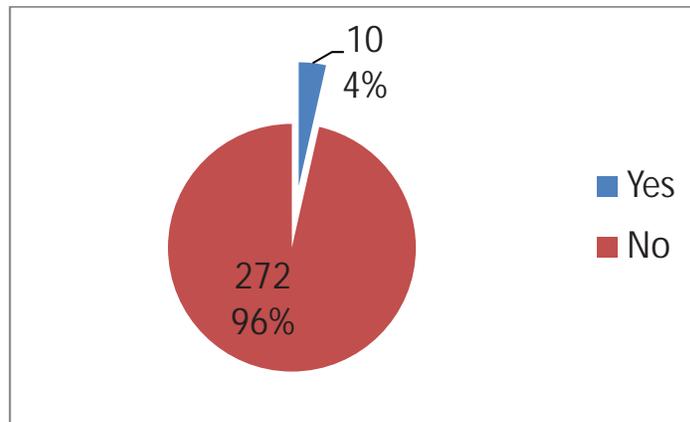
He successfully captured 282 responses (97% success rate). The question and response frequency are show below:



**Figure 3.3** Does your organization provide bike parking that is located near the entrance? (Short-term)



**Figure 3.4** Does your organization have showers that a cyclist could use after their commute?



**Figure 3.5** Does your organization provide an incentive (i.e. gift cards) for employees to bicycle to your office?

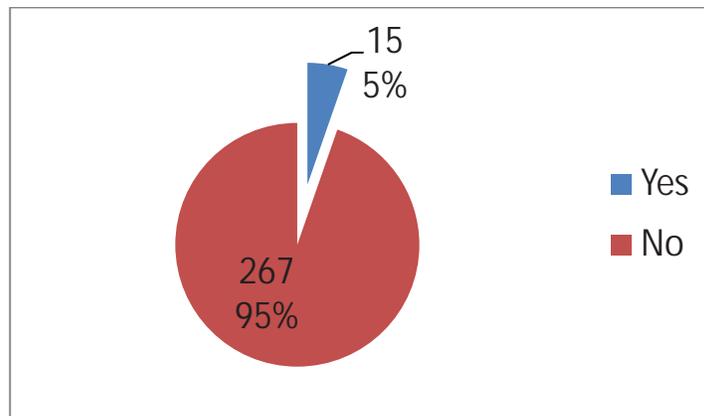




Figure 3.6 Does your company or employees participate in “Bike to Work Day” in June?

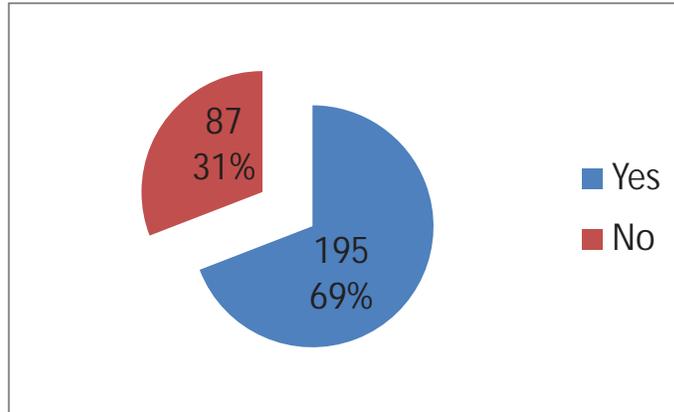


Figure 3.7 Is your organization situated on a road that is equipped with bicycle lanes?

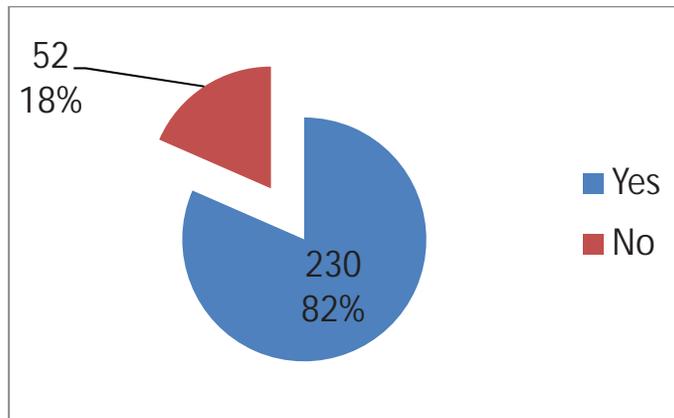
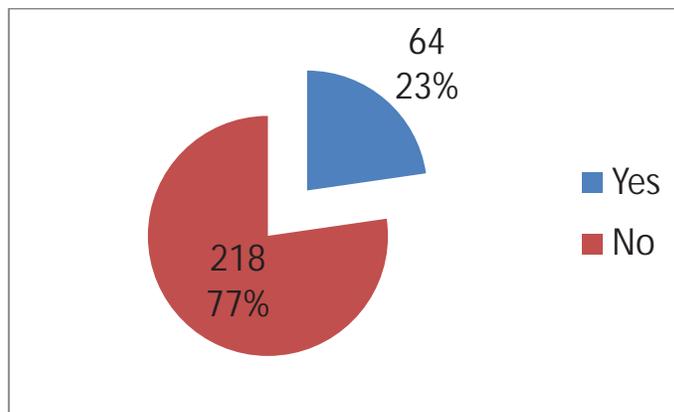


Figure 3.8 Is your organization situated in a location that is near a multi-use trail (not on roadway)?





## Community Charrettes

The NFRMPO scheduled a series of facilitated exercises (charrettes) to capture citizen input. Specifically, the charrette consisted of a mapping exercise where the participant provided their ideas for future bicycle routes and corresponding destinations. The charrettes provide everyone who participates to be a contributing author to the plan while providing immediate guidance for the planning effort.

NFRMPO staff strategically targeted a large community event in each host community to maximize the opportunity to collect completed mapping exercises. NFRMPO staff actively recruited event visitors to a 10' x 10' tented booth where they were introduced to the planning effort and shown a map of where bicycle infrastructure exists today.

The visitor received a map of their home community with a 2-mile perimeter drawn around their town/city boundary. NFRMPO staff instructed the visitor to draw 1) Destinations they or their family would like to frequent by bicycle and 2) what routes they would like to see bicycle infrastructure. A summary of the completed mapping exercise can be found in **Appendix C**.

The NFRMPO scheduled the following charrettes in NFRMPO member communities willing to have a public engagement event conducted in their community:

▶ Loveland	Bike Plan Open House	March 15, 2012
▶ Fort Collins	9Health Fair	April 20, 2012
▶ Evans	Planning Commission	April 24, 2012
▶ Johnstown/Milliken	9Health Fair	April 28, 2012
▶ Johnstown/Milliken	Glenn A. Jones Library	May 31, 2012
▶ Berthoud	Berthoud Day	June 2, 2012
▶ Evans	Parks & Recreation	June 6, 2012
▶ Windsor	All Town BBQ	June 7, 2012
▶ Loveland/ Fort Collins	BPEC Ride	June 8, 2012
▶ Eaton	Sertoma Club	June 26, 2012
▶ Eaton	Eaton Days	July 14, 2012
▶ LaSalle	LaSalle Day	July 14, 2012
▶ Severance	Severance Day	August 18, 2012

## Household Survey Results

The NFRMPO subcontracted the National Research Center (Boulder, CO) to conduct a statistically-valid survey of Northern Colorado residents. A randomly selected sample of 1,600 residential addresses within the North Front Range was mailed the NFRMPO Bicycle Survey in April 2012. The sample was stratified by areas corresponding to the 13 cities and towns to be included in the Regional Bicycle Plan: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, La Salle, Loveland, Milliken, Severance, Timnath and Windsor. A total of 1,521 surveys were successfully delivered to occupied households. A total of 228 surveys and mapping exercises were completed, for a response rate of 15%. The 95 percent confidence level for this survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228).



A select listing of frequencies and cross-tabulations are provided below. The complete survey results can be found on the project website: <http://www.nfrmpo.org/Projects/BikePlan.aspx>. A summary of the completed mapping exercise can be found in **Appendix C**.

**Table 3.1 Length of Residency**

How many years have you lived in this region?	Percent of respondents
Less than 5 years	27%
5 to 9 years	22%
10 to 14 years	12%
15 to 19 years	6%
20 or more years	33%
Average years in the region	16.2

**Table 3.2 Housing Tenure**

Do you rent or own your home?	Percent of respondents
Rent	38%
Own	62%

**Table 3.3 Respondent Gender**

What is your gender?	Percent of respondents
Male	50%
Female	50%

**Table 3.4 Respondent Age**

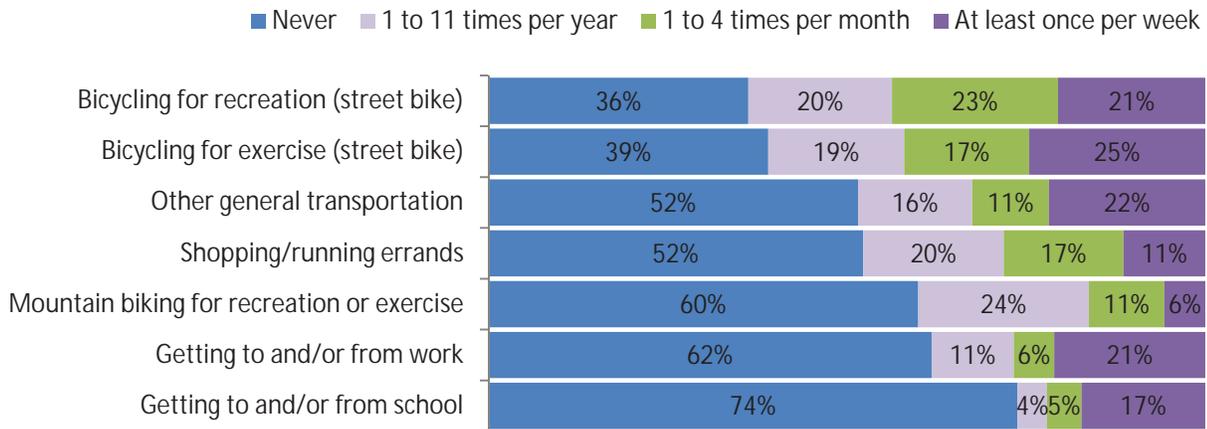
In which category is your age?	Percent of respondents
18-24 years	10%
25-34 years	29%
35-44 years	15%
45-54 years	19%
55-64 years	14%
65-74 years	9%
75 years or older	4%



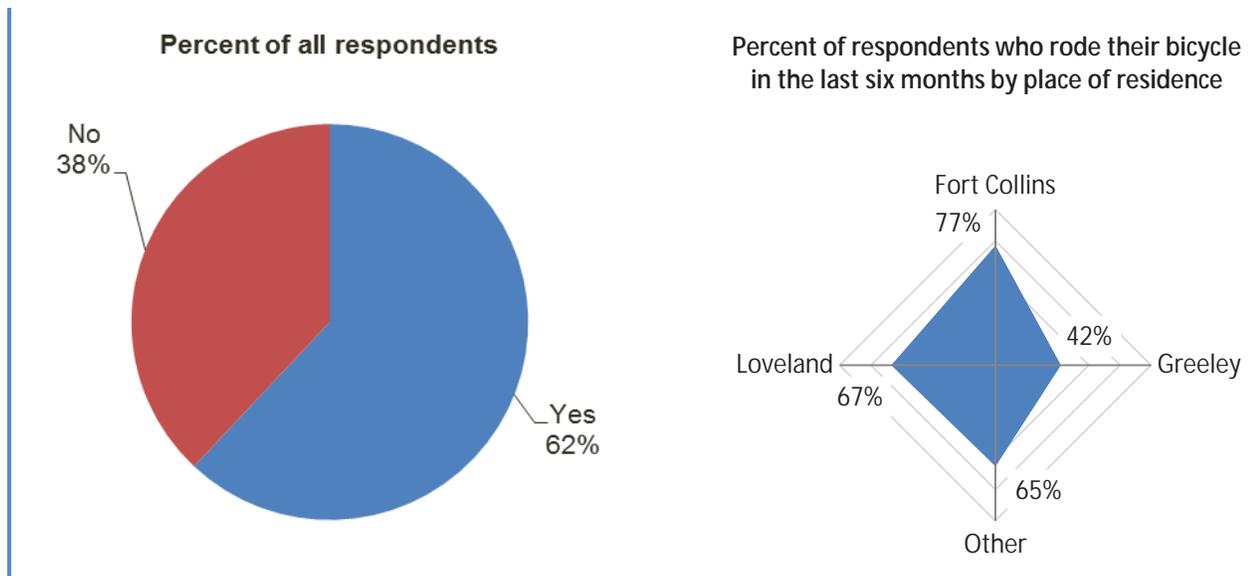
**Table 3.5 Respondent Ethnicity**

Are you Spanish, Hispanic or Latino?	Percent of respondents
Yes	7%
No	93%

**Figure 3.9 Frequency of Bicycle Use**

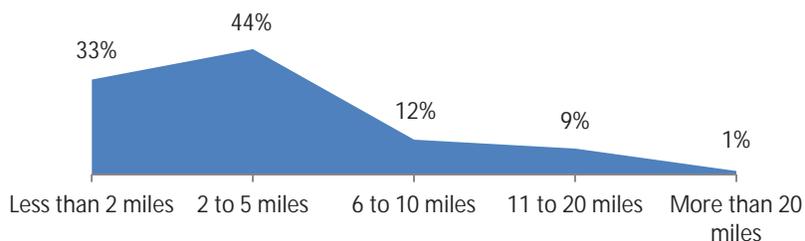


**Figure 3.10 Percentage of All Respondents Who Rode Their Bicycle in the Last Six Months**

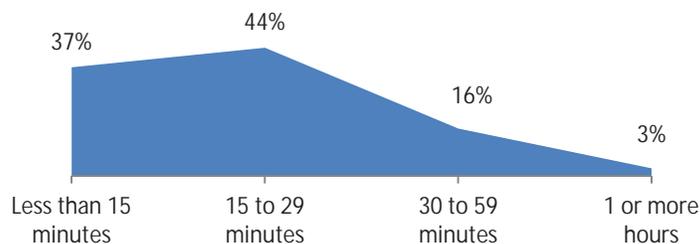




**Figure 3.11** When you ride a bike for the work or school commute, what distance do you usually travel?



**Figure 3.12** How long is your usual bike ride for the work or school commute?



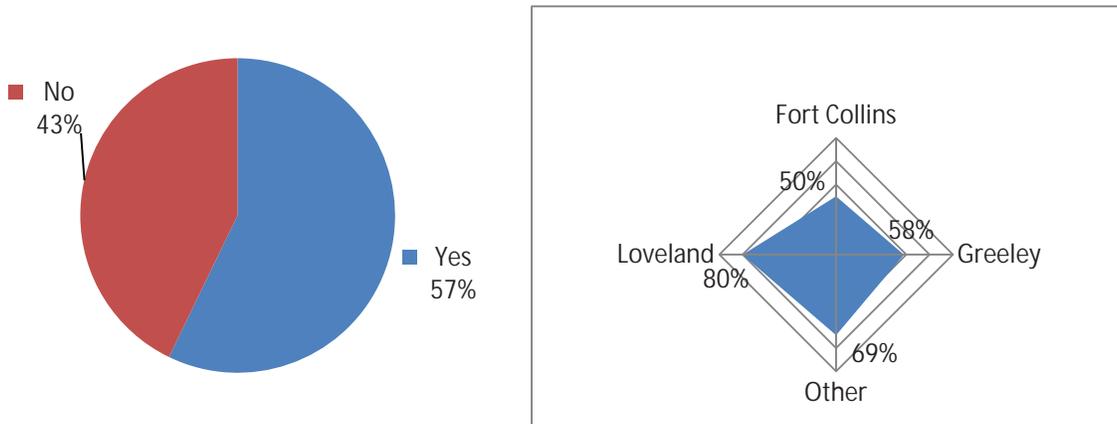
The following questions below were asked only of those respondents who reported not riding a bike in the last six months.

**Table 3.6** Reason for Having Not Ridden a Bicycle in the Past Six Months

Why haven't you ridden a bicycle in the last six months?	Percent of respondents
I don't own a bike	57%
I'm not interested in riding a bike	22%
I am unable to ride a bike (health conditions, etc.)	18%
I'm too busy; I don't have time	17%
It is unsafe to ride a bicycle	16%
Distances to destinations are too far	5%
I don't know how	4%
No adequate facilities exist	4%
Other	9%



**Figure 3.13** Percent of non-riders who would like to be able to ride their bike more than they currently (and by place of residence).

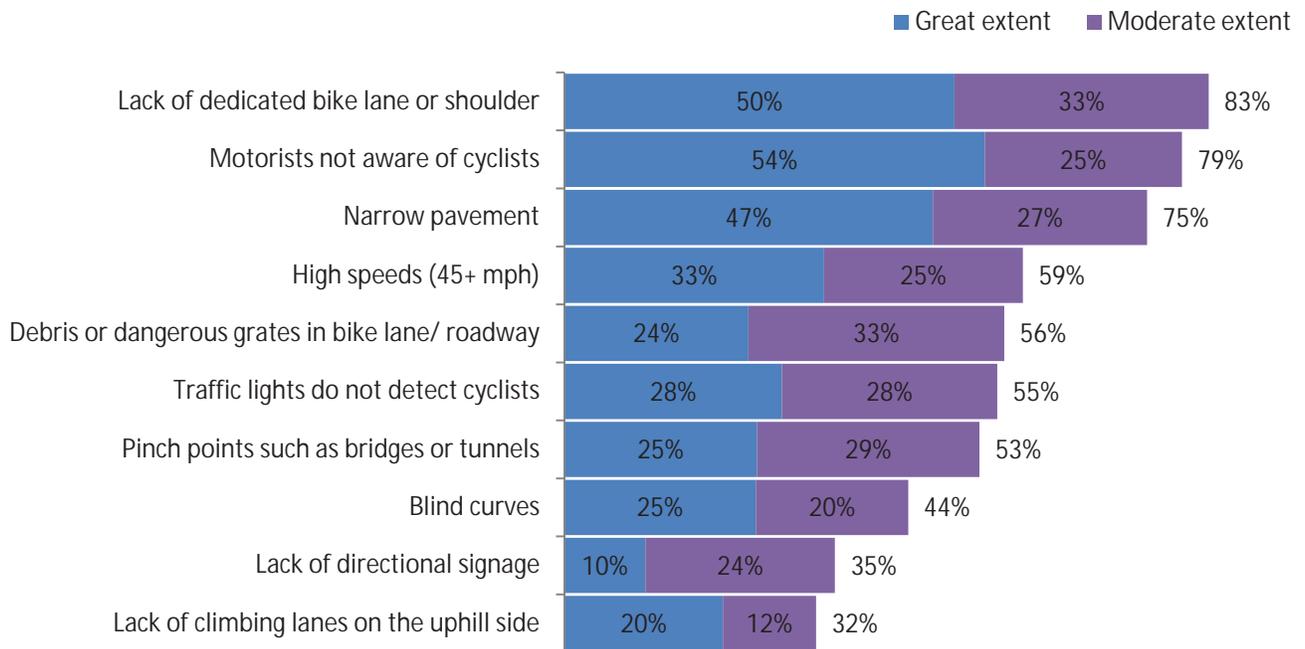


**Table 3.7** Reason Respondent Would Be More Inclined to Bicycle More

I would ride my bike more if:	Percent of respondents
There were more well-marked greenways and off-road paths	50%
Motorists drove slower & respected cyclists	34%
There were wider roads for riding or roads had paved shoulders	34%
There were more on-road facilities such as bike lanes	31%
I felt safer	27%
Street/road conditions were better, such as smooth pavement & less debris	22%
I felt more confident on my bike	13%
I knew how to ride a bicycle	0%
Other	49%



**Figure 3.14 To what extent, if any, do each of the following bicycling challenges on the road concern you?**





## 4. REGIONAL BICYCLE SYSTEM ENHANCEMENT

### Corridor Identification Process

One of the primary objectives of this Regional Bicycle Plan was to identify regional bicycle corridors that could serve as the spine for bicycle travel between and through the local communities. Through a collaborative process with the Bike TAC, and building upon input from the public and stakeholders throughout the region, a process was developed for identifying Regional Bicycle Corridors.

### Gap Assessment

The three larger communities (Fort Collins, Loveland, and Greeley), as well as several of the smaller communities in the MPO, have considerable bicycling networks in place. Many more bicycle facilities are being planned within the communities (refer to **Appendix D** for a compilation of future bicycle facilities that have been identified by one or more local agency). Even with these planned bicycle facilities, the regional network lacks connections between communities. With a focus on regional connections, the existing and planned bicycle facilities maps were used to identify gaps in the bicycle network. These gaps, paired with information about desired travel patterns obtained through the public outreach program, were valuable in identifying non-corridor specific desire routes segments for regional bicycle travel.

### Regional Corridor Selection Criteria

A series of selection criteria were established to facilitate locating potential regional bike corridors:

- ▶ **Consistent with Local/State Planning** – Proposed bike routes that have been identified in local plans were used as a starting point, with preference for routes in which the jurisdiction has a policy to accommodate bikes (e.g., a complete streets policy).
- ▶ **Supports Tourism and Local/Regional Economy** – Major employment centers and the likelihood of commuters using routes were considered as well as schools and the potential for student use; routes used for race events and/or group riders that enhance tourism were also identified.
- ▶ **Connects Multiple Jurisdictions** – Connections between communities that would create a network of bicycle routes were identified.
- ▶ **Improves Bicycle LOS** – Consideration was given to travel sheds with poor bicycle level of service (LOS) and where significant improvement in bike LOS would result from implementation.
- ▶ **Provides Multimodal Connections** – Existing and future transit service and stop locations were identified and potential bike route connections to transit and park and ride locations were considered, with a focus on connecting to regional transit service.
- ▶ **Connects to Regional Trails/Trailheads** – Existing and future regional trails were identified to assess the potential connections to these trails.
- ▶ **Obstacles to Implementation** – Known obstacles in the vicinity of each potential route were identified, including number of property owners along a trail corridor, right of way (public, private, railroad, ditch, etc.), wildlife habitat and/or environmentally sensitive lands. Routes were selected to minimize potential obstacles (e.g., stream crossings, railroad crossings, interstate crossing, etc.).
- ▶ **Public Input** – Input from the extensive public outreach process, including the survey results, was used to identify routes with a strong public demand for a bicycle connection.



## Regional Bicycle Corridors

Using the criteria described above, and through a collaborative process with the Bike TAC and the local agency councils and boards, a recommended regional bicycle network has been established. Twelve Regional Bicycle Corridors comprise the recommended network, as shown on **Figure 4.1**. Separate maps (**Figures 4.2– 4.13**) and corresponding tables (**Tables 4.1 – 4.12**) for each of the 12 corridors provide pertinent information about each corridor (i.e., existing bicycle facilities along or connecting to the corridor, key local connections, school locations, number of parcels along the corridor, and miles of corridor on-street versus off-street). Each corridor has been divided into segments and the segments are described as:

- ▶ **Existing** – this segment of the Regional Bicycle Corridor exists
- ▶ **Planned** – this segment of the Regional Bicycle Corridor does not exist, but it has been identified in one or more local planning document
- ▶ **Future** – this segment of the Regional Bicycle Corridor does not exist, nor has it been identified in a local planning document; it is a new recommendation to complete a needed regional connection

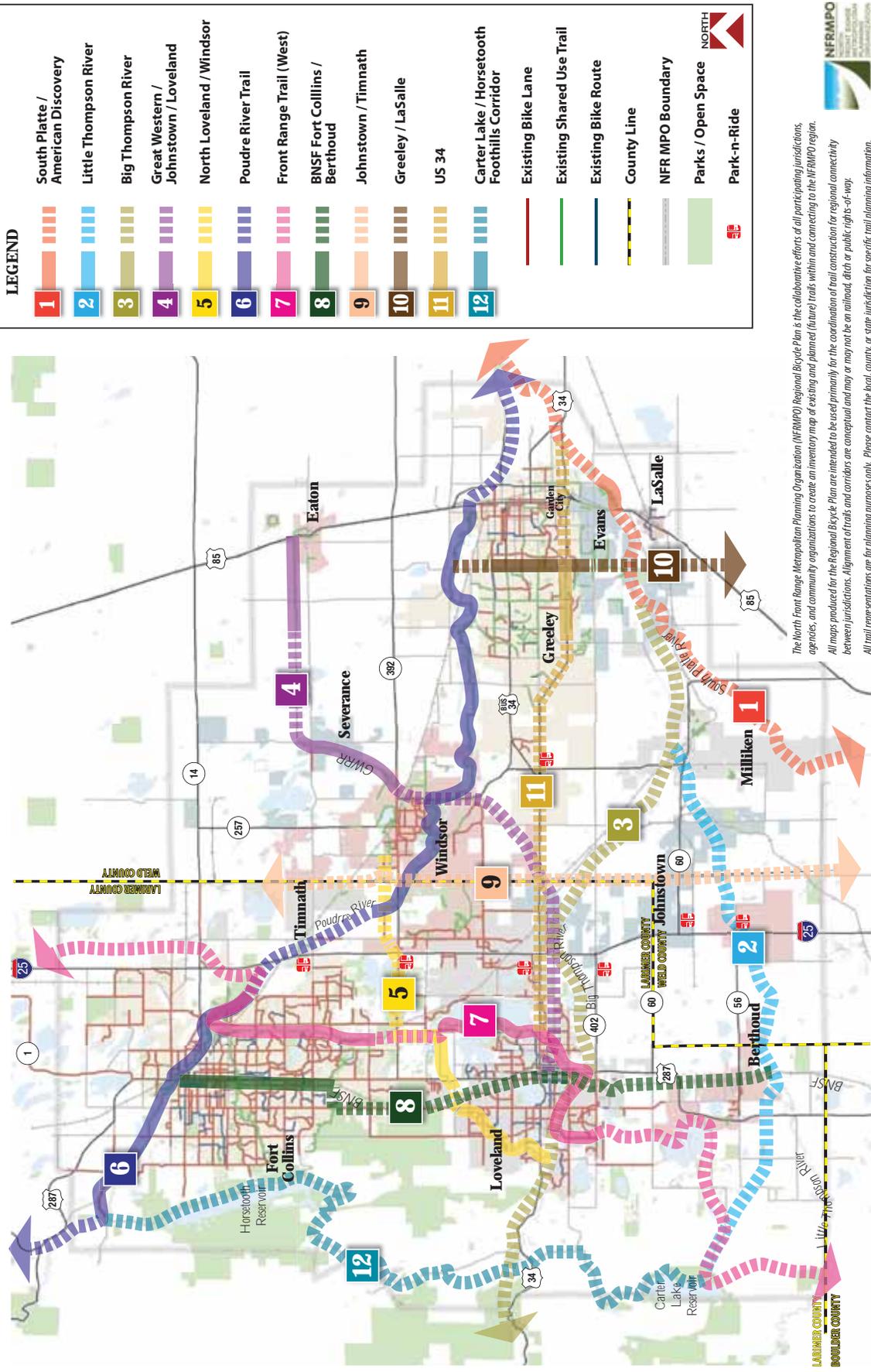
The corridor map is supported with a narrative description each segment in tabular format. The tables include:

- ▶ **Overview Narrative** – A narrative vision of the entire corridor
- ▶ **Planning References** – A list of plan citations referencing this corridor along with a code (letter) for use in referencing each corridor segment
- ▶ **Segment ID** – The identification of the segment to correspond with the corridor map
- ▶ **Jurisdiction** – The name of the jurisdiction where the segment starts and ends
- ▶ **Description** – A narrative overview of the segment with acknowledgement of local planning, future projects, and opportunities
- ▶ **Plan** – Code referencing the plan citation for the segment
- ▶ **Parks/Natural Areas** – The name of a destination within proximity segment
- ▶ **Transit Connections** – The number of transit stops with a ½ mile of the segment
- ▶ **Local Connection** – Future infrastructure necessary for municipality/county to access the corridor segment
- ▶ **Significant Infrastructure** – Like infrastructure needed for the segment to be built (bridge, underpass, signalization)
- ▶ **Temporary Alignment** – Short-term trail alignment that could “bridge the gap” until the permanent infrastructure can be built
- ▶ **Alternative Alignment** – Segment alignment that may prove more feasible over time that visualized alignment proposed in plan.

A corridor selection criteria matrix, which documents key attributes of each corridor with respect to the eight evaluation criteria, is included in **Appendix E**.



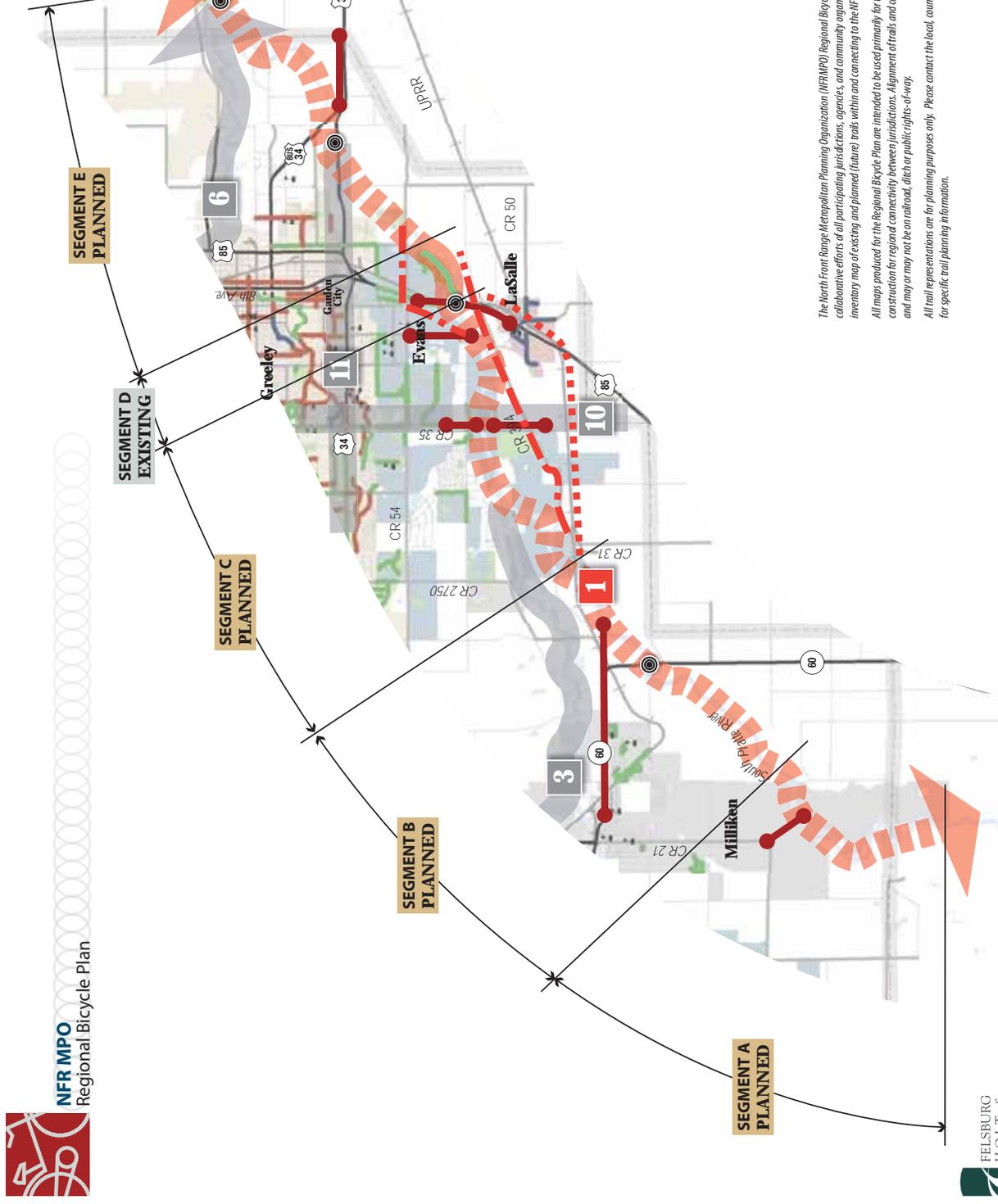
Figure 4.1 Regional Bicycle Corridors



The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be an railroad, ditch or public right-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



**Figure 4.2 Corridor #1**  
South Platte / American Discovery



**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

**CORRIDOR DATA**

Total Corridor Length (miles)	22
Miles in Larimer County	0
Miles in Weld County	22
Miles On-Street	0
Miles Off-Street	22
Number of Parcels	121
Schools within 1/2 mile	0

The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative effort of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region. All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way. All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.



**Table 4.1 Corridor #1 – South Platte / American Discovery**

The South Platte River flows through the southeast portion of the NFRMPO region. The corridor not only represents a future connection between NFRMPO communities, but a statewide- (Colorado Front Range Trail) and nationally-recognized corridor (American Discovery Trail). The corridor is widely referenced by our member governments as a shared-use trail along the river corridor ultimately connecting with the Poudre River Trail (Corridor #6) east of Greeley, Colorado.

ENTITY	PLAN REFERENCE	CODE
Evans	Felsburg, Holt & Ullevig, March 2004. City of Evans Transportation Plan.	E
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C
LaSalle	Felsburg, Holt & Ullevig, August 2010. LaSalle Transportation Plan.	L
Milliken	Felsburg, Holt & Ullevig, November 2008. Town of Milliken Transportation Master Plan.	M
American Discover Trail Society	American Discover Trail Society. "American Discovery Trail: Colorado."	A
Thompson Rivers Park District	Tetra Tech RMC. 2003. Johnstown-Milliken Parks, Trails, Recreation & Open Space Master Plan	T
Weld County	Weld County Public Works Department. 2011. <i>Weld County 2035 Transportation Plan.</i>	WC
Greeley	EDAW. 2002. City of Greeley Conceptual Trails Plan.	G

Segment 1-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <b>Key Local Connections</b>	Milliken	Milliken	Milliken	The southernmost segment of this corridor runs from the NFRMPO boundary to the through the southern portions of Milliken. The Town of Milliken is the lead agency in the design of this corridor (South Platte Corridor Master Plan – Milliken to Platteville) segment with Greater Outdoor Colorado (GOCO) funds.	C
	<b>PARKS / NATURAL AREAS</b> <ul style="list-style-type: none"> <li>Wild Cat Mounds</li> <li>Ancient Burial Ground</li> <li>Fort St. Vrain Historic Site</li> </ul>	<b>TRANSIT CONNECTIONS</b> <p>N/A</p>	<b>TRANSIT CONNECTIONS</b> <p>N/A</p>		T
<p>Connection needed from CR 21 in South Milliken to Wild Cat Mounds and the South Platte Corridor</p>					

Segment 1-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <b>Significant Infrastructure Required</b>	Milliken	Milliken	Evans	This segment runs from the Town of Milliken's eastern city limits to the western city limits of the City of Evans through Weld County. The Town of Milliken is the lead agency in the design of this corridor (South Platte Corridor Master Plan – Milliken to Platteville) segment with Greater Outdoor Colorado (GOCO) funds. The Johnstown-Milliken Parks, Trails, Recreation & Open Space Master Plan recognizes shared-use trail along this segment.	C
	<b>PARKS / NATURAL AREAS</b> <ul style="list-style-type: none"> <li>Dent Mound with Mammoth Remains</li> </ul>	<b>TRANSIT CONNECTIONS</b> <p>N/A</p>	<b>TRANSIT CONNECTIONS</b> <p>N/A</p>		E
<p>The Hwy 60 crossing will require an access point to the South Platte Corridor and bike lanes when the bridge is maintained / enhanced.</p>					

Table 4.1 Corridor #1 – South Platte / American Discovery (cont.)

Segment 1-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	This segment runs from WCR 31 to US 85 in Evans. The segment intersects with the Big Thompson Corridor (#3) and the Greeley to LaSalle Corridor (#10). The Johnstown-Milliken Parks, Trails, Recreation & Open Space Master Plan recognizes shared-use trail along this segment. The Town of LaSalle would like the Union Pacific recognized as an alternative alignment as a candidate for a future railbank or shared-use trail to parallel the rail line.	C E A WC L
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>		
		<ul style="list-style-type: none"> <li>Big Thompson River</li> </ul>	N/A		
		WCR 35 Northside	Extension of shared use trail south to access the South Platte Corridor from WCR 35 (35 <sup>th</sup> Avenue) in Evans		
		WCR 35 Southside	Bike lanes or shared use trail from Evans GMA on WCR 35 north to the South Platte Corridor		
		Downtown Evans	Bike lanes or shared use trail to connect from Downtown Evans to South Platte Corridor		
		LaSalle to Evans	Bike lanes and shared use trail from LaSalle and Evans to South Platte Corridor		
		Union Pacific	Alignment would parallel Union Pacific from Downtown LaSalle westward and return the South Platte River connecting with Segment 1-B		
		CR 394	Signed bike route or bike lanes with roadway maintenance/improvement could provide temporary alignment until permanent shared use trail constructed		

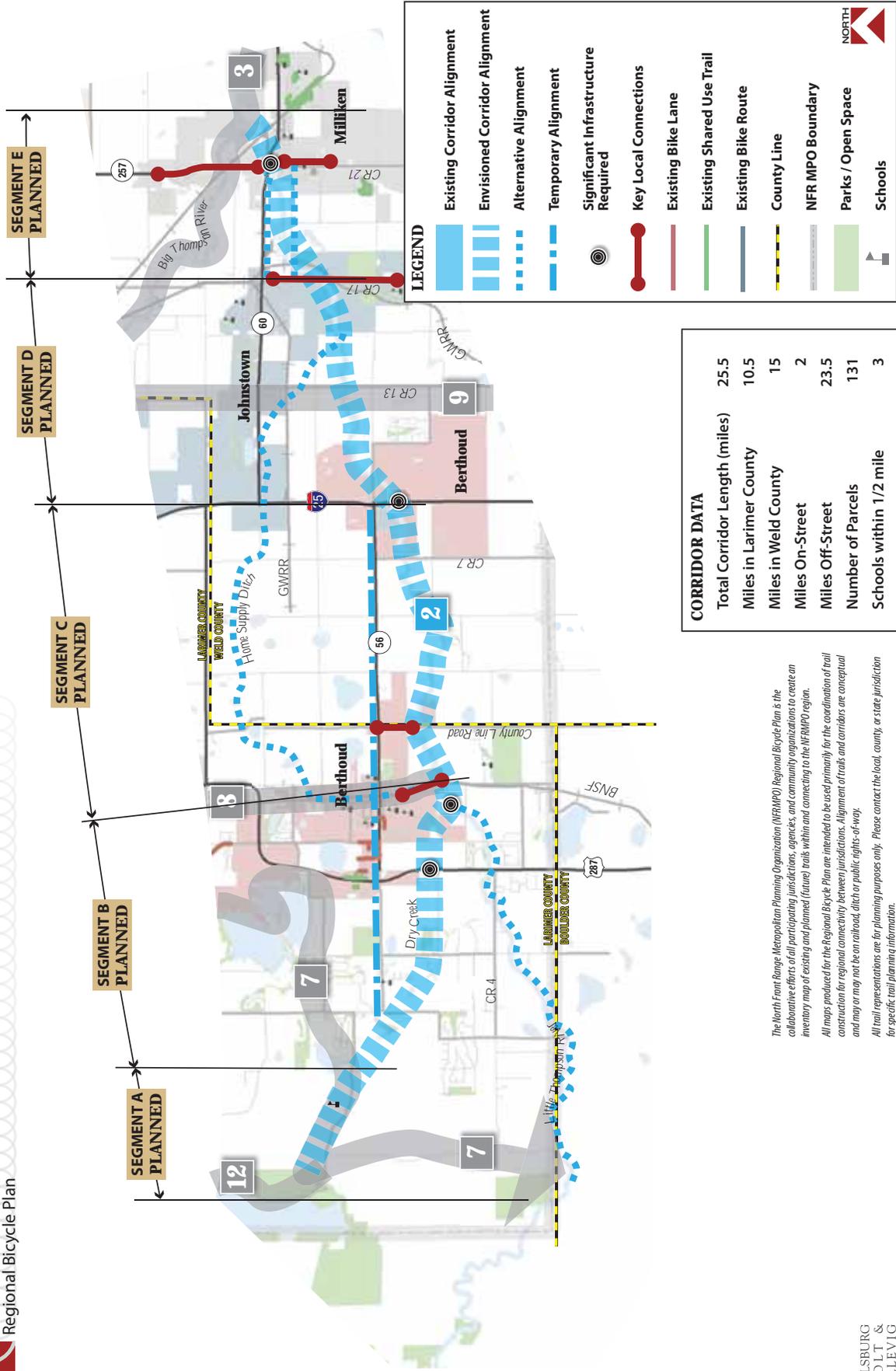
Segment 1-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	The City of Evans has constructed a shared-use trail from US 85 to Riverside Park along the northside of the South Platte River.	C E A WC G L
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>		
		<ul style="list-style-type: none"> <li>Riverside Park</li> </ul>	3		
		Downtown Evans	Bike lanes or shared use trail to connect from Downtown Evans to South Platte Corridor separated from Highway 85		
		Pedestrian/Bicycle Bridge	Non-motorist infrastructure desired to cross South Platte and separated from Highway 85		
		Pedestrian/Bicycle Bridge	Evans Town Ditch provides two access points to South Platte Corridor from Evans until a permanent shared use trail is constructed.		

Table 4.1 Corridor #1 – South Platte / American Discovery (cont.)

Segment 1-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Significant Infrastructure Required  Key Local Connections Significant Infrastructure Required		Evans	Weld County	The northernmost segment runs from the eastern City limits of Evans to the confluence of the Poudre and South Platte Rivers. The City of Greeley recognizes this segment as a future shared-use trail within their GMA. The segment intersects with the US 34 Corridor (#11) at US 34 Bypass.	C E A G WC
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	1		
		34 Crossing		Infrastructure required where South Platte Corridor crosses US 34 Business and/or Bypass.	
		Kersey		Bike lanes or shared use trail connection to Kersey parallel to US 34 to provide access to Greeley and Evans.	
		Poudre Corridor Connections		Infrastructure required to connect South Platte River to Poudre River Corridor dependent on future trail alignments for both corridors.	



Figure 4.3 Corridor #2  
Little Thompson River



CORRIDOR DATA	
Total Corridor Length (miles)	25.5
Miles in Larimer County	10.5
Miles in Weld County	15
Miles On-Street	2
Miles Off-Street	23.5
Number of Parcels	131
Schools within 1/2 mile	3

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**Table 4.2 Corridor #2 – Little Thompson River**

The Little Thompson River provides a true regional connection across the southern portion of the NFRMPO region. This historically-identified corridor connects both Larimer and Weld County with access to destinations like Carter Lake, the Front Range Trail (West), I-25 Park and Ride, and Downtown Milliken. The preferred alignment for this corridor leaves the Little Thompson River in Berthoud and follows Dry Creek northwest to Carter Lake. The historical alignment along the Little Thompson is preserved as an alternative alignment.

ENTITY	TITLE	CODE
Milliken	Felsburg, Holt & Ullevig. November 2008. Town of Milliken Transportation Master Plan.	M
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Thompson Rivers Parks District	Tetra Tech RMC. 2003. Johnstown-Milliken Parks, Trails, Recreation and Open Space Master Plan.	T
Berthoud	Town of Berthoud Colorado. 2012 (anticipated). PORT Master Plan.	B
Johnstown	Felsburg, Holt & Ullevig. February 2008. Town of Johnstown Transportation Master Plan.	J
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C

Segment 2-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<b>Alternative Alignment</b>	Larimer County	Larimer County	This segment follows LCR 8E and Dry Creek from Carter Lake—the western corridor terminus. Carter Lake is recognized as a regionally-significant destination for bicyclists. LCR 8E is identified by Larimer County to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled roadway maintenance. Dry Creek may provide a parallel alignment for a shared use trail continuation from Segment B of this corridor. This segment connects with the Carter Lake/Horsetooth Corridor (#12) and the Front Range Trail (West - #7).	LC C
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Carter Lake</li> <li>Flatiron Reservoir</li> <li>Hertha Reservoir</li> </ul>	TRANSIT CONNECTIONS N/A		
The historically-recognized alignment is preserved as an alternative alignment in this plan and would connect with the Front Range Trail (West-#7).					

Segment 2-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<b>Alternative Alignment</b>	Larimer County	Berthoud	This segment parallels Dry Creek from LCR8E to BNSF Corridor (#8) through Larimer County. The segment diverges from the historically-recognized Little Thompson River trail corridor to connect to instead provide direct access to Carter Lake along Dry Creek.	LC B
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Little Thompson River</li> </ul>	TRANSIT CONNECTIONS N/A		
The historically-recognized alignment is preserved as an alternative alignment in this plan and would connect with the Front Range Trail (West-#7).					
Infrastructure required where Dry Creek and Little Thompson River crosses US 287					
Infrastructure required where Little Thompson River crosses US 287					
Bike lanes or shared use trail connecting downtown Berthoud to Little Thompson Corridor. Connection may parallel BNSF Corridor (#8)					
Future bike lanes could provide temporary alignment until permanent shared use trail constructed					
Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.					

Table 4.2 Corridor #2 – Little Thompson River (cont.)

Segment 2-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <p>Significant Infrastructure Required</p> <p>Alternative Alignment</p> <p>Temporary Alignment</p> <p>Key Local Connections</p>		Berthoud	Berthoud	This segment crosses the Larimer and Weld County line between the BNSF Corridor (#8) and the Berthoud annexation at I-25. The segment connects to the CO-56 Park and Ride.	LC B T
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> <li>Glimocky Equestrian Center</li> </ul>	Crossing I-25	As I-25 expands, an underpass for the Little Thompson Corridor will be necessary for movement across the interstate and from the Park & Ride at CO-56.	
			Home Supply Ditch	Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.	
			CO 56	Future bike lanes could provide temporary alignment until permanent shared use trail constructed	
	East Berthoud	Bike lanes or shared use trail connecting East Berthoud to Little Thompson Corridor.			
Segment 2-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <p>Alternative Alignment</p> <p>Key Local Connections</p>		Berthoud	Johnstown	This segment travels from the CO-56 Park and Ride at I-25 through Berthoud and Weld County to Parish Avenue in Johnstown. The segment intersects with the Timmath to Johnstown Corridor (#9).	B J T
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		<ul style="list-style-type: none"> <li>Pioneer Ridge Elementary School</li> </ul>	Home Supply Ditch	Home Supply Ditch could provide a similar connection to Berthoud, Weld County and Johnstown along existing service road.	
			CR 17 / Pioneer Ridge	Bike lanes or shared use trail to provide access to the Little Thompson Corridor from downtown Johnstown and Pioneer Ridge	

Table 4.2 Corridor #2 – Little Thompson River (cont.)

Segment 2-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<ul style="list-style-type: none"> <li>Alternative Alignment</li> <li>Alternative Alignment</li> <li>Key Local Connections</li> <li>Key Local Connections</li> <li>Significant Infrastructure Required</li> </ul>	Johnstown	Milliken	<p>This segment runs from Parish Avenue in Johnstown to the Big Thompson Corridor (#3) in Milliken. The segment would provide a necessary connection between the two communities and provide bicycle access to their shared Middle- and High Schools along with the Thompson Rivers Parks District facilities.</p>	<p>J T M</p>
		<ul style="list-style-type: none"> <li>PARKS / NATURAL AREAS</li> <li>Centennial Lake</li> <li>Milliken Water Works Pool</li> </ul>	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		
		CO 60	Bike lanes or shared use trail parallel to CO-60 to provide an alternative connection between the towns and their shared Middle- and High School		
		WCR 46 ½	Bike lanes or shared use trail parallel to CO-60 to provide an alternative connection between the towns and their shared Middle- and High School		
		CR 21	Bike lanes or shared use trail to provide access to the Little Thompson Corridor from south Milliken and South Platte Corridor (#1)		
		CO 257	Bike lanes or shared use trail to provide access to the Little Thompson Corridor from Mad Russian subdivision.		
		Crossing 60/257	Infrastructure required where the Little Thompson River crosses CO-60/CO-257 and connects into the Big Thompson River.		



**Table 4.3 Corridor #3 – Big Thompson River**

The Big Thompson River provides a regional connection across the central portion of the NFRMPO region. This historically-identified corridor will connect both Larimer and Weld County with access to destinations like the Front Range Trail (West), Loveland's Recreation Trail, Devil's Backbone, and the downtowns of Loveland and Milliken.

ENTITY	TITLE	CODE
Milliken	Felsburg, Holt & Ullevig. November 2008. Town of Milliken Transportation Master Plan.	M
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Thompson Rivers Parks District	Tetra Tech RMC. 2003. Johnstown-Milliken Parks, Trails, Recreation and Open Space Master Plan.	T
Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L
Johnstown	Felsburg, Holt & Ullevig. February 2008. <i>Town of Johnstown Transportation Master Plan.</i>	J
Colorado State Parks	Colorado State Parks Online. 2007. Colorado Front Range Trail.	C
Evans	Felsburg, Holt & Ullevig. March 2004. City of Evans Transportation Plan.	E

Segment 3-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Larimer County	Loveland	TRANSIT CONNECTIONS N/A	This segment parallels US 34 from the mouth of the Big Thompson Canyon past Devil's Backbone to connect with a built segment of Loveland's Recreation Trail. A remaining segment of the Recreation Trail would close the southwestern portion the loop around Loveland and bring the Big Thompson Corridor closer to connecting with Devil's Backbone. The shared use trail connection of the Big Thompson Corridor with the Carter Lake/Horsetooth Corridor is expected to be explored by Larimer County with their upcoming Open Lands Plan Update (2013).	LC
	PARKS / NATURAL AREAS • Devil's Backbone • Namaqua Park				
Segment 3-B	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Loveland	Loveland	TRANSIT CONNECTIONS 11	This shared use trail is the only completed segment of the Big Thompson Corridor. This segment is shared with the Front Range Trail (West - #7) and crosses the BNSF Corridor (#8).	L C T
	PARKS / NATURAL AREAS • Centennial Park • Fairgrounds Park				

Table 4.3 Corridor #3 – Big Thompson River (cont.)

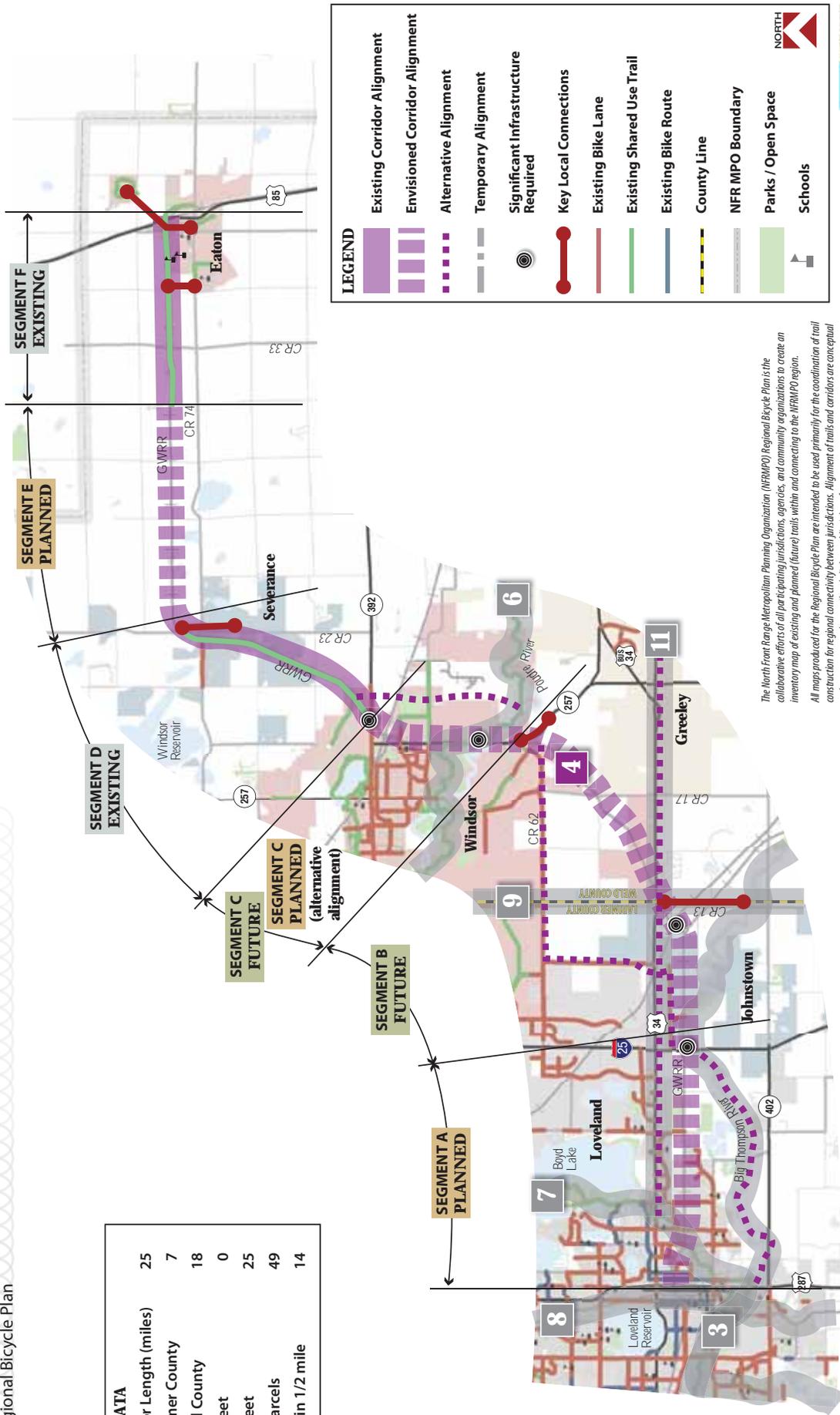
Segment	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 3-C		Larimer County	Larimer County	This segment connects from US-287 in Loveland to I-25 by shared use trail. The river passes near two State Wildlife Areas (ponds currently available for fishing, hunting, and wildlife viewing) before arriving at I-25. The City of Loveland Bicycle and Pedestrian Plan recognizes this segment as “Future Improvement” to I-25 through their GMA.	LC J T
	 Significant Infrastructure Required	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	 Temporary Alignment	<ul style="list-style-type: none"> <li>Big Thompson and Simpson Ponds State Wildlife Areas</li> </ul>	2		
		Crossing I-25		As I-25 expands, an underpass for the Big Thompson Corridor will be necessary for movement across the interstate.	
		Thompson Crossing		A temporary alignment and crossing could leave the Big Thompson at LCR 5E under I-25 to Thompson Crossing back northeast from River Ranch Pkwy.	
Segment 3-D		Larimer County	Larimer County	This segment connects from I-25 to the County Line by shared use trail. The river passes through portions of Johnstown and Loveland’s GMA. The trail segment would connect with the Timnath to Johnstown Corridor (#9) at the County Line.	J T J
	 Temporary Alignment	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
	 Key Local Connections	N/A	N/A		
		Thompson Crossing		A temporary alignment and crossing could leave the Big Thompson at LCR 5E under I-25 to Thompson Crossing back northeast from River Ranch Pkwy.	
		Johnstown Access		Bike lanes or shared use trail to provide access to the Big Thompson Corridor from north Johnstown neighborhoods.	
Segment 3-E		Weld County	Milliken	This segment connects from the County Line to CO-257 by shared use trail. The river passes through portions of Johnstown and Weld County. The trail segment would connect with the Timnath to Johnstown Corridor (#9) at the County Line.	J T M
	 Key Local Connections	PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		
		Milliken Access		Bike lanes or shared use trail to provide access to the Big Thompson Corridor from Milliken neighborhoods.	

Table 4.3 Corridor #3 – Big Thompson River (cont.)

Segment 3-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<p>Milliken</p> <p>PARKS / NATURAL AREAS</p> <p>N/A</p>	<p>Evans</p> <p>TRANSIT CONNECTIONS</p> <p>N/A</p>	<p>This segment connects from CO-257 to the South Platte River Corridor (#1) by shared use trail. The river passes through portions of Milliken and Weld County before it terminates in Evans. The trail segment would also connect with the Little Thompson River Corridor (#3) in Milliken.</p>	<p>J</p> <p>T</p> <p>M</p>	



Figure 4.5 Corridor #4  
Great Western / Johnstown / Loveland



CORRIDOR DATA	
Total Corridor Length (miles)	25
Miles in Larimer County	7
Miles in Weld County	18
Miles On-Street	0
Miles Off-Street	25
Number of Parcels	49
Schools within 1/2 mile	14

**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

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**Table 4.4 Corridor #4 – Great Western / Johnstown / Loveland**

The Great Western Trail Corridor follows the alignment of the Great Western Railroad that once connected Loveland to Eaton. The backbone of the corridor is the 11.7 mile mixed-use recreational trail that connects the towns of Windsor, Severance and Eaton utilizing the abandoned rail bed of the Great Western Railroad (preserved right-of-way through the provisions of the federal “Rails to Trails” legislation). The remainder of the corridor would follow the remaining active railway (Rails-with-Trails) crossing the Poudre River corridor (#6) and I-25 into Loveland’s bicycle network. This corridor provides critical rural access from the northeast portion of NFRMPO region into the region’s core.

PLANNED		JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
 <p>Alternative Alignment Significant Infrastructure Required Alternative Alignment</p>	Loveland	Loveland	Loveland	Windsor Eaton Larimer County Loveland	Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. Town of Eaton Colorado. 2003. Parks and Recreation Plan. DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	W E LC L
	<p>PARKS / NATURAL AREAS</p> <ul style="list-style-type: none"> <li>Big Thompson and Simpson Ponds State Wildlife Areas</li> </ul>	US 34 Corridor	TRANSIT CONNECTIONS			
	27					
		Crossing I-25	Loveland recognizes Enhanced Bike Lanes along US 34 as a “Future Improvement” in their Bicycle and Pedestrian Plan that could provide an alternative. As I-25 expands, an underpass for the Great Western Corridor will be necessary for movement across the interstate.			
		Big Thompson River	The Big Thompson River Corridor (#3) could serve as an alternative trail alignment for connecting into the Great Western Corridor at I-25.			
FUTURE		JURISDICTION START	JURISDICTION END	PLAN		
 <p>Alternative Alignment Alternative Alignment Key Local Connections</p>	Loveland	Loveland	Windsor			L
	<p>PARKS / NATURAL AREAS</p>	N/A	TRANSIT CONNECTIONS			
	N/A					
		US 34 Corridor	The US 34 Corridor (#11) recognizes a shared use trail that could provide an alternative alignment to meet the Great Western Corridor at I-25.			
		Crossroads / LCR 3	The bike lanes on Crossroads Blvd could be an alternative route that could cross into Centerra along LCR 3 and meet the Great Western Corridor at I-25.			
		West Greeley	Bike lanes or shared use trail to provide access to the Great West Corridor in the future from West Greeley.			

Table 4.4 Corridor #4 – Great Western / Johnstown / Loveland (cont.)

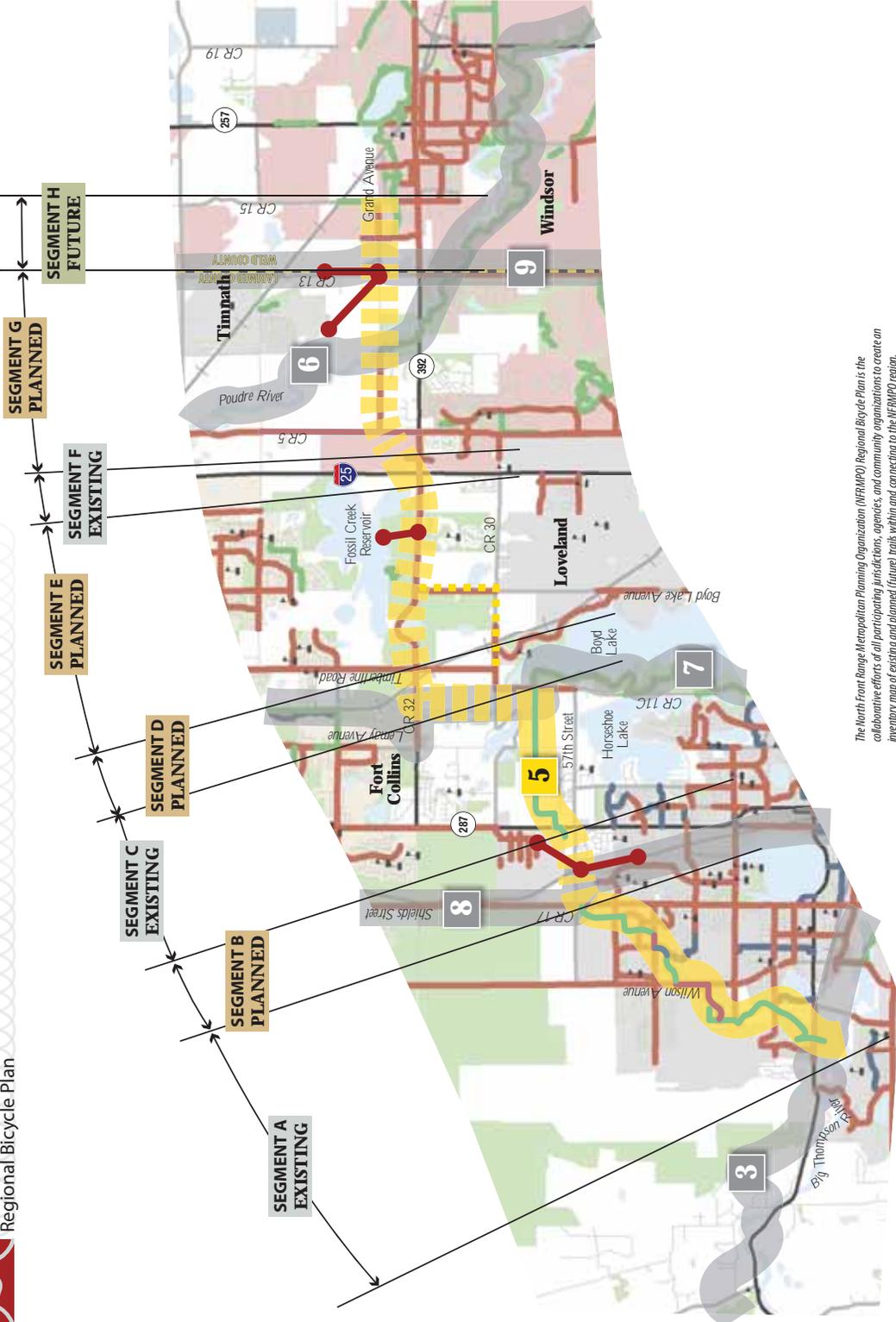
Segment 4-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Alternative Alignment Significant Infrastructure Required		Windsor	Windsor	This segment parallels (Ralls-with-Trails) CO-257 as it travels south from CO-392. The corridor would cross the Poudre River Corridor (#6) on east side of the Water Valley development. The segment also crosses a recognized future trailway along the Eaton Ditch in Windsor through Water Valley.	W
		PARKS / NATURAL AREAS • Chimney Park • Folkstone Park • Windsor Village Park	TRANSIT CONNECTIONS N/A		
 Significant Infrastructure Required		Consolidated Law Ditch	Windsor recognizes the Consolidated Law Ditch as a parallel alignment to the BNSF that would connect the railbank to the Poudre River Corridor (#6)	Windsor recognizes the Consolidated Law Ditch as a parallel alignment to the BNSF that would connect the railbank to the Poudre River Corridor (#6) A bicycle and pedestrian crossing of the Poudre River will be required on both identified alignments	
		Poudre River Crossing			
Segment 4-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Significant Infrastructure Required Key Local Connections		Windsor	Severance	This segment currently exists between the Towns of Severance and Windsor. The segment has successfully received Safe Routes to School and Greater Outdoor Colorado (GOCO) funding in 2012 for earthwork, landscaping and access to Severance Middle School. The corridor travels along multiple Severance subdivisions providing access to the Windsor. The rail bank terminates in this segment at CO-392 where the active line Great Western begins.	W S
		PARKS / NATURAL AREAS • Law Reservoir • Severance Middle School • Francis Brownell Mem. Park	TRANSIT CONNECTIONS N/A		
 Significant Infrastructure Required Key Local Connections		Poudre River Crossing	Windsor recognizes the Consolidated Law Ditch as a parallel alignment to the BNSF that would connect the railbank to the Poudre River Corridor (#6)	Windsor recognizes the Consolidated Law Ditch as a parallel alignment to the BNSF that would connect the railbank to the Poudre River Corridor (#6) Bike lanes to provide access to the Great Western Corridor from Severance neighborhoods.	
		Downtown Severance			
Segment 4-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Severance	Weld County	This segment was a part of the original railbank of the Great Western Trail Authority. The segment is currently undeveloped as ownership of the abandoned rail line had been legally contested (see <a href="http://judicialview.com/Court-Cases/Civil_Remedies/Title-to-Abandoned-Railroad-Right-of-Way-Contested/11/4601">http://judicialview.com/Court-Cases/Civil_Remedies/Title-to-Abandoned-Railroad-Right-of-Way-Contested/11/4601</a> ). The segment will ultimately connect Eaton to Severance, Windsor, and the Poudre River Corridor (#6) through this rural segment.	S E
		PARKS / NATURAL AREAS • Woods Lake • Angel Lake	TRANSIT CONNECTIONS N/A		

Table 4.4 Corridor #4 – Great Western / Johnstown / Loveland (cont.)

Segment 4-F	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <b>Key Local Connections</b>  <b>Key Local Connections</b>		Weld County	Eaton	<p>This eastern-most segment of the Great Western corridor is undeveloped, but open and signed for bicycle use. The segment provides access to two schools in the northwest portion of Eaton. The town has identified a challenge crossing US 85 to access the eastern terminus of the trail while providing access for the Hawkstone development to the northeast of US 85. The town will be crafting a Transportation Plan in 2013 that will include an evaluation of their local bicycle infrastructure.</p>	E
		PARKS / NATURAL AREAS N/A	TRANSIT CONNECTIONS N/A		
		West Eaton		Bike lanes to provide access to the Great Western Corridor from Eaton neighborhoods.	
		Hawkstone Neighborhood		Bike lanes to provide access to the Great Western Corridor from Hawkstone development.	



**Figure 4.6 Corridor #5**  
North Loveland / Windsor



**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

**CORRIDOR DATA**

Total Corridor Length (miles)	18
Miles in Larimer County	17
Miles in Weld County	1
Miles On-Street	8
Miles Off-Street	10
Number of Parcels	62
Schools within 1/2 mile	4

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**Table 4.5 Corridor #5 – North Loveland / Windsor**

ENTIRE		TITLE		CODE	
<p>The North Loveland to Windsor corridor will support bicycle travel from Windsor across the countyline into the southern portion of Fort Collins, the Front Range Trail (West – #7) and the western arc of Loveland's Recreation Trail. The trail attempts to route bicycle traffic away from CO-392 along the parallel section of LCR 11 to the North. The trail also leverages the newly constructed bicycle lanes across the upgraded (2012) Fort Collins/Windsor bridge at CO – 392 to access the bicycle lanes and future shared-use trail on the southern boundary of Fossil Creek Reservoir.</p>		<p>DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.            Town of Windsor. April 2007. Town of Windsor Comprehensive Plan.            LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.            Colorado State Parks Online. 2007. Colorado Front Range Trail.            City of Fort Collins. 2008. Bicycle Plan and Update.</p>		<p>LC            W            L            C            F</p>	
Segment 5-A	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Loveland	Loveland	Loveland	<p>This segment follows the Loveland Recreation Trail that serves as the backbone of Loveland's bicycle network. The corridor terminates into the Big Thompson Corridor (#3) and US 34. The segment currently is a collection of shared use trails, bike lanes, and signed bike routes.</p>	L
	<p><b>PARKS / NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>Rist Benson Reservoir</li> <li>Big Thompson River</li> </ul>	<p><b>TRANSIT CONNECTIONS</b></p> <p>7</p>			
Segment 5-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Loveland	Loveland	Loveland	<p>One of the few gaps in the Loveland Recreation Trail, this section of 57<sup>th</sup> street would connect two sections of constructed shared-use trail. Loveland currently recognizes the segment as a "Medium Priority" improvement in the City of Loveland Bicycle and Pedestrian Plan. The BNSF Corridor (#8) crosses this segment. The bike lanes on Shields leading to Long View Farm and Fort Collins are accessible from this undeveloped segment.</p>	L
	<p><b>PARKS / NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>Long View Farm Open Space</li> </ul>	<p><b>TRANSIT CONNECTIONS</b></p> <p>N/A</p>			
<p> <b>Key Local Connections</b></p>	North Loveland	Bike lanes or shared use trail to provide access to the North Loveland to Windsor Corridor separated from US 287 and CR 17.			
<p> <b>Key Local Connections</b></p>	Walmart Shopping Center	Bike lanes or shared use trail to provide access from Walmart Shopping Center to North Loveland to Windsor Corridor separated from US 287 & CR 17.			

Table 4.5 Corridor #5 – North Loveland / Windsor (cont.)

Segment 5-C	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland PARKS / NATURAL AREAS • Boyd Lake	Loveland TRANSIT CONNECTIONS 5	This segment follows the Loveland Recreation Trail that serves as the backbone of Loveland's bicycle network. The newly constructed shared use trail parallels 57 <sup>th</sup> street (to the north) and connects with the Front Range Trail (West - #7) near Boyd Lake.	L C
Segment 5-D	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Loveland PARKS / NATURAL AREAS • Boyd Lake	Fort Collins TRANSIT CONNECTIONS N/A	This segment, when developed, will share the Front Range Trail (West- #7) between CO 392 and Loveland's Recreation Trail. This segment will ultimately connect Fort Collins and Loveland through Larimer County by shared-use trail the will provide an alternative to the bike lanes LCR 17 and US 287. The segment will likely be constructed by 2014.	F L C
Segment 5-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins PARKS / NATURAL AREAS • Pelican Marsh • Duck Lake • Fossil Creek Reservoir	Fort Collins TRANSIT CONNECTIONS N/A	The vision for this segment is a shared-use trail from Timberline in Fort Collins to 392 Bridge shared by Fort Collins and Windsor. Fort Collins recognizes a shared use trail alignment along the south border of Fossil Creek Reservoir in their City of Fort Collins Bicycle Plan Update. This alignment would separate the bicycle commuter from motorists on the existing bike lane on CO-392. A worn gravel single-track currently exists through portions of the property.	F
		LCR 9 to LCR 30 Southeast Fort Collins	This temporary alignment provides existing bike lanes for the commuter to bypass much of CO-392 and the Timberline intersection. Shared use trail through east side of Fossil Creek reservoir would provide access to newly constructed bicycle lanes across the 392 bridge into Windsor		

Table 4.5 Corridor #5 – North Loveland / Windsor (cont.)

Segment 5-F	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Fort Collins	Windsor	This segment follows the newly constructed bicycle lane across the I-25/392 bridge between Fort Collins and Windsor. This is the second bridge (Harmony) over I-25 in NFRMPO region to have bicycle lanes.	W F
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>		
		<ul style="list-style-type: none"> <li>Fossil Creek Reservoir</li> </ul>	N/A		
Segment 5-G	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Windsor	Larimer County	From the 392 Bridge, this segment would follow an extended Westgate Drive onto Jacoby Road. The segment would then follow LCR 11 eastbound into Windsor along bike lanes. A trailhead for the Poudre Trail with access to Fort Collins already intersects with this corridor. Larimer County recognizes future shoulder expansion along this segment when maintenance of this county road is scheduled.	W LC
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>		
		<ul style="list-style-type: none"> <li>River Bluffs Open Space @ Poudre River</li> </ul>	N/A		
	 <b>Key Local Connections</b>	LCR 3 via Greeley No. 2 Canal	Shared use trail could provide access to Timnath along ditch into existing trail connecting Windsor Lake and downtown Windsor.		
Segment 5-H	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Windsor	The eastern-most segment of the corridor connects the Greeley No. 2 Canal and terminates at CR 15 and Windsor's robust bicycle network. Larimer County recognizes future shoulder expansion along this segment when maintenance of this county road is scheduled.	W LC
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>		
		<ul style="list-style-type: none"> <li>Lake Windsor via Greeley No. 2 Canal</li> <li>Grandview Elementary</li> </ul>	N/A		
	 <b>Key Local Connections</b>	Timnath	Bike lanes to connect from Timnath to corridor.		

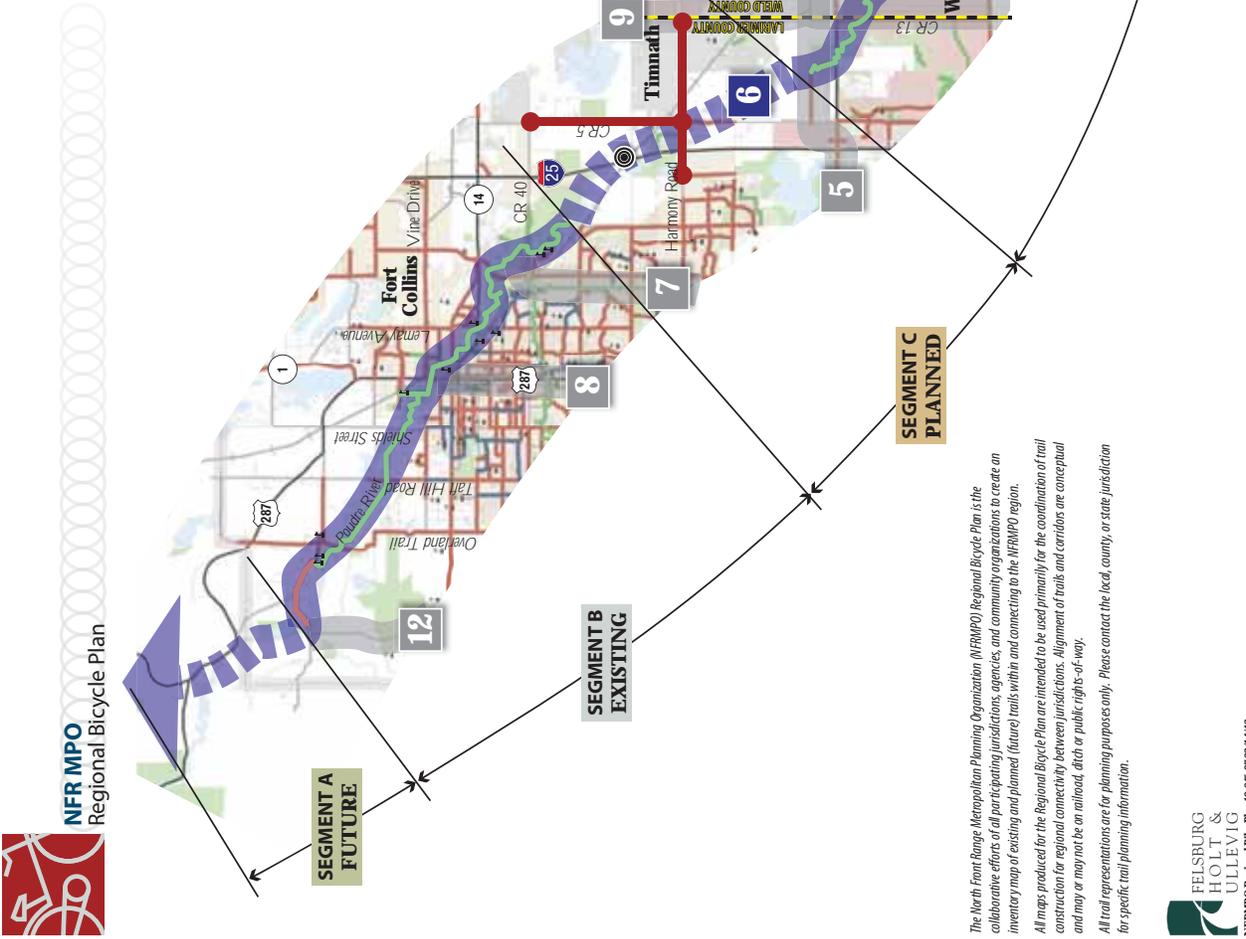
**Figure 4.7 Corridor #6  
Poudre River Trail**

**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

**CORRIDOR DATA**

Total Corridor Length (miles)	53
Miles in Larimer County	24
Miles in Weld County	29
Miles On-Street	0
Miles Off-Street	53
Number of Parcels	328
Schools within 1/2 mile	17



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**Table 4.6 Corridor #6 – Poudre River Trail**

PLANNED		JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
<p>The Poudre River Trail Corridor is a nationally-recognized bicycle and pedestrian corridor. The 53 mile corridor within the NFRMPO region is the most public-recognized infrastructure in the plan and model for the regional collaboration required to construct a trail between multiple jurisdictions. The collaborative effort has yielded generous amounts of state and federal dollars. When complete, it will connect Larimer County, Fort Collins, Timmath, Weld County, Windsor and Greeley. The corridor is also recognized as the backbone of the Colorado State Park's Front Range Trail through Northern Colorado.</p>		Larimer County	Larimer County	Greeley Timmath Colorado State Parks Larimer County Windsor Fort Collins Weld County	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Town of Timmath, 2005. Trails Plan. Colorado State Parks Online. Colorado Front Range Trail. DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. City of Fort Collins. 2008. Bicycle Plan and Update. Weld County Public Works Department. 2011. Weld County 2035 Transportation Plan.	G T C LC W F WC
Segment 6-A	PLANNED	JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
		Larimer County	Larimer County	Greeley Timmath Colorado State Parks Larimer County Windsor Fort Collins Weld County	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Town of Timmath, 2005. Trails Plan. Colorado State Parks Online. Colorado Front Range Trail. DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. City of Fort Collins. 2008. Bicycle Plan and Update. Weld County Public Works Department. 2011. Weld County 2035 Transportation Plan.	G T C LC W F WC
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>			
		<ul style="list-style-type: none"> <li>Poudre River Canyon</li> <li>Watson Lake</li> </ul>	N/A			
Segment 6-B	FUTURE	JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
		Larimer County	Fort Collins	Greeley Timmath Colorado State Parks Larimer County Windsor Fort Collins Weld County	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Town of Timmath, 2005. Trails Plan. Colorado State Parks Online. Colorado Front Range Trail. DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. City of Fort Collins. 2008. Bicycle Plan and Update. Weld County Public Works Department. 2011. Weld County 2035 Transportation Plan.	G T C LC W F WC
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>			
		<ul style="list-style-type: none"> <li>Lion's Park</li> <li>Lee Martinez Park</li> <li>Riverbend Ponds Natural Area</li> </ul>	59			
Segment 6-C	PLANNED	JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
		Fort Collins	Larimer County	Greeley Timmath Colorado State Parks Larimer County Windsor Fort Collins Weld County	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Town of Timmath, 2005. Trails Plan. Colorado State Parks Online. Colorado Front Range Trail. DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. City of Fort Collins. 2008. Bicycle Plan and Update. Weld County Public Works Department. 2011. Weld County 2035 Transportation Plan.	G T C LC W F WC
		<b>PARKS / NATURAL AREAS</b>	<b>TRANSIT CONNECTIONS</b>			
		<ul style="list-style-type: none"> <li>Arapahoe Bend Natural Area</li> <li>River Bluffs Open Space</li> </ul>	N/A			
		Downtown Timmath	Bike lanes along Harmony connecting this corridor to Timmath to Johnstown Corridor (#9) and the Harmony Park and Ride.			
		North Timmath	Bike lanes or shared use trail parallel to LCR 5 to connect North Timmath residents and Timmath Reservoir along LCR 40.			

Table 4.6 Corridor #6 – Poudre River Trail (cont.)

Segment 6-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Larimer County	Greeley	This segment is currently constructed between River Bluffs Open Space in Larimer County to North 11 <sup>th</sup> Avenue in Greeley. The segment intersects with the Timnath to Johnstown Corridor (#9) and the Great Western Corridor (#4).  Bike lanes or shared use trail connecting Eaton to Poudre Trail could be explored in the Eaton Transportation Plan (2013).	LC C W G
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>River Bluffs Open Space</li> <li>Eastman Park</li> <li>Island Grove Park</li> </ul> Eaton to Poudre Trail	TRANSIT CONNECTIONS  19		
		Greeley	Weld County	This segment is recognized by the City of Greeley as a future trail in their GMA as a connection crossing US-85. The segment is also recognized on the Colorado Front Range Trail.	C G
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Island Grove Park</li> <li>Sunrise (Splash) Park</li> </ul> US 85 Crossing	TRANSIT CONNECTIONS  N/A		
		Weld County	Weld County	This segment is recognized by the City of Greeley as a future trail in their GMA as a connection crossing US-85. The segment is also recognized on the Colorado Front Range Trail that ties into the South Platte River corridor (#1).	C G
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Confluence of the South Platte River</li> </ul>	TRANSIT CONNECTIONS  N/A		



**Figure 4.8 Corridor #7**  
Front Range Trail (West)

**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFRMPO Boundary
- Parks / Open Space
- Schools

**NORTH**

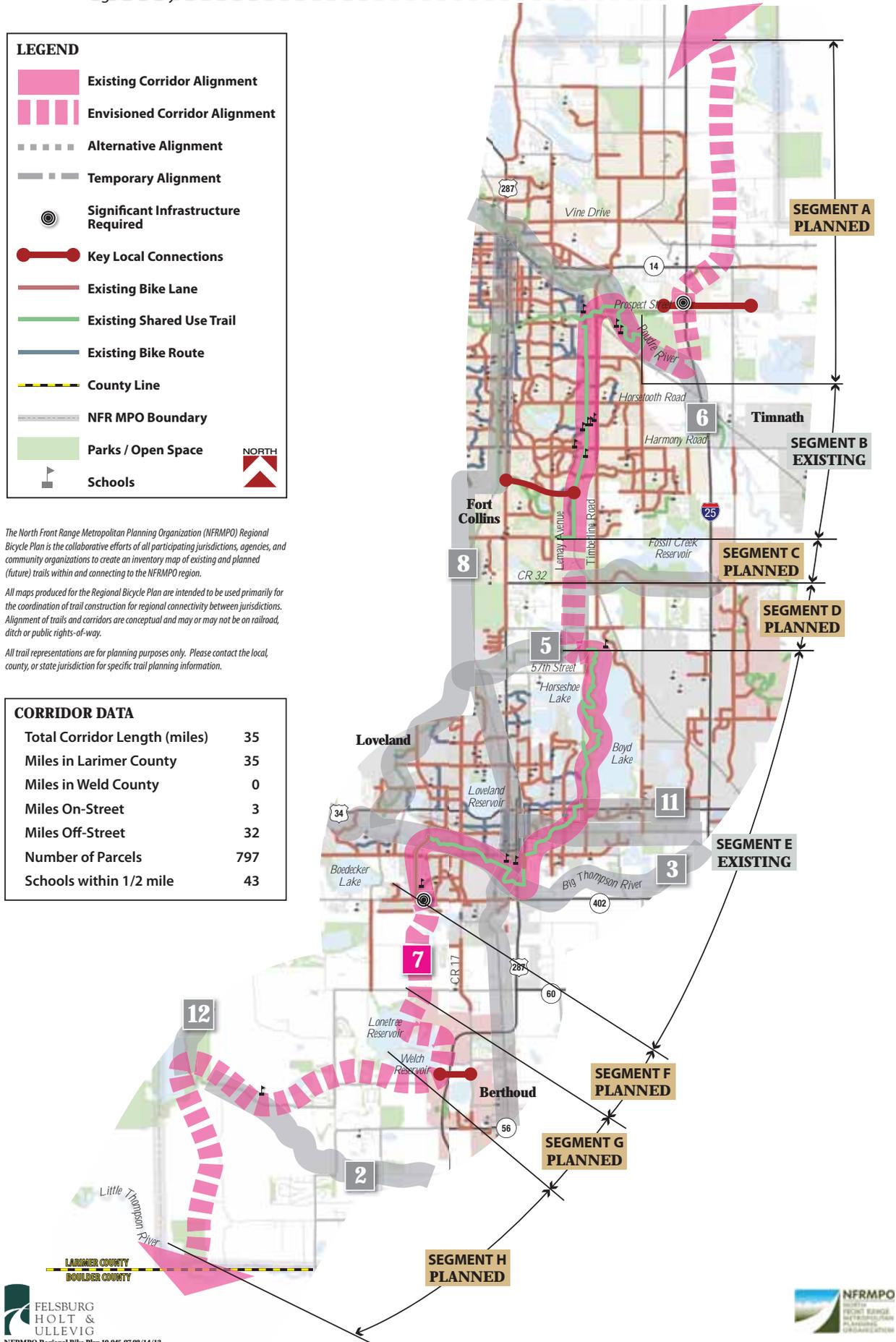
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**CORRIDOR DATA**

Total Corridor Length (miles)	35
Miles in Larimer County	35
Miles in Weld County	0
Miles On-Street	3
Miles Off-Street	32
Number of Parcels	797
Schools within 1/2 mile	43



**Table 4.7 Corridor #7 – Front Range Trail (West)**

Colorado State Parks recognizes this corridor as the western leg of the Front Range Trail in the NFRMPO region. This leg is widely constructed in Fort Collins and Loveland from the Poudre River Corridor (#6) to Big Thompson Corridor (#3). The completed corridor would connect Fort Collins, Loveland, and Berthoud to Boulder County. The trail is recognized by the Colorado State Parks to terminate in Cheyenne, Wyoming.

ENTITY	TITLE	CODE
Colorado State Parks	Colorado State Parks Online. Colorado Front Range Trail.	C
Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC
Fort Collins	City of Fort Collins. 2008. Bicycle Plan and Update.	F
Loveland	LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.	L
Berthoud	Town of Berthoud Colorado. 2013 (anticipated). PORT Master Plan.	B
Cheyenne	Cheyenne MPO. 2012. Cheyenne Area On-Street Bicycle Plan and Greenway Plan Update.	Y

Segment	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 7-A	 <p><b>Key Local Connections</b></p> <p><b>Significant Infrastructure Required</b></p>	Larimer County	Fort Collins	<p>This northern most segment of the corridor would start at the Poudre River Corridor (#6) and follow Boxelder Creek north towards Cheyenne outside the NFRMPO region.</p> <p><i>NOTE: While the scope of the project ends at the northern terminus of the MPO planning area, it is important to note the regional nature of this corridor. With a metro population of 80,000, Cheyenne is located 30 miles to the north. As the capital of Wyoming and northern capstone of the Front Range, it is an important destination for regional and cross country touring cyclists. The ultimate goal is to create a viable complement and alternative to the Transamerica Route that opts for the western slope.</i></p>	C LC Y
		<ul style="list-style-type: none"> <li>Boxelder Creek</li> <li>North &amp; South Grey Reservoir</li> </ul>	<p>TRANSIT CONNECTIONS</p> <p>N/A</p>		
Segment 7-B	 <p><b>Temporary Alignment</b></p> <p><b>Key Local Connections</b></p>	Fort Collins	Fort Collins	<p>This segment follows the Poudre Trail Corridor to the Fort Collin's Spring Creek and Power Trails. The Power Trail is constructed entirely through this segment terminating at Tribby Road except for the crossing at Harmony (a temporary alignment serves to bridge this intersection). All completed intersections have signaled bicycle crossings.</p>	C F
		<ul style="list-style-type: none"> <li>EPIC / Spring Creek Trail</li> <li>Golden Meadows Park</li> </ul>	<p>TRANSIT CONNECTIONS</p> <p>35</p>		
		East Prospect Road	Local connection from Timnath to Fort Collins	Local connection from Timnath to Fort Collins to provide access to corridor at Box Elder and a safe crossing under I-25.	
		Crossing I-25	As I-25 expands, an underpass for Boxelder Creek will be necessary for movement across the interstate		
		McMurray to Keenland	The trail intersection at Harmony can be crossed using McMurray to cross Harmony at a signal (traveling south) and Keenland to return to the trail.		
		Connection to BNSF	Local connection need to route travelers along the Front Range Trail to the BNSF Corridor (#8) should they seek access to central portions of Fort Collins		

Table 4.7 Corridor #7 – Front Range Trail (West) (cont.)

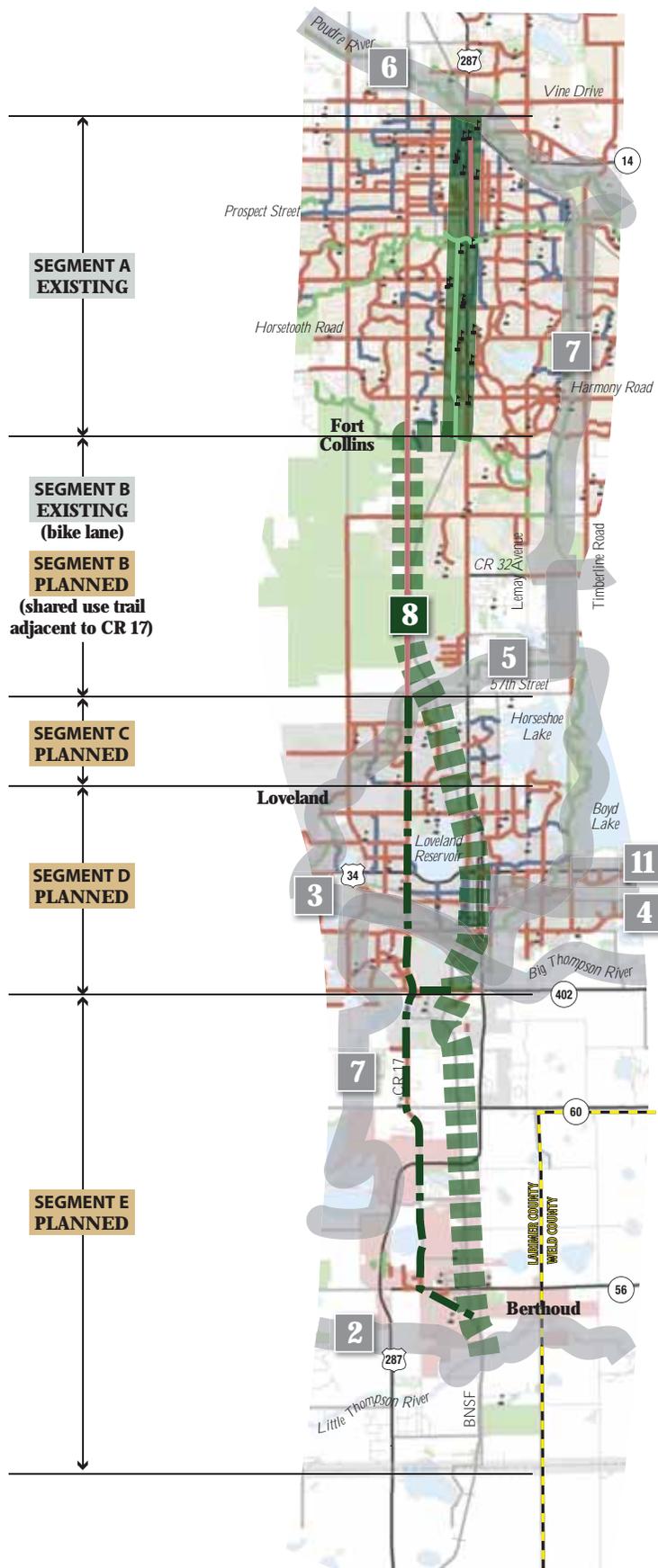
Segment	7-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
			Fort Collins  PARKS / NATURAL AREAS • Fossil Creek Reservoir Natural Area • Fossil Creek Wetlands	Fort Collins  TRANSIT CONNECTIONS  N/A	The Power Trail will tie into the Fossil Creek Trail which will travel south to its end at Carpenter Road. The City of Fort Collins anticipates the trail being completed in 2013	C F
Segment 7-D		PLANNED	Fort Collins  PARKS / NATURAL AREAS • Boyd Lake	Loveland  TRANSIT CONNECTIONS  N/A	The City of Loveland and Larimer County will be constructing a shared use trail from the Fossil Creek Trail in Fort Collins to the Loveland Recreation Trail. The trail is expected to be built in 2013-2014.	C LC L
Segment 7-E		EXISTING	Loveland  PARKS / NATURAL AREAS • Boyd Lake • Horsetooth Lake • Big Thompson River	Loveland  TRANSIT CONNECTIONS  43	This segment leverages the City of Loveland's Recreation Trail. The eastern loop of the Recreation Trail follows Boyd Lake almost entirely on shared use trail before connecting with the Big Thompson Corridor (#3). The segment follows the Recreation Trail until it reaches Dotsero Street in Loveland. The segment continues south on the Dotsero Bike lanes before terminating at 14 <sup>th</sup> Street north of Cattail Pond and Ryan Gulch Reservoir.	C L
Segment 7-F		PLANNED	Loveland  PARKS / NATURAL AREAS • Cattail Pond • Ryan Gulch Reservoir	Berthoud  TRANSIT CONNECTIONS  N/A	This would connect Loveland to Berthoud through a portion of Larimer County. The combination of shared use trail and bike lanes has yet to be determined when the trail leaves Dotsero. The segment will need to consider: <ul style="list-style-type: none"> <li>• Delineation around Ryan Gulch</li> <li>• Connection on the east side of Lone Tree Reservoir in Berthoud</li> </ul>	C B
		Significant Infrastructure Required	Crossing 14 <sup>th</sup> St SW	Dotsero and 14 <sup>th</sup> St SW is a signalized intersection. The movement of bicyclists around Ryan Gulch may have a steep grade depending on route.		

Table 4.7 Corridor #7 – Front Range Trail (West) (cont.)

Segment 7-G	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <b>Key Local Connections</b>	Berthoud PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>• Lonetree Reservoir</li> <li>• Welch Reservoir</li> </ul> Downtown Berthoud	Berthoud TRANSIT CONNECTIONS N/A	This future segment would follow property acquired by the City of Berthoud around the east side of Lonetree and Welch Reservoir.	C	
				B	
Bike lanes or shared use trail connection from downtown Berthoud to the corridor providing access to bicycle commuters with Loveland.					
Segment 7-H	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	Berthoud PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>• Carter Lake</li> <li>• Little Thompson</li> </ul>	Larimer County TRANSIT CONNECTIONS N/A	The southern-most segment of the Front Range Trail (West) would connect Berthoud to Carter Lake. The combination of shared use trails and bike lanes has yet to be determined between Welch Reservoir and the Little Thompson Corridor (#2). The trail would share the Little Thompson Corridor to Carter Lake. The trail would terminate in Boulder County and Larimer County's Redtail Open Space via the St. Vrain Ditch.	C	
				LC	
<i>Note: Through this planning effort, this segment has been approved by the Colorado State Parks as an alternative alignment to the originally delineated Front Range Trail (2007).</i>					



Figure 4.9 Corridor #8  
BNSF Fort Collins / Berthoud



**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

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**CORRIDOR DATA**

Total Corridor Length (miles)	24
Miles in Larimer County	24
Miles in Weld County	0
Miles On-Street	0
Miles Off-Street	24
Number of Parcels	14
Schools within 1/2 mile	57

**Table 4.8 Corridor #8 – BNSF Fort Collins / Berthoud**

		ENTITY		TITLE		CODE
The historical Burlington Northern Santa Fe (BNSF) railway runs from Fort Collins through Loveland, Larimer County, and Berthoud. This bicycle corridor parallels the railway (Rails-with-Trails) to connect the downtown areas of all three cities.		Larimer County	Fort Collins	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.		LC
		Loveland	Berthoud	City of Fort Collins. 2008. Bicycle Plan and Update.		F
				LSA Associates. 2012. City of Loveland Bicycle and Pedestrian Plan. City of Loveland.		L
				Town of Berthoud Colorado. 2013 (anticipated). PORT Master Plan.		B

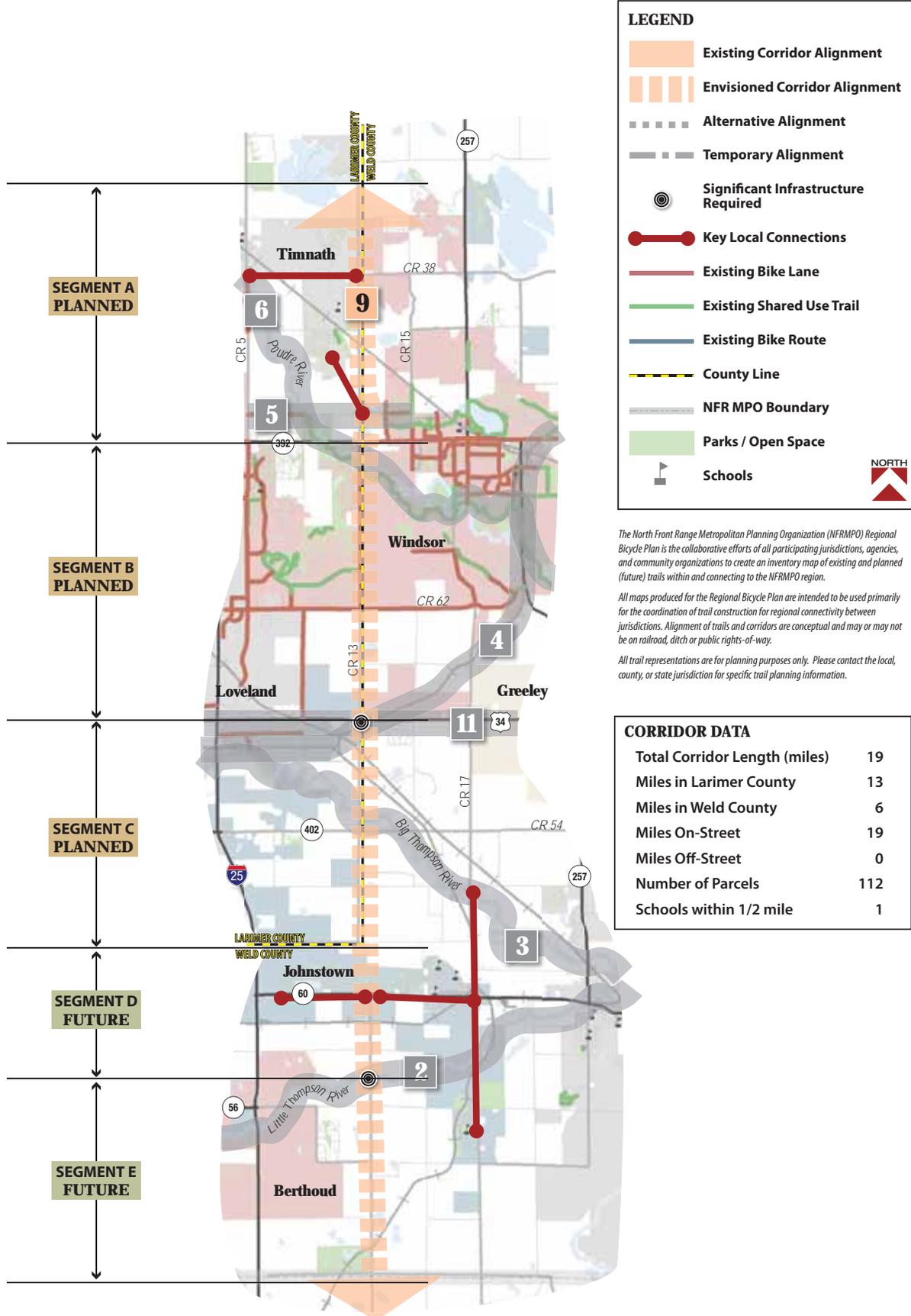
Segment	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 8-A		Fort Collins <b>PARKS / NATURAL AREAS</b> <ul style="list-style-type: none"> <li>Lee Martinez park</li> <li>Fort Collins Discovery Center</li> <li>Spring Creek Trail</li> </ul>	Fort Collins <b>TRANSIT CONNECTIONS</b> 123	This segment is recently constructed as a part of the City of Fort Collins' Mason Street Corridor project from Cherry St. to Tribby. A shared used trail runs parallel to a bus rapid transit and BNSF corridor (Rails-with-Trails) with signalized crossings through the length of the corridor. Bicycles will be able to board the bus rapid transit vehicles for movement along the corridor as well.	F
Segment 8-B		Fort Collins <b>PARKS / NATURAL AREAS</b> <ul style="list-style-type: none"> <li>Hazaleus Natural Area</li> <li>Colina Mariposa Natural Area</li> <li>Long View Open Space</li> </ul>	Loveland <b>TRANSIT CONNECTIONS</b> 11	This segment follows the bicycle lanes along Shields between South Fort Collins and North Loveland. The segment parallels the BNSF railway on a heavily-traveled, high-speed roadway between the two cities.	F L
Segment 8-B		Fort Collins <b>PARKS / NATURAL AREAS</b> <ul style="list-style-type: none"> <li>Hazaleus Natural Area</li> <li>Colina Mariposa Natural Area</li> <li>Long View Open Space</li> </ul>	Loveland <b>TRANSIT CONNECTIONS</b> N/A	This segment would align between the BNSF railway (Rails-with-Trails) and Shields in community buffers of Hazaleus Natural Area, Colina Mariposa Natural Area, and Long View Open Space. In 2012, the City of Fort Collins and Larimer County announced they are exploring a joint project with Xcel energy to construct this segment of shared-use trail.	F LC L

Table 4.8 Corridor #8 – BNSF Fort Collins / Berthoud (cont.)

Segment 8-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Temporary Alignment	Loveland PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Woodmere Park</li> </ul>	Loveland	Loveland	This segment runs from 57 <sup>th</sup> Avenue to 37 <sup>th</sup> Avenue in Loveland parallel to the BNSF Railway (Rails-with-Trails). The City of Loveland Bicycle and Pedestrian Plan recognizes this improvement as a "Low Priority" "Commuter Trail."  LCR 17 parallels corridor and will receive shoulder improvements conducive for bicycle lanes when this roadway has scheduled maintenance.	L
			TRANSIT CONNECTIONS N/A		
 Temporary Alignment	Loveland PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Loveland Burial Park</li> <li>Fairgrounds Park</li> <li>Lake Loveland</li> </ul>	Loveland	Larimer County	This segment runs from 37 <sup>th</sup> Avenue to 14 <sup>th</sup> SW Avenue through downtown Loveland parallel to the BNSF Railway (Rails-with-Trails). The City of Loveland Bicycle and Pedestrian Plan recognizes this improvement as a "Medium Priority" "Commuter Trail."  LCR 17 parallels corridor and will receive shoulder improvements conducive for bicycle lanes when this roadway has scheduled maintenance.	LC L
			TRANSIT CONNECTIONS 39		
 Temporary Alignment	Larimer County PARKS / NATURAL AREAS N/A	Larimer County	Berthoud	This segment runs from 14 <sup>th</sup> SW Avenue in Loveland through Larimer County to downtown Berthoud parallel (Rails-with-Trails) to the BNSF Railway. The City of Loveland Bicycle and Pedestrian Plan also recognizes the stretch from 14 <sup>th</sup> SW Avenue to their city limit just north of LCR 16 as a "Low Priority" "Commuter Trail." Berthoud is currently exploring the remaining stretch in their ongoing PORT Master Plan effort.  LCR 17 parallels corridor and will receive shoulder improvements conducive for bicycle lanes when this roadway has scheduled maintenance.	LC B
			TRANSIT CONNECTIONS N/A		



Figure 4.10 Corridor #9  
Johnstown / Timmath



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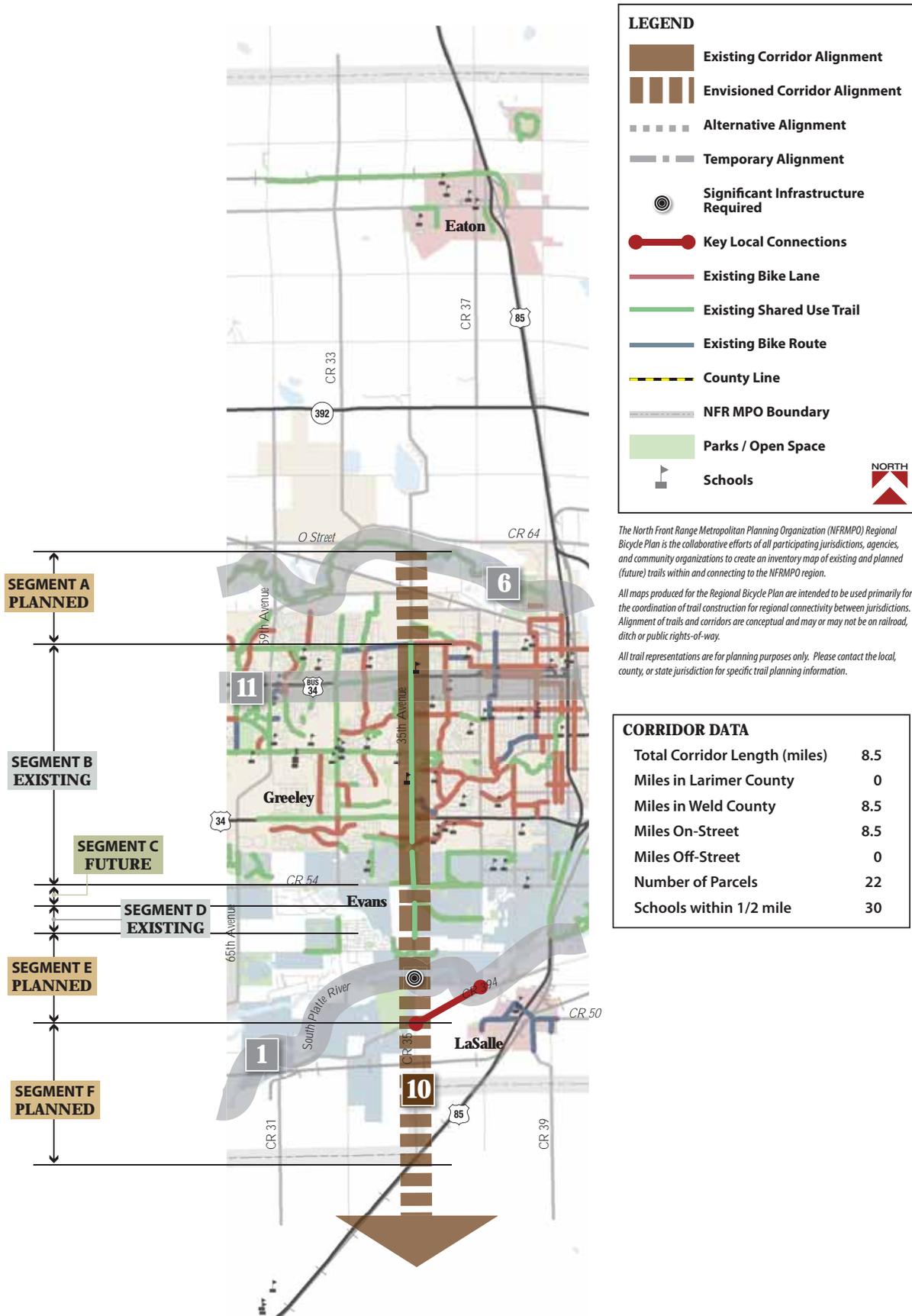
**Table 4.9 Corridor #9 – Johnstown / Timmath**

PLANNED		JURISDICTION START	JURISDICTION END	ENTITY	TITLE	CODE
<p>The Johnstown to Timmath Corridor serves as a north-south connection in the NFRMPO Region. The corridor connects Timmath, Windsor, Johnstown, Berthoud, Larimer County and Weld County with dedicated bike lanes. The corridor strategically follows County Line Road (Colorado Blvd) to intersect with six (6) regional corridors to provide bicycle access for many of the developing NFRMPO communities: Little Thompson (#2), Big Thompson (#3), Great Western (#4), US 34 (#11), Poudre River (#6), and the North Loveland to Windsor (#5).</p>		Timmath	Windsor	Larimer County Johnstown	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan. Felsburg, Holt & Ullevig. February 2008. <i>Town of Johnstown Transportation Master Plan.</i> Town of Windsor. April 2007. Town of Windsor Comprehensive Plan. Town of Timmath. 2005. Trails Plan.	LC J W T
Segment 9-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
 		Parks / Natural Areas <ul style="list-style-type: none"> <li>Poudre River</li> <li>Timmath Reservoir</li> <li>Bethke Elementary</li> </ul>	Windsor	This northern-most segment traverses the neighborhoods of North Timmath, crosses Harmony, and terminates at CO-392. The North Loveland to Windsor Corridor (#5) intersects this segment just before CO-392. The majority of this segment is identified by Larimer County to receive shoulder improvements conducive for bike lanes when scheduled for maintenance/expansion except for the segment between LCR 34 and Jacoby Road.	T L W	
		Downtown Timmath LCR 3 via Greeley No. 2 Canal	TRANSIT CONNECTIONS N/A		Bike lanes or shared-use trail connecting downtown Timmath between this corridor and the Poudre River Corridor (#6) Shared use trail could provide access to Timmath along ditch into existing trail connecting Windsor Lake and downtown Windsor.	
Segment 9-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
		Windsor Parks / Natural Areas <ul style="list-style-type: none"> <li>The Ranch</li> </ul>	Windsor/Johnstown	This segment covers County Line Road from CO-392 to US-34. The Poudre River Corridor (#6) intersects this segment just south of CO-392. The segment also provides access to Centerra via bike lanes on Crossroads. The segment is identified by Larimer County to receive shoulder improvements conducive for bike lanes when scheduled for maintenance/expansion.	L W	
		US 34 Crossing	TRANSIT CONNECTIONS N/A		This corridor and the Great Western Corridor will need a protected crossing signal or an underpass/overpass to cross US 34.	

Table 4.9 Corridor #9 – Johnstown / Timnath (cont.)

Segment 9-C	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 <b>Key Local Connections</b>		Windsor/Johnstown	Larimer County	The segment connects US 34 with Johnstown. The segment intersects the Big Thompson Corridor (#3) at WCR 54. Any semblance of shoulders is currently absent from this segment except for the bridge crossing the Big Thompson. The segment is identified by Larimer County to receive shoulder improvements to LCR 18 conducive for bike lanes when scheduled for maintenance/expansion.	L J
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>• Big Thompson</li> </ul>	TRANSIT CONNECTIONS N/A		
 <b>Key Local Connections</b> <b>Key Local Connections</b> <b>Key Local Connections</b>	  	Johnstown	Weld County	This segment leaves the county line and enters Weld County in Johnstown. Formally named Colorado Blvd, the segment travel south through residential subdivisions in Johnstown. The segment intersects with the Little Thompson Corridor (#2) and could eventually provide a route to access to the I-25 Park and Ride on CO-56.	J
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>• Little Thompson</li> <li>• Elwell Cemetery</li> </ul>	TRANSIT CONNECTIONS N/A		
 <b>Key Local Connections</b> <b>Key Local Connections</b> <b>Key Local Connections</b>	  	Johnstown to I-25 PNR Downtown Johnstown Johnstown to Big Thompson		Bike lanes or shared-use trail connecting Johnstown from this corridor to the I-25 Park and Ride at CO-60. Bike lanes or shared-use trail connecting downtown Johnstown to this corridor. Bike lanes or shared-use trail connecting downtown Johnstown to Pioneer Ridge to provide access to this corridor.	
		PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>• Hill Lake</li> <li>• Little Thompson</li> </ul>	TRANSIT CONNECTIONS N/A		
 <b>Significant Infrastructure Required</b>		Weld County	Berthoud / Weld County	This southern-most segment along Colorado Blvd. would provide access to Berthoud's annexation at the I-25 and CO-56 interchange. The segment starts at the Little Thompson Corridor (#2) and terminates at the southern boundary of the NFRMPO region.	J
		PARKS / NATURAL AREAS Little Thompson Crossing	TRANSIT CONNECTIONS This bridge requires bike lanes when the bridge is maintained or replaced.		

**Figure 4.11 Corridor #10**  
Greeley / LaSalle



**LEGEND**

- Existing Corridor Alignment
- Envisioned Corridor Alignment
- Alternative Alignment
- Temporary Alignment
- Significant Infrastructure Required
- Key Local Connections
- Existing Bike Lane
- Existing Shared Use Trail
- Existing Bike Route
- County Line
- NFR MPO Boundary
- Parks / Open Space
- Schools

**NORTH**

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**CORRIDOR DATA**

Total Corridor Length (miles)	8.5
Miles in Larimer County	0
Miles in Weld County	8.5
Miles On-Street	8.5
Miles Off-Street	0
Number of Parcels	22
Schools within 1/2 mile	30

**Table 4.10 Corridor #10 – Greeley / LaSalle**

		ENTITY	TITLE	CODE
<p>The Greeley to LaSalle Corridor leverages the existing shared-use trail infrastructure along 35<sup>th</sup> Avenue in Greeley to create a regional corridor extending to LaSalle through Evans. The corridor attempts to accommodate the identified desire for North-South bicycle commuting between the communities to access the Greeley Evans Transit system, AIMS Community College, Greeley West, and various retail centers.</p>		Greeley Evans LaSalle	City of Greeley, 2011. 2035 Comprehensive Transportation Plan. Felsburg, Holt & Ullevig. March 2004. City of Evans Transportation Plan. Felsburg, Holt & Ullevig. August 2010. LaSalle Transportation Plan.	G E L
Segment 10-A	PLANNED	JURISDICTION START	JURISDICTION END	PLAN
	Weld County	Greeley	TRANSIT CONNECTIONS  N/A	G
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Poudre River</li> <li>Poudre Ponds Fishing Area</li> </ul>			
Segment 10-B	EXISTING	JURISDICTION START	JURISDICTION END	PLAN
	Greeley	Evans	TRANSIT CONNECTIONS  34	G E
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Weld County Veterans Memorial</li> </ul>			
Segment 10-C	FUTURE	JURISDICTION START	JURISDICTION END	PLAN
	Evans	Evans	TRANSIT CONNECTIONS  N/A	E
	PARKS / NATURAL AREAS  N/A			

Table 4.10 Corridor #10 – Greeley / LaSalle (cont.)

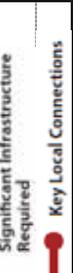
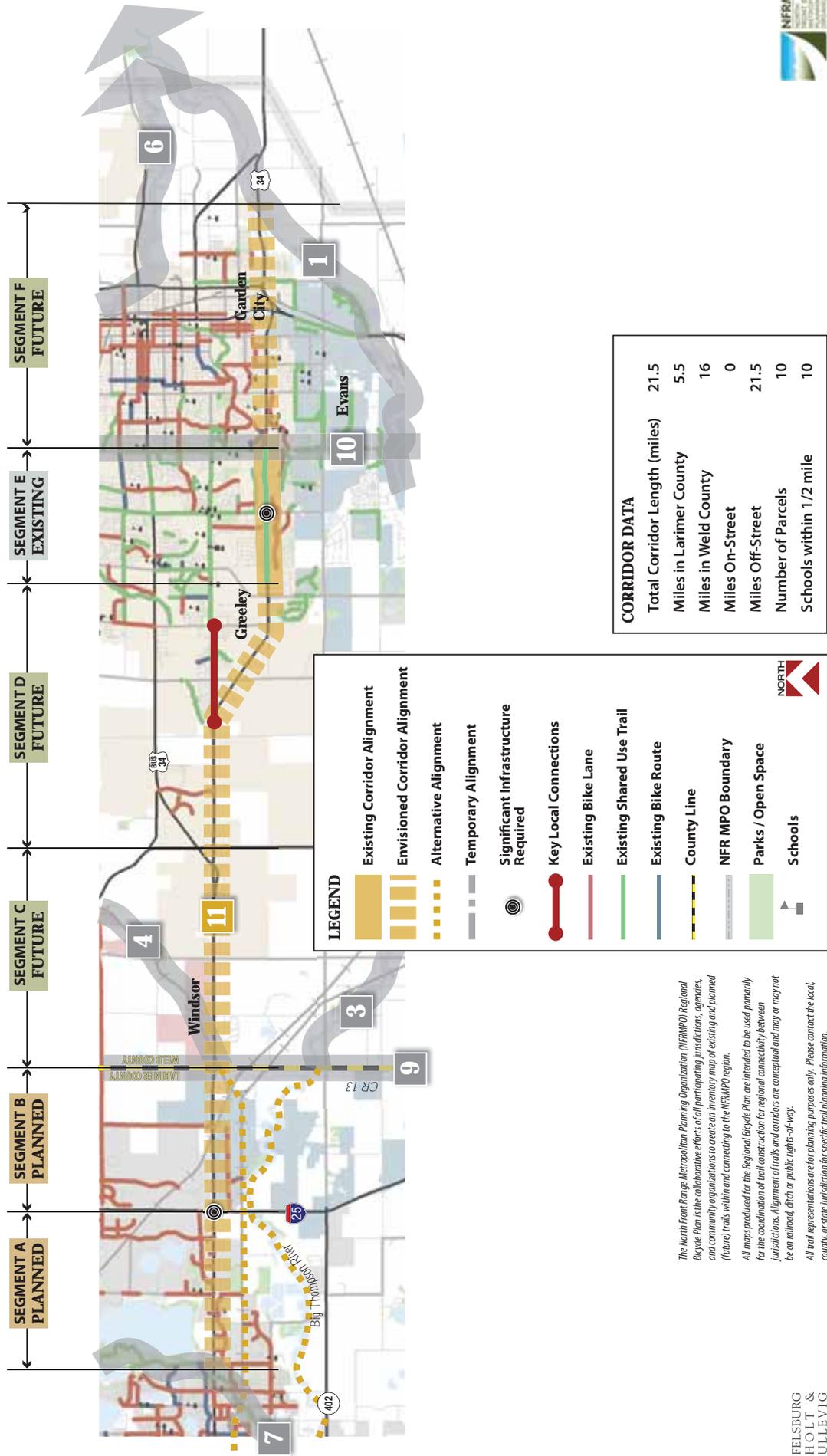
Segment 10-D	EXISTING	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	This small segment provides an existing shared-use trail from Prairie View Drive to end of the subdivision south of Sagebrush Drive.	E
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	2		
Segment 10-E	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Evans	This undeveloped section is referenced as a bike route to the Platte River from the Town of LaSalle Transportation Plan. The City of Evans has long-term plans to add a bridge that extends 35 <sup>th</sup> Avenue to connect with their annexation on the south side of the Platte River. The addition of bike lanes or a separated shared-used trail would provide access to Evans from LaSalle and intersect with the South Platte Corridor (#1).	E L
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		• Platte River	N/A		
		South Platte Crossing		This future bridge requires the addition of bike lanes and bicycle access to the South Platte Corridor (#1) when the bridge is constructed.	
		WCR 394		Road recognized by the Town of LaSalle as future bike lanes connecting to the future 35 <sup>th</sup> Avenue bridge over the Platte River.	
Segment 10-F	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
		Evans	Weld County	This southern-most segment of the corridor provides bicycle lanes from the future residential neighborhoods in south Evans and LaSalle to downtown Evans and Greeley. The Town of LaSalle Transportation Plan recognizes bike lanes along this segment.	L
		PARKS / NATURAL AREAS	TRANSIT CONNECTIONS		
		N/A	N/A		



Figure 4.12 Corridor #11  
US 34



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**Table 4.11 Corridor #11 – US 34**

The US 34 Corridor is the only regional corridor to parallel a highway on the State system. The Colorado Transportation Commission's Bike and Pedestrian Policy Directive 1602.0 (dated October 22, 2009) and subsequent State Statute 43-1-120 codifies the accommodation of bicyclists and pedestrians on the state highway system. A shared-use trail, safely separated from the highway, would connect Greeley and Promontory to Centerra, Johnstown, and Loveland. The corridor would leverage, but is not limited to, CDOT's Right of Way on US 34.

**ENTITY**  
Greeley  
Loveland

**TITLE**  
City of Greeley, 2011, 2035 Comprehensive Transportation Plan.  
LSA Associates, 2012, City of Loveland Bicycle and Pedestrian Plan, City of Loveland.

**CODE**  
G  
L

Segment 11-A	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Significant Infrastructure Required Alternative Alignment Alternative Alignment	Loveland	Loveland	Loveland	This segment runs from Loveland Recreation Trail (Front Range Trail Corridor (#7)) to the US 34 / I-25 Interchange. The segment is recognized in the Loveland Bicycle and Pedestrian Plan as a "Future Planned Improvement" with "Enhanced Bike Lanes."	L
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Sculpture Park at Loveland Chamber of Commerce</li> </ul>	TRANSIT CONNECTIONS 16			
	US 34 Interchange		Addition of bicycle lanes when the US 34 Interchange Bridge is maintained / expanded.		
		Big Thompson Corridor		The Big Thompson Corridor (#3) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25	
		Great Western Corridor		The Great Western Corridor (#3) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25	

Segment 11-B	PLANNED	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
 Alternative Alignment Alternative Alignment	Loveland	Loveland	Johnstown	This segment runs from the US 34 / I-25 Interchange to the Timnath to Johnstown Corridor (#7). The segment is recognized in the Loveland Bicycle and Pedestrian Plan as a "Future Planned Improvement" with "Bike Lanes" to LCR 3.	L
	PARKS / NATURAL AREAS <ul style="list-style-type: none"> <li>Chapungu Sculpture Park</li> </ul>	TRANSIT CONNECTIONS N/A			
	Big Thompson Corridor		The Big Thompson Corridor (#3) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25		
		Great Western Corridor		The Great Western Corridor (#4) could serve as an alternative parallel route to US 34 and an alternative crossing at I-25	

Table 4.11 Corridor #11 – US 34 (cont.)

Segment	11-C	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
			Johnstown PARKS / NATURAL AREAS N/A	Greeley TRANSIT CONNECTIONS N/A	This segment of shared-use trail would run from Timmath to Johnstown Corridor (#7) to the CO-257 where US 34 splits between the Business and Bypass routes. The segment resides predominantly in the rural/undeveloped west side of Greeley. The corridor will continue eastward along US 34 Bypass only. Considerations for where the corridor crosses the US 34 Business Overpass and CO-257 will be necessary dependent if the shared use trail aligns with the north side of US 34 Bypass.	G
			Greeley PARKS / NATURAL AREAS N/A	Greeley TRANSIT CONNECTIONS N/A	This segment of shared-use trail would run exclusively along US 34 business through the Promontory to 65 <sup>th</sup> Avenue.	G
	 Key Local Connections		20 <sup>th</sup> Avenue	Extension of shared-use trail westward on 20 <sup>th</sup> Street to US-34 to provide access to the many schools, AIMS, and the University of Northern Colorado.		
		EXISTING	Greeley PARKS / NATURAL AREAS N/A	Greeley TRANSIT CONNECTIONS 12	This segment from 65 <sup>th</sup> Avenue to 35 <sup>th</sup> Avenue is the only completed section of this corridor at the time of this plan. The segment connects to various retail centers and terminates at the Greeley to LaSalle Corridor (#10) at 35 <sup>th</sup> Avenue.	G
		FUTURE	Greeley PARKS / NATURAL AREAS • Platte River	Weld County TRANSIT CONNECTIONS 59	The eastern most segment runs from 35 <sup>th</sup> Avenue across US 85 and connects with South Platte Corridor (#1) east of Greeley. The corridor could be served by an extension of the shared use trail in the limited right-of-way or bike lanes/bike route on a parallel facility like 28 <sup>th</sup> Street to US 85.	G

**LEGEND**

-  Existing Corridor Alignment
-  Envisioned Corridor Alignment
-  Alternative Alignment
-  Temporary Alignment
-  Significant Infrastructure Required
-  Key Local Connections
-  Existing Bike Lane
-  Existing Shared Use Trail
-  Existing Bike Route
-  County Line
-  NFR MPO Boundary
-  Parks / Open Space
-  Schools



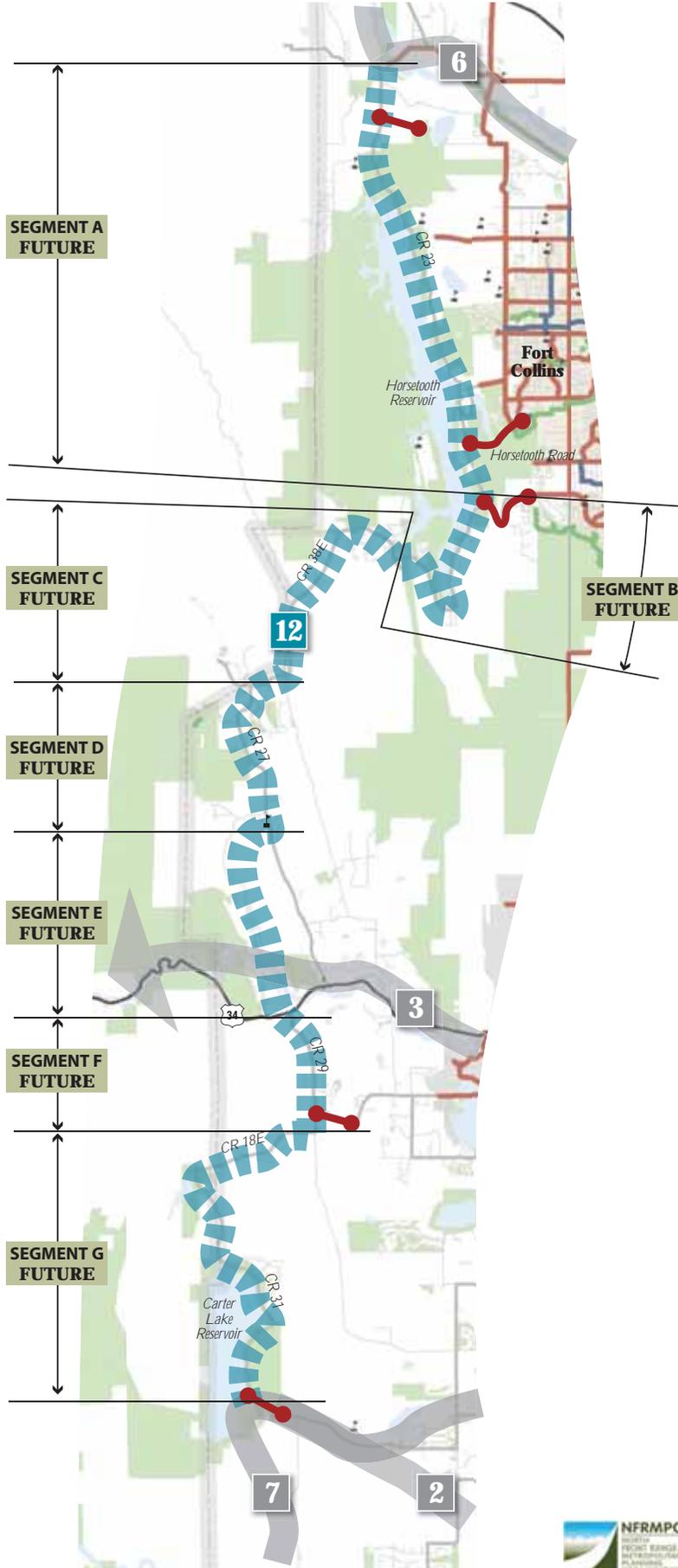
The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Bicycle Plan is the collaborative efforts of all participating jurisdictions, agencies, and community organizations to create an inventory map of existing and planned (future) trails within and connecting to the NFRMPO region.

All maps produced for the Regional Bicycle Plan are intended to be used primarily for the coordination of trail construction for regional connectivity between jurisdictions. Alignment of trails and corridors are conceptual and may or may not be on railroad, ditch or public rights-of-way.

All trail representations are for planning purposes only. Please contact the local, county, or state jurisdiction for specific trail planning information.

**CORRIDOR DATA**

Total Corridor Length (miles)	31
Miles in Larimer County	31
Miles in Weld County	0
Miles On-Street	31
Miles Off-Street	0
Number of Parcels	227
Schools within 1/2 mile	6



**Table 4.12 Corridor #12 – Carter Lake / Horsetooth Foothills**

ENTIRE CORRIDOR		ENTITY	TITLE	CODE	
<p>The Carter Lake / Horsetooth Corridor is a predominantly recreational corridor that provides access to the many city, county, and state parks and trailheads in the western portion of the NFRMPO region. The corridor is frequently scheduled for bicycle and running races and sporting events. The entire corridor traverses Larimer County and is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance. Strategic local connections to Berthoud, Loveland, and Fort Collins are recognized for safe access to this corridor.</p>		Larimer County	DHM Design Corporation. 2001. Larimer County Open Lands Master Plan.	LC	
Segment 12-A	FUTURE	JURISDICTION START	JURISDICTION END	PLAN	
 <p><b>Key Local Connections</b></p> <p><b>Key Local Connections</b></p> <p><b>Key Local Connections</b></p>		Larimer County	Larimer County	<p>This northern most segment runs from the Poudre Trail Corridor (#6) to LCR 38E. The segment parallels the length of Horsetooth Reservoir with some significant climbs to scenic vistas. The bicyclist is supported with various pull-outs/parking areas surrounding the reservoir. There exist multiple points of access via roadway (see Key Local Connections below) and mountain bike trails/trailheads from Bellvue, LaPorte, and Fort Collins. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.</p>	
		<p><b>PARKS / NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>• Poudre River</li> <li>• Horsetooth Reservoir</li> <li>• Reservoir Ridge Natural Area</li> </ul>			<p>TRANSIT CONNECTIONS</p> <p>N/A</p>
		<p>Bellvue/LaPorte</p>			<p>Bike lanes or shared-use trail for residents of Bellvue and LaPorte to access this corridor and connections to Fort Collins.</p>
		<p>Dixon Canyon Road to Fort Collins</p> <p>38E to Fort Collins</p>			<p>Dixon Canyon Road is scheduled to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled for maintenance.</p> <p>Dixon Canyon Road is scheduled to receive shoulder improvements conducive for bicycle lanes when this roadway is scheduled for maintenance.</p>
Segment 12-B	FUTURE	JURISDICTION START	JURISDICTION END	PLAN	
		Larimer County	Larimer County	<p>This segment follows LCR 38E to Shoreline Drive. The segment contains several curving sections where larger shoulders would provide a safer experience for the motorist and bicyclist. The segment terminates at the heavily-used Shoreline Drive that provides access to Horsetooth Reservoir for boaters and campers (making slow turning movements across future bicycle lanes).</p>	
		<p><b>PARKS / NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>• Horsetooth Park</li> <li>• Inlet Bay</li> </ul>			<p>TRANSIT CONNECTIONS</p> <p>N/A</p>
Segment 12-C	FUTURE	JURISDICTION START	JURISDICTION END	PLAN	
		Larimer County	Larimer County	<p>This segment runs from Shoreline Drive to intersection of Buckhorn Road near Masonville. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.</p>	
		<p><b>PARKS / NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>• Horsetooth Mountain Open Space</li> <li>• Blue Sky Trail</li> </ul>			<p>TRANSIT CONNECTIONS</p> <p>N/A</p>

Table 4.12 Corridor #12 – Carter Lake / Horsetooth Foothills (cont.)

Segment	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
Segment 12-D		Larimer County <b>PARKS / NATURAL AREAS</b> • Bobcat Ridge Natural Area	Larimer County <b>TRANSIT CONNECTIONS</b> N/A	This segment runs from Buckhorn Road to the intersection of LCR 29 along LCR 27. The corridor is routed away from LCR 25E and LCR 27 to LCR 29 to ensure the bicyclist does not have to ride along US 34 to remain on this corridor (see Segment 12-E below). The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
Segment 12-E		Larimer County <b>PARKS / NATURAL AREAS</b> • Sunrise Ranch Cemetery • Big Thompson River	Larimer County <b>TRANSIT CONNECTIONS</b> N/A	This segment runs from the intersection of LCR 29 in Masonville to US 34. The segment intersects with the Big Thompson Corridor (#3) at US 34. Signage on US 34 alerting motorists to the bicyclist crossing US 34 may be advantageous (possibly aligned with wayfinding to Carter Lake and Horsetooth Reservoir). The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
Segment 12-F		Larimer County <b>PARKS / NATURAL AREAS</b> • Big Thompson River	Larimer County <b>TRANSIT CONNECTIONS</b> N/A	This segments runs from US 34 and the Big Thompson Corridor (#3) to the intersection LCR 18E. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance.	LC
<b>Key Local Connections</b>		West Loveland		Bike lanes or shared-use trail for residents of Loveland to access this corridor.	

Table 4.12 Corridor #12 – Carter Lake / Horsetooth Foothills (cont.)

Segment 12-G	FUTURE	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN
	<p>Larimer County</p> <p><b>PARKS / NATURAL AREAS</b></p> <ul style="list-style-type: none"> <li>• Flatiron Reservoir</li> <li>• Carter Lake</li> <li>• Red-tail Ridge Open Space</li> </ul>	<p>Larimer County</p> <p><b>TRANSIT CONNECTIONS</b></p> <p>N/A</p>	<p>This southern most segment runs from the intersection of LCR 18E to Carter Lake and Red-tail Ridge Open Space. The segment is scheduled to receive shoulder improvements conducive for bicycle lanes when the roadway is scheduled for maintenance along LCR 18E to Carter Lake. From Carter Lake, the segment intersects with the Little Thompson Corridor (#2) shares the Front Range Trail Corridor south to the Red-tail Ridge Open Space (no public access as of 2012) along the St. Vrain Ditch as indicated by the Larimer County Open Lands Plan.</p>	<p>LC</p>	
<p> <b>Key Local Connections</b> Bike lanes or shared-use trail for residents of Berthoud to access this corridor likely along Little Thompson Corridor (#2).</p>					



## Other Regional Improvements and Programs

The Regional Bicycle Plan acknowledges two supplemental regional improvements and programs along with the development of the recommended Regional Bicycle Corridors: bicycle participation counting and bicycle sharing programs.

### Bicycle Count Locations

One of the greatest challenges of implementing a bicycle network is the lack of documentation on usage and demand. Without consistent and comprehensive bicycle count data, it is difficult to measure the positive benefits of investment in bicycle infrastructure and to make informed program and funding decisions. CDOT established a formal bike/pedestrian counting program in 2010 including the purchase of permanent and mobile bicycle and pedestrian counting units. CDOT also has a clearinghouse for statewide bicycle and pedestrian count data through the State Data Committee (AVID). The NFRMPO Bike TAC recognizes the importance of collecting useful and consistent bicycle count data; the Bike TAC recommends the following approach to bicycle count data collection:

- ▶ Identify locations with high bicycle-crash numbers and obtain bicycle counts to understand the bicycle crash rates (as opposed to crash totals) and ultimately to identify mitigation measures.
- ▶ Implement policies throughout the region to collect bicycle data with intersection turning movement counts. Traffic turning movement counts are typically captured by video, and the person reviewing the video could include bike counts concurrently with traffic counts.
- ▶ Placement of temporary or permanent bicycle counters:
  - Identify location of any permanent counters in the region
  - Focus on counting bicycle activity on the Regional Bicycle Corridors; consider a three-year rotation of counts, similar to what local agencies do for traffic counts
  - Use Poudre Trail as a case study; place counters at multiple locations along the trail
  - Use temporary counters for before and after study findings (e.g., before and after trail extension)
  - High use locations to demonstrate potential
  - Conduct counts during special events
  - Create data collection criteria for counter selection
  - Provide data to State Data Committee (AVID)
- ▶ Specific locations identified for bicycle counts:
  - Taft/Shields between Fort Collins and Loveland along Regional Bicycle Corridors #7 and #8
  - Poudre River crossing of I-25 (before and after construction)
  - Regional Bicycle Corridor #4
  - County Road 17 in Berthoud
  - SH 257 between Mad Russian neighborhood and downtown Milliken



## Bicycle Sharing Locations

Bicycle sharing programs are services in which bicycles are made available for public use. The concept behind bike sharing is to provide free or affordable access to bicycles for short-distance trips as an alternative to motorized public transportation or private vehicles. Such programs are typically implemented in urban settings and often are used to solve the “last mile” problem and connect users to public transit networks. Bike sharing programs generally fall in two categories: bike libraries (like the one in Fort Collins’) in which the user checks out a bike and returns it to the same location, and station-based bike sharing (like B-Cycle in Denver and Boulder) in which stations are located throughout the area and the user can check out/return a bike at any station.

The following criteria can be used to identify potential bike share station locations, based on program successes throughout the country:

- ▶ Places with the highest population and/or employment density, specifically near young to middle-aged adults (usually in downtowns)
- ▶ Near public activity centers such as universities, cultural or tourist attractions, libraries, parks and recreational destinations
- ▶ Along established and/or proposed bike routes, especially shared use paths and bike lanes
- ▶ Near retail centers
- ▶ Spaced no more than ½ mile from another station
- ▶ In highly visible areas that are easy to access and do not block pedestrian traffic or access to nearby destinations
- ▶ Based on community input



## 5. IMPLEMENTATION PLAN

The timing of and priority for implementing the Regional Bicycle Corridors has been intentionally excluded from this Regional Bicycle Plan. The primary purpose of this plan was to coordinate bicycle planning efforts between the communities of the NFRMPO and to identify corridors that are of highest significance for regional bicycle travel and that provide connections between communities. While the NFRMPO will support implementation of the Regional Bicycle Corridors through continued regional coordination and funding pursuit, it is primarily the responsibility of the local communities to implement the segments of the corridors within their boundaries.

The NFRMPO member governments have successfully demonstrated an ability to collaborate in an effort to procure funding for bicycle infrastructure. The Poudre River Trail, the Great Western Trail, and the Mason Trail (BNSF Corridor) are examples of highly successful trail implementation in the NFRMPO region. With the upcoming completion of the Poudre River Trail, an opportunity exists to coalesce around the “next” regional corridor to bring funding into the region. The local agencies should build upon the lessons learned from these trail corridors, including the value of forming trail coalitions to coordinate funding applications and right of way acquisition.

### Funding

There are a variety of funding mechanisms available for bicycle improvement projects and programs. While some funding sources are specific to bicycle/pedestrian enhancements, bicycle projects are eligible for funding from almost all major federal highway, transit, safety, and other programs. To receive federal funding, bicycle projects must be “principally for transportation, rather than recreation, purposes” and must be consistent with State and MPO transportation plans. Below is a listing of potential state and federal funding sources along with the types of bicycle projects and programs that are applicable to each funding source.

**National Highway System** – Funds may be used to construct bicycle transportation facilities on land adjacent to any highway on the National Highway System.

**Surface Transportation Program (STP)** – Funds may be used for the construction of bicycle transportation facilities or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.

**Hazard Elimination and Railway-Highway Crossing programs** – This program is a set aside from STP funds specifically to correct locations that are unsafe, and these funds may be used to address bicycle and pedestrian safety issues.

**Transportation Alternatives Program (TAP)** – This federal funding program authorized under MAP-21 provides funding for transportation alternatives programs and projects, including on- and off-road pedestrian and bicycle facilities, recreational trail programs, and safe routes to schools.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.



**Recreational Trails Program** – Funds may be used for all kinds of trail projects.

**Federal Lands Highway Program** – Bicycle provisions are eligible for some categories of funding through this program in conjunction with roads, highways, and parkways.

**National Scenic Byways Program** – Funds may be used for “construction along a scenic byway of a facility for pedestrians and bicyclists.”

**Job Access and Reverse Commute** – Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

**Federal Transit Administration (FTA) Grants** – Transit grants such as Urbanized Area Formula, Capital Investment, and Formula Program for Other than Urbanized Area can be used for improving bicycle and pedestrian access to transit facilities and vehicles.

**Safe Routes to School** – Grants can be used for bicycle and pedestrian education programs and projects that provide connections and/or improve the safety along routes to K-8 schools.

**FASTER Safety** – This state funding source can be used for adding shoulders when combined with a surface treatment project.

**FASTER Transit** – This state funding source can be used for bicycle amenities such as bike racks, lockers and bike parking at multimodal stations or enhanced modal connections, such as trails and bike lanes providing access to major transit stations that would enhance transit ridership.

**Greater Outdoors Colorado (GOCO)** – This state funding program uses a portion of lottery proceeds for projects that protect and enhance Colorado’s trails and open space.

**Rivers, Trails, and Conservation Assistance Program (RTCA)** – This community assistance arm of the Nation Park Service provides support for community-led trail development, but does not provide direct grants.

## Regional Collaboration

The NFRMPO Bike TAC expressed an interest in continued collaboration to coordinate bicycle planning efforts and to advance the implementation of the Regional Bicycle Corridors. Regional collaboration could include the follow elements:

- ▶ **Education** – Quarterly or semi-annual meetings to discuss case studies, planning and engineering challenges, and staff education regarding bicycle-related topics
- ▶ **Data Reporting** – Annual meeting to discuss the collection of regional bicycle data (crash, counts, etc.) and deployment of temporary and permanent counters
- ▶ **Corridor Progress and Funding Cycles** – Review the progress of infrastructure development along the Regional Bicycle Corridors and collaborative efforts to prepare for funding cycle applications



## Bicycle Project Scoring Guide

Evaluation of and comparison between potential bicycle improvement projects in the NFRMPO could be done using the evaluation criteria established in Chapter 4:

- ▶ Consistent with Local/State Planning
- ▶ Supports Tourism and Local/Regional Economy
- ▶ Connects Multiple Jurisdictions
- ▶ Improves Bicycle LOS
- ▶ Provides Multimodal Connections
- ▶ Connects to Regional Trails/Trailheads
- ▶ Obstacles to Implementation
- ▶ Public Input

Other resources for consideration include the scoring guidance developed by the Weld County Trails Committee for the St. Vrain Valley Open Lands and Trails Plan (the criteria used are included in **Appendix F** of this document); and benefit-cost analysis tools such as this example funded by the National Cooperative Highway Research Program and the Minnesota Department of Transportation [\[link\]](#).

## Bicycle Planning and Design Resources

### Bicycle Level of Service

The 2010 *Highway Capacity Manual* (HCM - Transportation Research Board) includes bicycle level of service calculations that quantify how well a facility operates from the traveler's perspective. Conditions that affect bicycle level of service include:

- ▶ Effective travel width for the bicyclists (how much space is available to maneuver within the bikeway)
- ▶ On-street parking encroachments (drivers opening the door of their parked vehicles is a hazard for bicyclists)
- ▶ Volume of motor vehicles and percent heavy vehicles (less vehicular traffic and fewer heavy vehicles creates a more comfortable environment for bicyclists)
- ▶ Speed of traffic (slower vehicular speeds create a more comfortable environment for the bicyclist)
- ▶ Pavement surface condition (poor surface conditions require bicyclists to maneuver around pot holes and cracks)

The Bicycle and Pedestrian chapter (Chapter 14) of CDOT's *Roadway Design Guide* provides maximum design daily traffic for given shoulder widths and posted speeds to achieve different bicycle levels of service based on the HCM methodology.

### Design Guidelines

In addition to design guidelines and standards specific to local jurisdictions, there are state and national resources that provide guidelines for design and implementation of bicycle facilities:



- ▶ CDOT's *Road Design Guide*, Chapter 14: Bicycle and Pedestrian (adopted in November 2011)
- ▶ American Association of State Highway and Transportation Officials' (AASHTO) *Guide to the Development of Bicycle Facilities* (Fourth Edition, 2012)
- ▶ National Association of City Transportation Officials' (NACTO) *Urban Bikeway Design Guide* (2011)

A listing of some of the more common design elements in each of these documents is included in **Table 2**. As the local communities progress with implementation of the Regional Bicycle Corridors, the design guidance provided in the AASHTO Bicycle Guide should be considered the desirable standard for future regional corridors, including:

- ▶ Minimum paved width of 10 feet for two-direction shared use paths
- ▶ Minimum bike lane width of 4 feet (5 feet if immediately adjacent to a curb)

## Railroad and Ditch Coordination

Several of the Regional Bicycle Corridors are shown along, near, or crossing railroad rights-of-way and irrigation ditches. Industry professionals who have successfully negotiated and implemented trail corridors in railroad rights-of-way and along irrigation ditches presented information on their experiences and lessons learned to the NFRMPO Bike TAC. These presentations, which identify obstacles and opportunities for coordination with railroad and ditch companies, are included for reference in **Appendix G**.

## Best Practices

### *Bicycle Crash Reporting*

The NFRMPO region recommends collecting bicycle crash-related data from each the member governments to ensure locations unsafe for bicycle commuting are identified and infrastructure improvements addressed. The data can also substantiate and measure bicycle education programs to promote safe commuting habits.

Few NFRMPO governments currently collect bicycle crash data as of the writing of this plan. The region could aim to consistently collect data to include the following fields:

- ▶ Date / Time
- ▶ Location (Street Address / Intersection)
- ▶ Crash with Motorist/Cyclist/Pedestrian/Stationary object
- ▶ Injury (Fatal/Critical/Non-Critical)
- ▶ Bicyclist Wearing Helmet (Yes/No)

Bicycle Crash data could be collected from:

- ▶ Police
- ▶ Ambulance Reports
- ▶ Online and Cell-phone Application Reporting (see Bike Crash Kit app: <https://itunes.apple.com/us/app/bike-crash-kit/id512949294?mt=8>)



Bicycle Crash data could be reported in the following ways:

- ▶ Congestion Management Process (described below)
- ▶ Online Crash Map (see <http://bostoncyclistsunion.org/resources/crash-map/>)

### *Bicycle Thefts Reporting*

Bicycle theft reporting is not consistently collected by the NFRMPO governments. Consistent bicycle theft data will help decision-makers appropriate funding for additional bicycle lockers, interior bicycle lockers, and surveillance.

The region recommends collecting consistent data to include the following data fields:

- ▶ Date / Time
- ▶ Location (Street Address / Intersection)
- ▶ Was Bicycle Locked (Yes/No)
- ▶ Bicycle Registration # (Yes/No)
- ▶ Bicycle Tracking Device?
- ▶ Was Bicycle Recovered?

## **Integration with other Regional Planning Processes**

### **Regional Transportation Plan**

The NFRMPO is responsible for developing and regularly updating a Regional Transportation Plan (RTP). Pursuant to federal requirements, this Regional Bicycle Plan will become the bicycle component of the region's next RTP. The NFRMPO's current RTP (dated September 2011) is a corridor-based plan and includes corridor visions for each of the region's 12 Regionally Significant Corridors (RSC). Eleven of the RSCs are multi-modal and include varying levels of emphasis on bicycle accommodation. The 12<sup>th</sup> RSC is the "River Trail Corridors" and includes portions of trail corridors along the Big Thompson, Little Thompson, Cache le Poudre, and South Platte rivers outside the municipal boundaries. To fully integrate this Regional Bicycle Plan into the region's next (2040) RTP, it is recommended that the Regional Bicycle Corridors replace the "River Trails Corridor," and that corridor visions commensurate with multi-modal corridors are developed in the RTP.

### **Congestion Management Process**

The NFRMPO is required to maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions. The MPO's CMP (dated September 2010) outlines goals and objectives for managing congestion in the region. Several of the objectives, as highlighted below, specifically address alternative transportation modes, including bicycle:

- ▶ Goal: Improve Mobility
  - Objective: Provide transportation alternatives
- ▶ Goal: Decrease reliance on Single Occupancy Vehicles (SOV)
  - Objective: Encourage active travel by expanding bicycle and pedestrian facilities
- ▶ Goal: Improve accessibility for all modes of travel



- Objective: Maximize access to alternative transportation systems

To help achieve these goals and objectives, and to measure the region's progress toward meeting them, the CMP identifies performance measures. The following performance measures from the CMP relate specifically to bicycle accommodation:

- ▶ Miles of bicycle and pedestrian facilities
- ▶ Bicycle and pedestrian volumes

As described in Chapter 4, bicycle count data collection has been identified as a way to measure the positive benefits of investment in bicycle infrastructure and to make informed program and funding decisions for future bicycle projects and programs. Bicycle count data will be compiled annually in the CMP progress report. The MPO currently tracks miles of bicycle and pedestrian within a ¼ mile of the Tier 1 Regionally Significant Corridors. It is recommended that, as a part of the CMP Annual Progress Report, the MPO also tracks the miles of implementation of the 12 Regional Bicycle Corridors recommended in this plan to demonstrate progress toward full implementation.



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# APPENDIX B BICYCLE COUNTS



# APPENDIX C COMMUNITY INPUT



## APPENDIX D      COMPILATION OF LOCAL AGENCY PROPOSED BIKE FACILITIES



# APPENDIX E REGIONAL BICYCLE CORRIDOR EVALUATION MATRIX



**APPENDIX F      EVALUATION CRITERIA FROM ST. VRAIN VALLEY OPEN  
LANDS AND TRAILS PLAN**



# APPENDIX G PRESENTATIONS ON RAILROAD AND DITCH COORDINATION

[www.nfrmpo.org](http://www.nfrmpo.org) <<http://www.nfrmpo.org>> @NFRMPO



North Front Range MPO | 419 Canyon Avenue, Suite 300 | Fort Collins, CO 80521 | 970-221-6243



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## CITY COUNCIL COMMUNICATION

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**DATE:** March 12, 2013

**AGENDA ITEM:** 8B.

**SUBJECT:** Public Hearing – Ordinance No. xxx-13 - Right-of-Way and Easement Vacations in connection with the Ashcroft Park, Second Amended Plat

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

BACKGROUND INFORMATION		
<b>Location:</b>	Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)	
<b>Applicants:</b>	The Village at Ashcroft, LLC, Owner	
<b>Existing Land Use:</b>	Vacant land (platted as single family)	
<b>Proposed Land Use:</b>	Multifamily unit Apartment homes	
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>	R-3 Multifamily Residential District	
<b>Proposed Zoning:</b>	No change	
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>	Urban Residential	

**PROJECT DESCRIPTION:** The City has received an application from Landmark Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final

Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

In order for the proposed Ashcroft Park, Second Amended Plat to be processed, City owned rights-of-way and easements need to be vacated first. The existing public streets will become private streets to be maintained by the land owner.

The Planning Commission held a public hearing and recommended adoption of Ordinance No. 553-13 as presented by staff.

**RECOMMENDATION:** Staff recommends approval of the vacation with conditions to the City Council for the subject rights-of-way and easements.

## **ANALYSIS:**

### **1. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

#### *Right-of-Way*

The City of Evans owns and maintains the rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive. These rights-of-way were dedicated to the City when the area was platted as Ashcroft Park in 2002 (Final Plat of Ashcroft Park, recorded November 27, 2002, Reception No. 3009613). This plat was amended in 2003 (Ashcroft Park, Amended Plat, recorded May 28, 2003, Reception No. 3066525).

After vacation of the right-of-way, new public and emergency access easements will be dedicated over the new private streets on the new subdivision plat. These easements will allow emergency response teams to access the site should the need arise.

Right-of-way vacations must follow state statutes. Title to the land vacated will be vested in the owner of adjacent property, in this case The Village at Ashcroft, LLC.

#### *Easements*

Additionally, there are easements owned by the City of Evans that have been dedicated each time the property has been replatted. Easements will be vacated and appropriate easements will be rededicated if the proposed Ashcroft Park, Second Amended Plat is approved and recorded.

All utility easements that abut the existing right-of-way will be vacated. Also, the existing drainage and irrigation lateral easement over Outlot G will be vacated. New utility easements and public access easements will be dedicated where appropriate and as shown on the proposed plat (accompanied case).

An exhibit outlining the proposed right-of-way and easements to be vacated is provided in this packet.

Appropriate City Staff and consultants have reviewed the proposed Final Plat and the documents associated with the easement and right-of-way vacations. The landowner has provided the necessary notices.

## **2. Applicable Colorado Revised Statutes:**

### 43-2-302. Vesting of title upon vacation

(1) Subject to the requirements set forth in sections 43-1-210 (5) and 43-2-106 governing the disposition of certain property by the department of transportation, whenever any roadway has been designated on the plat of any tract of land or has been conveyed to or acquired by a county or incorporated town or city or by the state or by any of its political subdivisions for use as a roadway, and thereafter is vacated, title to the lands included within such roadway or so much thereof as may be vacated shall vest, subject to the same encumbrances, liens, limitations, restrictions, and estates as the land to which it accrues, as follows:

(a) In the event that a roadway which constitutes the exterior boundary of a subdivision or other tract of land is vacated, title to said roadway shall vest in the owners of the land abutting the vacated roadway to the same extent that the land included within the roadway, at the time the roadway was acquired for public use, was a part of the subdivided land or was a part of the adjacent land. **N/A**

(b) In the event that less than the entire width of a roadway is vacated, title to the vacated portion shall vest in the owners of the land abutting such vacated portion. **N/A**

(c) In the event that a roadway bounded by straight lines is vacated, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking to the center of the roadway, except as provided in paragraphs (a) and (b) of this subsection (1). In the event that the boundary lines of abutting lands do not intersect said roadway at a right angle, the land included within such roadway shall vest as provided in paragraph (d) of this subsection (1). **N/A**

(d) In all instances not specifically provided for, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking that portion of the vacated roadway to which his land, or any part thereof, is nearest in proximity. **Upon vacation, the title of the land will vest to The Village at Ashcroft, LLC.**

### 43-2-303. Methods of vacation

(1) All right, title, or interest of a county, of an incorporated town or city, or of the state or of any of its political subdivisions in and to any roadway shall be divested upon vacation of such roadway by any of the following methods:

(a) The city council or other similar authority of a city or town by ordinance may vacate any roadway or part thereof located within the corporate limits of said city or town,

subject to the provisions of the charter of such municipal corporation and the constitution and statutes of the state of Colorado. **Should the City council approve the vacation of the rights-of-way, it will do so by way by ordinance.**

(2) (a) No platted or deeded roadway or part thereof or unplatted or undefined roadway which exists by right of usage shall be vacated so as to leave any land adjoining said roadway without an established public road or private-access easement connecting said land with another established public road. **The parcel will have access to 34<sup>th</sup> Street.**

(b) If any roadway has been established as a county road at any time, such roadway shall not be vacated by any method other than a resolution approved by the board of county commissioners of the county. No later than ten days prior to any county commissioner meeting at which a resolution to vacate a county roadway is to be presented, the county commissioners shall mail a notice by first-class mail to the last-known address of each landowner who owns one acre or more of land adjacent to the roadway. Such notice shall indicate the time and place of the county commissioner meeting and shall indicate that a resolution to vacate the county roadway will be presented at the meeting.

**N/A**

(c) If any roadway has been established as a municipal street at any time, such street shall not be vacated by any method other than an ordinance approved by the governing body of the municipality. **The vacation will be enacted by ordinance.**

(d) If any roadway has been established as a state highway, such roadway shall not be vacated or abandoned by any method other than a resolution approved by the transportation commission pursuant to section 43-1-106 (11). **N/A**

(e) Paragraphs (b), (c), and (d) of this subsection (2) shall not apply to any roadway that has been established but has not been used as a roadway after such establishment.

(f) If any roadway is vacated or abandoned, the documents vacating or abandoning such roadway shall be recorded pursuant to the requirements of section 43-1-202.7.

### **3. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. After vacation, new easements will be put in place accordingly providing emergency access and utility easements.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

### **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the request for vacation of the requested right-of-way and easement vacations, the following findings of fact and conclusions have been determined:

All applicable review criteria and state statutes can be appropriately and sufficiently met with the conditions as listed below.

**STAFF RECOMMENDATION:**

We recommend that the City Council approve Ordinance No. 553-13 with conditions. Currently staff would recommend the conditions as listed herein:

- 1) Approval of the right-of-way and easement vacations is contingent on the approval of the Ashcroft Park, Second Amended Plat and the dedications of new utility, drainage, irrigation lateral, and public and emergency access easements as shown on said plat.

**RECOMMENDED CITY COUNCIL MOTION:**

“On the issue of the vacation of rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive and associated utility, public and emergency access easements, and drainage and irrigation lateral easements over Outlot G, Ashcroft Park, Amended Plat I move that Ordinance No. 553-13 be approved as conditioned in this staff report because it does meet applicable state statutes.”

“On the issue of the vacation of rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive and associated utility, public and emergency access easements, and drainage and irrigation lateral easements over Outlot G, Ashcroft Park, Amended Plat I move Ordinance No. 553-13 be denied because it does not meet applicable state statutes and is not in the best interest of the citizens and City of Evans.”

---

CITY OF EVANS, COLORADO

ORDINANCE NO. 553-13

(First Reading)

AN ORDINANCE VACATING COTTONWOOD AVENUE, ASPEN AVENUE, JUNIPER DRIVE, EVERGREEN WAY, AND ELM DRIVE RIGHT-OF-WAY AND EASEMENTS LOCATED IN THE EAST HALF (E. 1/2) OF SECTION 23, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO

WHEREAS, the current owners of the properties on all sides of Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive, Evans, Colorado, have requested that the City vacate the right-of-way within that part of Ashcroft Park, Amended Plat located north of West 34<sup>th</sup> Street so that they may construct a multi-family development; and

WHEREAS, the right-of-way in question is not necessary to the City; and

WHEREAS, the current owners of the properties located near certain existing utility easements and a drainage and irrigation lateral easement over Outlot G, Ashcroft Park, Amended Plat have requested that the City vacate its ownership of said easements so that they may construct a multi-family development; and

WHEREAS, the easements in question are not necessary to the City; and

WHEREAS, to accommodate the property owners and allow them to construct a multi-family development with private streets on their property, the City Council, after having reviewed the proposal, believes it would be in the best interests of the City of Evans to vacate the right-of-way of Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive and the utility easements and drainage and irrigation lateral easement; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EVANS, COLORADO:

Section 1. Vacation. Pursuant to C.R.S., Sections 43-2-302 and 303, the following right-of-way of Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive shall be vacated, and the vacated portions of the right-of-way shall vest in accordance with C.R.S., Section 43-2-302 to the current property owners of that part of Ashcroft Park, Amended Plat north of West 34<sup>th</sup> Street, of the City of Evans, County of Weld, State of Colorado:

The sixty-foot (60') wide Aspen Avenue right-of-way, the sixty-foot (60') wide Cottonwood Avenue right-of-way, the twenty-foot (20') wide Juniper Drive right-of-way, the twenty-foot (20') wide Evergreen Way right-of-way, and the twenty-foot (20') wide Elm Drive right-of-way as shown on the plat of Ashcroft Park, Amended Plat recorded May 28, 2003 at Reception No. 3066525 in the Weld County Clerk and Recorders Office.

Section 2. Easements. The utility easements and the drainage and irrigation lateral easement dedicated to the City of Evans per Ashcroft Heights, Filing One and shown on the attached exhibit shall be vacated by the City.

Section 3. Publication and Effective Date. This ordinance, after its passage on final reading, shall be numbered, recorded, published, and posted as required by the City Charter and the adoption, posting, and publication shall be authenticated by the signature of the Mayor and the City Clerk, and by the Certificate of Publication. This ordinance shall become effective upon final passage.

PASSED and APPROVED at a regular meeting of the City Council of the City of Evans on this 5th day of March, 2013.

CITY OF EVANS, COLORADO

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

PASSED, APPROVED AND ADOPTED ON SECOND READING this 19th day of March, 2013.

CITY OF EVANS, COLORADO

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



W 29th St

35th Ave

W 34th St

W 35th St

Ashcroft Park

34th St

Conifer Dr

Willow Dr

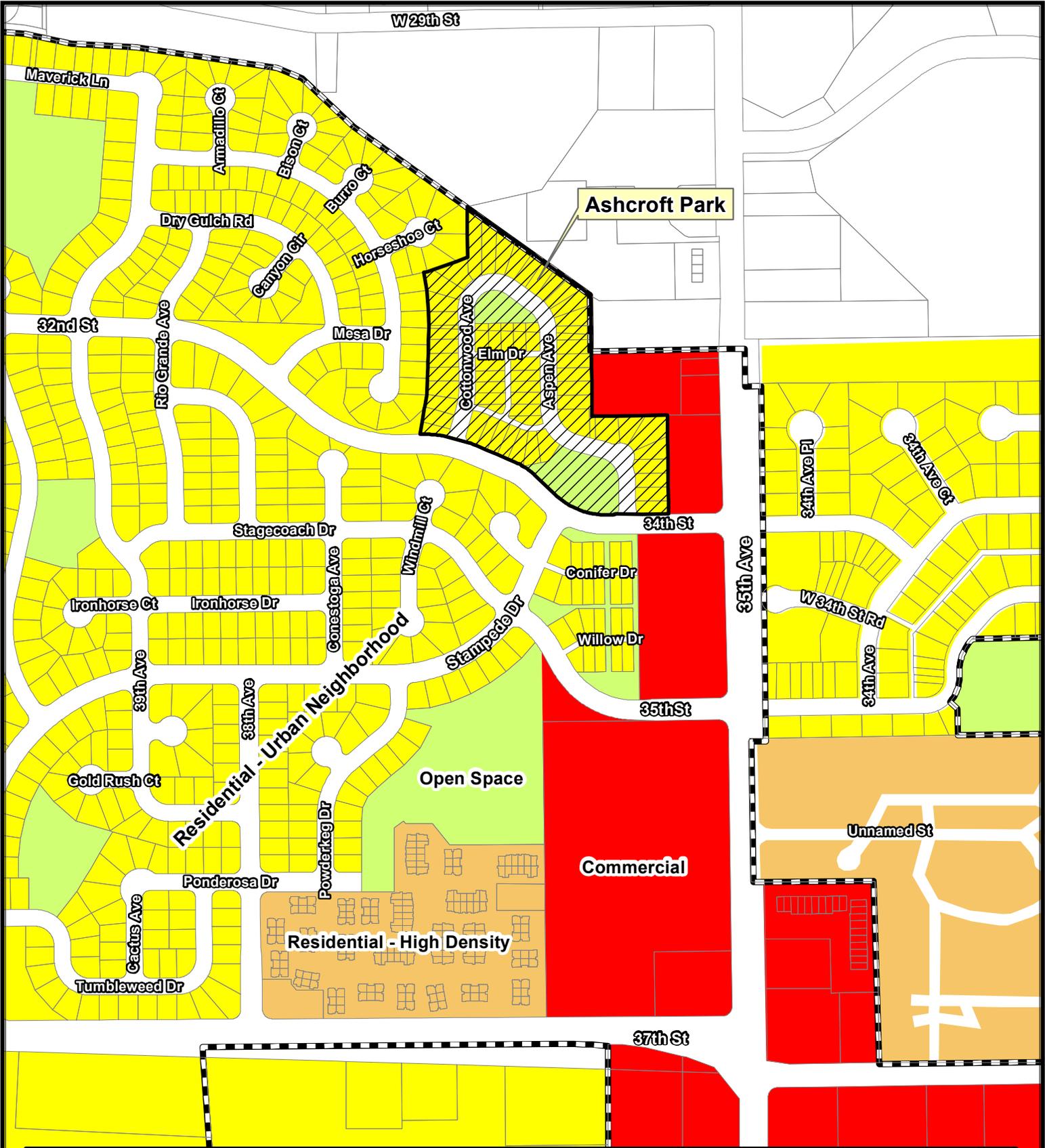
**Legend**

 Evans City Limits

 Project Site

Aerial Map  
**Ashcroft Park**





**Legend**



Evans  
City Limits

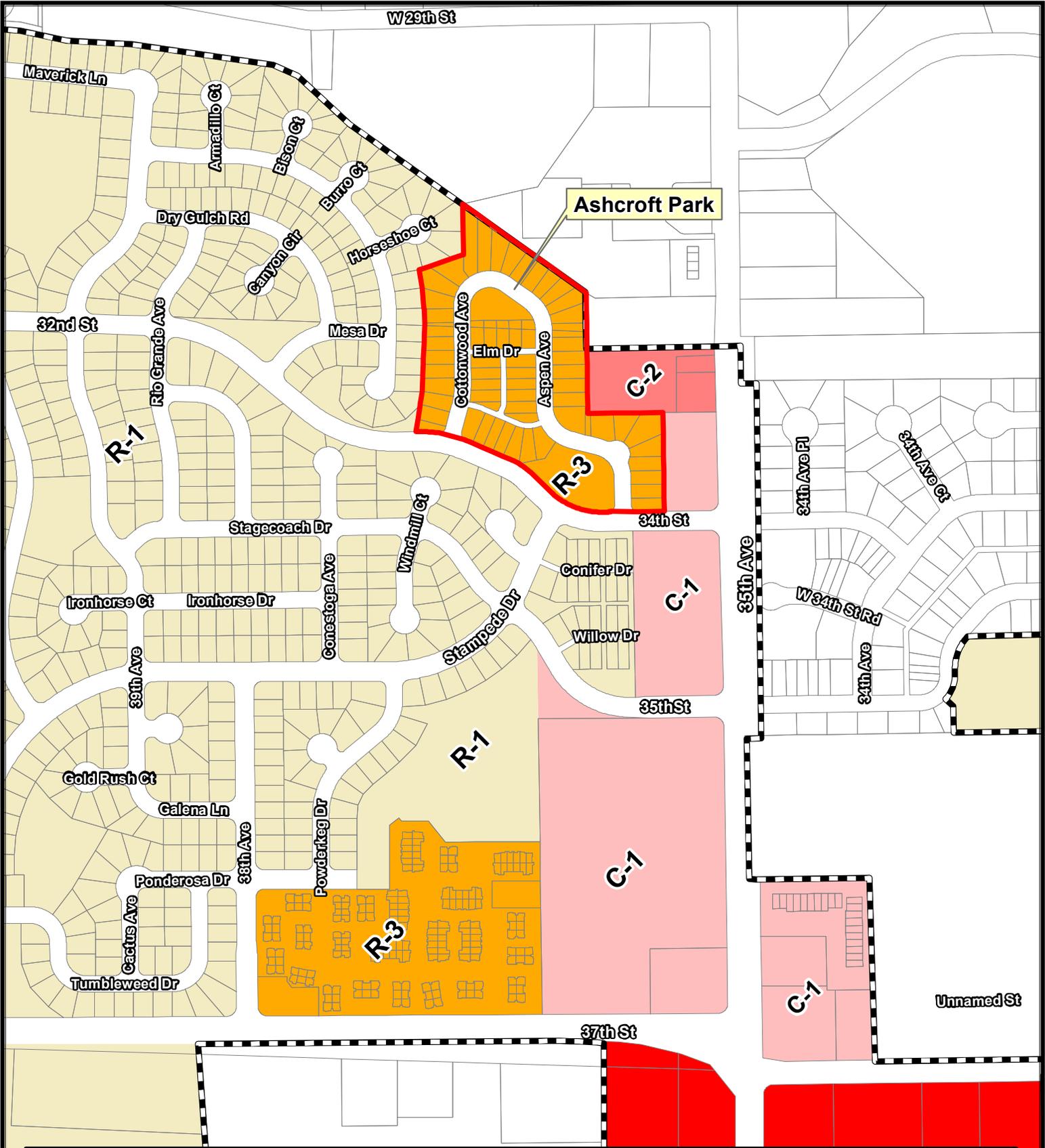


Project Site

**Future Land Use Map**

**Ashcroft Park**





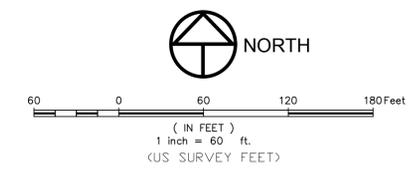
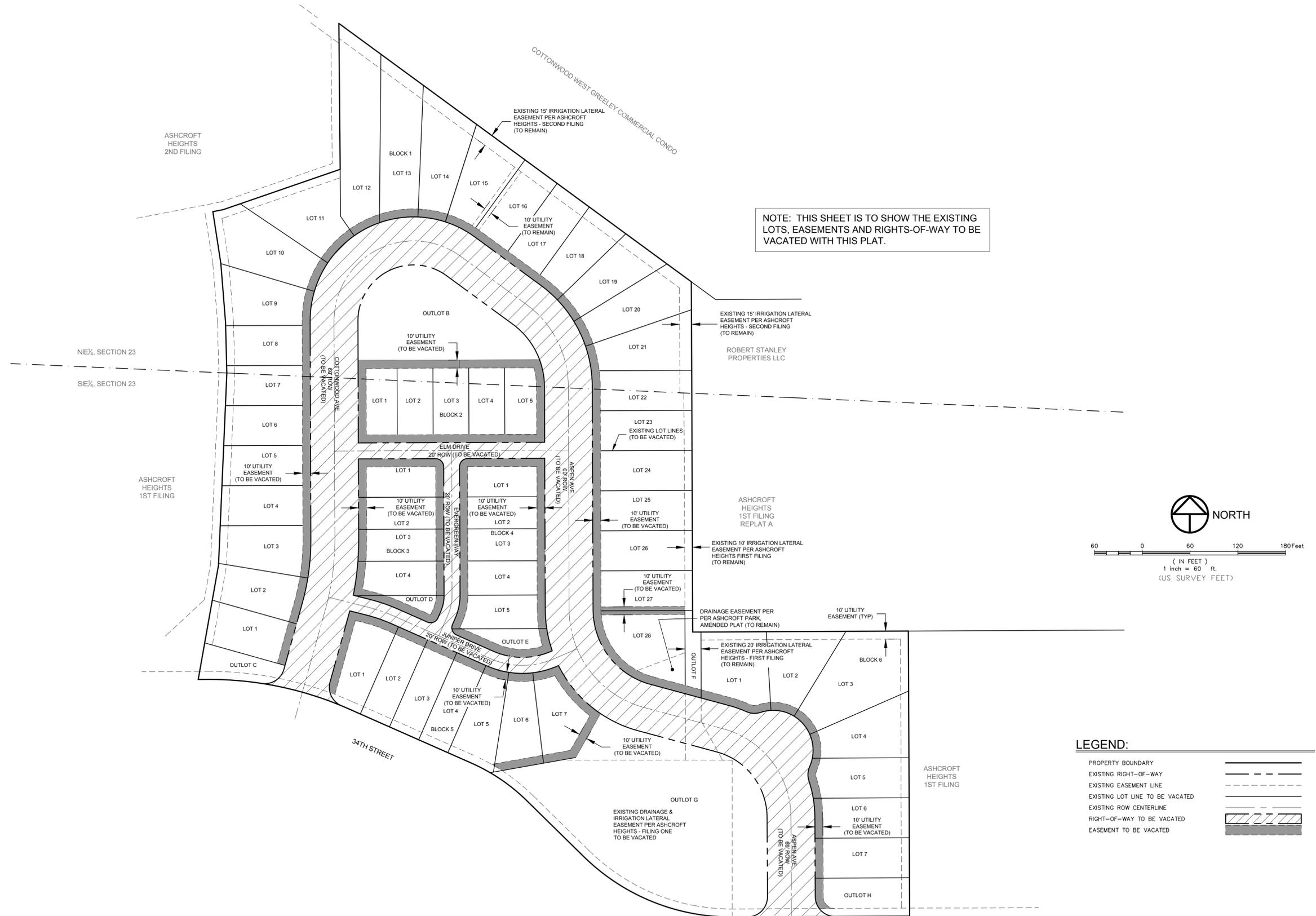
**Legend**

- Evans City Limits
- Project Site

Zoning Map

# Ashcroft Park

# ASHCROFT PARK APARTMENTS VACATION EXHIBIT



**LEGEND:**

PROPERTY BOUNDARY	
EXISTING RIGHT-OF-WAY	
EXISTING EASEMENT LINE	
EXISTING LOT LINE TO BE VACATED	
EXISTING ROW CENTERLINE	
RIGHT-OF-WAY TO BE VACATED	
EASEMENT TO BE VACATED	

NOTE: THIS SHEET IS TO SHOW THE EXISTING LOTS, EASEMENTS AND RIGHTS-OF-WAY TO BE VACATED WITH THIS PLAT.

**NOTICE:**  
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown hereon.

SECTION: 25  
TOWNSHIP: 5N  
RANGE: 65 W of the 6th PM

**NORTHERN ENGINEERING**  
PHONE: 970.221.4158 FAX: 970.221.4159  
www.northernengineering.com

**NE**  
200 South College Avenue, Suite 10  
Fort Collins, Colorado 80524

DATE: 1/7/13  
PROJECT: 574-006  
DESIGNED BY: N.A.  
DRAWN BY: L. Smith  
REVIEWED BY: C. Gilliland

ASHCROFT PARK APARTMENTS  
VACATION EXHIBIT



City of  
**Evans, Colorado**

**MINUTES**  
**EVANS PLANNING COMMISSION**  
Regular Meeting  
February 12, 2013 – 7:00 p.m.

**CALL TO ORDER**

Chairperson Bisel called the meeting to order at 7:00 p.m.

**ROLL CALL**

Present: Chairperson Bisel, Commissioner Grigson, Commissioner Phillips

Absent: Vice Chairperson Brothe, Commissioner Numoto

**APPROVAL OF MINUTES**

Commissioner Phillips motioned, seconded by Commissioner Grigson to approve the January 8, 2013, Minutes as presented. Motion passed with all voting in favor thereof.

**APPROVAL OF AGENDA**

The Agenda was approved unanimously with no changes.

**AGENDA ITEMS**

- A. Public Hearing – Right-of-Way and Easement Vacations in connection with the Ashcroft Park, Second Amended Plat**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM

BACKGROUND INFORMATION		
<b>Location:</b>		Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)
<b>Applicants:</b>		The Village at Ashcroft, LLC, Owner
<b>Existing Land Use:</b>		Vacant land (platted as single family)
<b>Proposed Land Use:</b>		Multifamily unit Apartment homes
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>		R-3 Multifamily Residential District
<b>Proposed Zoning:</b>		No change
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>		Urban Residential

**PROJECT DESCRIPTION:** The City has received an application from Landmark Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

In order for the proposed Ashcroft Park, Second Amended Plat to be processed, City owned rights-of-way and easements need to be vacated first. The existing public streets will become private streets to be maintained by the land owner.

**RECOMMENDATION:** Staff recommends approval of the vacation with conditions to the City Council for the subject rights-of-way and easements.

## **ANALYSIS:**

### **1. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

#### *Right-of-Way*

The City of Evans owns and maintains the rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive. These rights-of-way were dedicated to the City when the area was platted as Ashcroft Park in 2002 (Final Plat of Ashcroft Park, recorded November 27, 2002, Reception No. 3009613). This plat was amended in 2003 (Ashcroft Park, Amended Plat, recorded May 28, 2003, Reception No. 3066525).

After vacation of the right-of-way, new public and emergency access easements will be dedicated over the new private streets on the new subdivision plat. These easements will allow emergency response teams to access the site should the need arise.

Right-of-way vacations must follow state statutes. Title to the land vacated will be vested in the owner of adjacent property, in this case The Village at Ashcroft, LLC.

#### *Easements*

Additionally, there are easements owned by the City of Evans that have been dedicated each time the property has been replatted. Easements will be vacated and appropriate easements will be rededicated if the proposed Ashcroft Park, Second Amended Plat is approved and recorded.

All utility easements that abut the existing right-of-way will be vacated. Also, the existing drainage and irrigation lateral easement over Outlot G will be vacated. New utility easements and public access easements will be dedicated where appropriate and as shown on the proposed plat (accompanied case).

An exhibit outlining the proposed right-of-way and easements to be vacated is provided in this packet.

Appropriate City Staff and consultants have reviewed the proposed Final Plat and the documents associated with the easement and right-of-way vacations. The landowner has provided the necessary notices.

## **2. Applicable Colorado Revised Statutes:**

### 43-2-302. Vesting of title upon vacation

(1) Subject to the requirements set forth in sections 43-1-210 (5) and 43-2-106 governing the disposition of certain property by the department of transportation, whenever any roadway has been designated on the plat of any tract of land or has been conveyed to or acquired by a county or incorporated town or city or by the state or by any of its political subdivisions for use as a roadway, and thereafter is vacated, title to the lands included within such roadway or so much thereof as may be vacated shall vest, subject to the same encumbrances, liens, limitations, restrictions, and estates as the land to which it accrues, as follows:

(a) In the event that a roadway which constitutes the exterior boundary of a subdivision or other tract of land is vacated, title to said roadway shall vest in the owners of the land abutting the vacated roadway to the same extent that the land included within the roadway, at the time the roadway was acquired for public use, was a part of the subdivided land or was a part of the adjacent land. **N/A**

(b) In the event that less than the entire width of a roadway is vacated, title to the vacated portion shall vest in the owners of the land abutting such vacated portion. **N/A**

(c) In the event that a roadway bounded by straight lines is vacated, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking to the center of the roadway, except as provided in paragraphs (a) and (b) of this subsection (1). In the event that the boundary lines of abutting lands do not intersect said roadway at a right angle, the land included within such roadway shall vest as provided in paragraph (d) of this subsection (1). **N/A**

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(1) All right, title, or interest of a county, of an incorporated town or city, or of the state or of any of its political subdivisions in and to any roadway shall be divested upon vacation of such roadway by any of the following methods:

(a) The city council or other similar authority of a city or town by ordinance may vacate any roadway or part thereof located within the corporate limits of said city or town, subject to the provisions of the charter of such municipal corporation and the constitution and statutes of the state of Colorado. **Should the City council approve the vacation of the rights-of-way, it will do so by way by ordinance.**

(2) (a) No platted or deeded roadway or part thereof or unplatted or undefined

roadway which exists by right of usage shall be vacated so as to leave any land adjoining said roadway without an established public road or private-access easement connecting said land with another established public road. **The parcel will have access to 34<sup>th</sup> Street.**

(b) If any roadway has been established as a county road at any time, such roadway shall not be vacated by any method other than a resolution approved by the board of county commissioners of the county. No later than ten days prior to any county commissioner meeting at which a resolution to vacate a county roadway is to be presented, the county commissioners shall mail a notice by first-class mail to the last-known address of each landowner who owns one acre or more of land adjacent to the roadway. Such notice shall indicate the time and place of the county commissioner meeting and shall indicate that a resolution to vacate the county roadway will be presented at the meeting. **N/A**

(c) If any roadway has been established as a municipal street at any time, such street shall not be vacated by any method other than an ordinance approved by the governing body of the municipality. **The vacation will be enacted by ordinance.**

(d) If any roadway has been established as a state highway, such roadway shall not be vacated or abandoned by any method other than a resolution approved by the transportation commission pursuant to section 43-1-106 (11). **N/A**

(e) Paragraphs (b), (c), and (d) of this subsection (2) shall not apply to any roadway that has been established but has not been used as a roadway after such establishment.

(f) If any roadway is vacated or abandoned, the documents vacating or abandoning such roadway shall be recorded pursuant to the requirements of section 43-1-202.7.

### **3. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. After vacation, new easements will be put in place accordingly providing emergency access and utility easements.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

### **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the request for vacation of the requested right-of-way and easement vacations, the following findings of fact and conclusions have been determined:

All applicable review criteria and state statutes can be appropriately and sufficiently met with the conditions as listed below.

**STAFF RECOMMENDATION:**

We recommend that the Planning Commission recommend approval with conditions to the City Council of the requested vacations. Currently staff would recommend the conditions as listed herein:

- 1) Approval of the right-of-way and easement vacations is contingent on the approval of the Ashcroft Park, Second Amended Plat and the dedications of new utility, drainage, irrigation lateral, and public and emergency access easements as shown on said plat.

Sheryl Trent, Community Development Director, presented the staff report and recommended approval of the right-of-way and easement vacations. There were no questions from the Commission of staff.

Chairperson Bisel opened the Public Hearing and asked for presentation from the applicant. Eric Larsen with Lamar Construction appeared on behalf of Scott Ehrlich. Mr. Larsen stated that vacating the easement and right-of-way will take back a lot of streets and infrastructure from the City, which would be good for Evans since the costs will fall back on the developer. He also added that it would be one less thing for the City to worry about. The developer will be adding nice aesthetic features to the area, along with adding trail connectivity. The park will remain as the detention and the developer will continue to fully support the storm water plan the City has in place.

Chairperson Bisel asked if there was anyone in the audience wanting to speak in favor of the right-of-way and easement vacations. There were none showing.

Chairperson Bisel inquired if there was anyone in opposition. No one came forth.

Commissioner Phillips asked if City Council needed to approve this item. Ms. Trent stated Planning Commission will need to make the recommendation and then it will be sent to City Council on March 5, 2013.

Chairperson Bisel indicated he didn't see a problem with recommending approval since it meets all the applicable state statutes.

Chairperson Bisel then asked for a motion to approve or disapprove. Commissioner Phillips motioned that "On the issue of the vacation of rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive and associated utility, public and emergency access easements, and drainage and irrigation lateral easements over Outlot G, Ashcroft Park, Amended Plat I move that the Planning Commission recommend approval as conditioned in this staff report because it does meet applicable state statutes." Commissioner Grigson seconded with all voting in favor thereof.

**B. Public Hearing – Adoption of Resolution No. xx-2013 - Final Plat – Ashcroft Park, Second Amended Plat**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM

BACKGROUND INFORMATION		
<b>Location:</b>	Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)	
<b>Applicants:</b>	The Village at Ashcroft, LLC, Owner	
<b>Existing Land Use:</b>	Vacant land (platted as single family)	
<b>Proposed Land Use:</b>	Multifamily unit Apartment homes	
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>	R-3 Multifamily Residential District	
<b>Proposed Zoning:</b>	No change	
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>	Urban Residential	

**PROJECT DESCRIPTION:** The City has received an application from Landmark

Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The name of the subdivision is Ashcroft Park, Second Amended Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

All streets will be private streets. Prior to approval of the Final Plat, the existing rights-of-way must be vacated, certain City owned easements must be vacated, and Outlot G, Ashcroft Park, Amended Plat must be deeded by the City to the applicant.

The applicant has also submitted an application for a Site Development Plan for this site. After a decision on the final plat, staff will administratively review the Site Development Plan and issue an approval or denial.

**RECOMMENDATION:** Staff recommend approval with conditions to the City Council of the Final Plat referred to as Ashcroft Park, Second Amended Plat.

#### **ANALYSIS:**

##### **4. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive) are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

The City of Evans also owns easements within the area to be replatted. Prior to the approval of the Final Plat, the city owned easements and rights-of-way must be vacated. A separate resolution will be considered by Planning Commission and City Council to approve or deny the request to vacate the easements and rights-of-way.

Also, prior to approval of the Final Plat, the City of Evans will need to deed Outlot G to The Village at Ashcroft, LLC. The size and shape of the existing outlot are not compatible with the new site plan for the site. A new Outlot A will be dedicated to the City of Evans on the proposed plat. Per Section 18.040.080 and 18.12.060 of the Evans Municipal Code the acceptance of the dedicated land will be undertaken by a separate action of the Council.

The area has been platted and replatted several times since the first plat of the area.

##### *Plat History*

1. Proposed Ashcroft Park, Second Amended Plat, being a replat of a portion of:
2. Ashcroft Park, Amended Plat (recorded 2003), being an amendment to:
3. Ashcroft Park (recorded 2002), being a replat of a portion of :
4. Ashcroft Heights – Second Filing (recorded 1999) and
5. Ashcroft Heights – First Filing (recorded 1999).

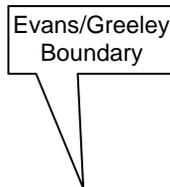
The proposed configuration of the new Final Plat consists of Lot 1 (approximately 11.43 acres), Outlot A (approx. 0.93 acres), and Outlot B (approx. 0.31 acres). Total acreage is approx. 12.67 acres. As stated above, Outlot A will be dedicated to Evans for drainage purposes. Outlot B will be retained by the owner for use as a private park for residents of the proposed apartments.

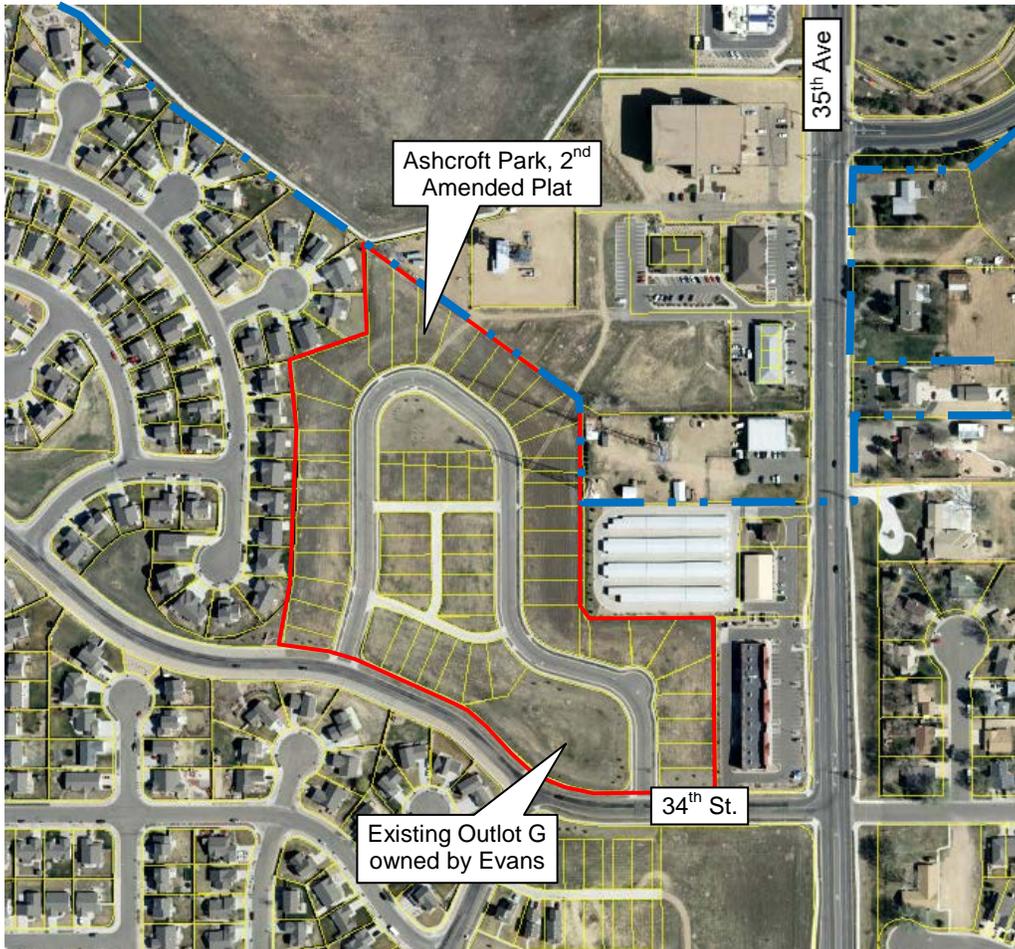
All streets within the development will be private streets. Public and Emergency Access Easements will be dedicated over the planned streets and the proposed parking lot areas. Utility Easements are also dedicated, where appropriate.

An 8-foot wide public access easement is dedicated along the proposed trail connection along the western side of the property. This easement is over a sidewalk/trail that will connect to trails beyond the northern limit of the property.

Many existing easements will remain including irrigation lateral easements, utility easements, and drainage easements which were dedicated in previous plats. The existing drainage and lateral easement over Outlot G will be vacated by City Council and rededicated in a new arrangement.

A detailed Vacation Exhibit has been provided by the applicant and is included in this packet.





The site was rezoned in March of 2012. The property was zoned from the R-1 Single Family Residential District into the R-3 Multifamily Residential District. The City Council held a public hearing on the matter at its March 20, 2012 meeting and passed Ordinance No. 537-12 amending the zoning of the property.

Appropriate City Staff and consultants have reviewed the proposed Final Plat. The landowner has provided all necessary notices.

**5. Section 18.24 of the Evans Municipal Code:**

Below are the review procedures for Final Plats per Section 18.24.180.

Chapter 18.24  
Final Plat

18.24.180 Review procedures--Planning Commission determination--Notice.

A. The Planning Commission shall review the final plat at a regularly scheduled public meeting. The Planning Commission may require or recommend changes or modifications to the final plat in the public interest. If the final plat, and all supplementary

data and any requested changes and modifications, comply with the applicable requirements of these regulations, the Planning Commission shall endorse on the plat in the space provided.

If the final plat is approved by the Planning Commission and city council the plat will be signed by the chair of the Planning Commission in the space provided.

B. Within thirty days after review of the final plat, at a public meeting, the Planning Commission shall send written notification of its review to the council. Required and recommended modifications to the final plat, if any, shall be noted on three prints of the plat: One copy to be transmitted to the council, one copy to be retained in the Planning Commission files, and one copy to be transmitted to the subdivider.

C. The only basis for rejection of a final plat shall be its nonconformance to adopted rules, regulations and ordinances currently in force and affecting the land and its development in the city, its lack of conformance with the approved preliminary plan, and changes required in the public interest. (Ord. 673-87, 1987)

Staff finds that the proposed Final Plat conforms will all applicable adopted rules regulations, and ordinances.

## **6. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. A note has been placed on the cover denoting that Outlot B is for park uses only. All existing and proposed utility, public access, and emergency access, and drainage easements have been delineated on the plat.

The plat denotes a public access easement along the sidewalk adjacent to western road (currently Cottonwood Avenue). This easement will allow the public to connect to the existing trail network to the north of the site.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

## **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the Final Plat referred to as Ashcroft Park, Second Amended Plat the following findings of fact and conclusions have been determined:

The review criteria in Section 18.24 of the Evans Municipal Code can be appropriately and sufficiently met with the conditions as listed below.

## **STAFF RECOMMENDATION:**

We recommend that the Planning Commission recommend approval with conditions to the City Council of the Ashcroft Park, Second Amended Plat. Currently staff would recommend the conditions as listed herein:

- 2) The approval of the Final Plat shall be contingent on the approval of the vacation by the City of Evans of public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive).
- 3) The approval of the Final Plat shall be contingent on the approval of the vacation of any affected easements owned by the City of Evans within the boundaries of the proposed plat, namely utility easements and the drainage and irrigation lateral easement over Outlot G, Ashcroft Park, Amended Plat.
- 4) The approval of the Final Plat shall be contingent on the transfer of ownership of Outlot G, Ashcroft Park, Amended Plat to The Village at Ashcroft, LLC.
- 5) The approval of the Final Plat shall be contingent on the payment of all necessary fees associated with development of the property.
- 6) Prior to recording the plat at the Weld County Clerk and Recorder's Office a copy of the plat shall be approved by staff. Once approved by staff, one mylar copy of the plat shall be provided with the proper signatures.

Ms. Trent provided the staff report and recommendation and asked if there were any questions from the Planning Commission. There were no questions for Staff.

Chairperson Bisel opened the Public Hearing and asked if applicant would like to say anything regarding this item. The applicant and it's representatives did not. There was no one present to speak in favor or opposition of the final plat. Chairperson closed the Public Hearing.

Commissioner Phillips motioned that "On the issue of the Final Plat referred to as the Ashcroft Park, Second Amended Plat, I move that the Planning Commission recommend approval as conditioned in this staff report because it does meet criteria outlined in Section 18.24 of the Municipal Code." Commissioner Grigson seconded with unanimous approval.

### C. Public Hearing – Adoption of the 2013 Official Zoning Map

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM 1<sup>st</sup> Reading

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**DESCRIPTION:**

City Staff has completed the annual update of the Official Zoning Map for the City, which will be recorded at the County after Planning Commission and City Council approve it. The map will be presented at the meeting. No properties have been annexed since the adoption of the 2012 Official Zoning Map, however a request for rezoning was approved by the City Council for Ashcroft Park Apartments. That change is shown on

the official zoning maps. The map is traditionally adopted and recorded every year.

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**RECOMMENDATION:**

Staff recommends adoption of the Official Zoning Map.

Commissioner Phillips moved to recommend approval of the Official Zoning Map. Commissioner Grigson seconded. With all voting in favor thereof.

**D. Selection of a Chair and Vice Chair**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

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**DESCRIPTION:**

According to the Planning Commission Rules of Procedure, the Chairperson and Vice-Chairperson are elected annually at the first meeting in February. However, nothing in the Rules of Procedure prevents the Commission from re-electing the same person. Mr. Bisel has indicated he plans to move within the next few months, so if he is re-elected Chair another selection can be made later in the year.

Mr. Bisel said he would like to remain chairman until he moves from the City. Commissioners Phillips and Grigson were in favor of the same. Chairperson Bisel nominated Vice Chairperson Brothe to remain as the Vice Chair. Unanimous consent.

**AUDIENCE PARTICIPATION:**

(This portion of the Agenda is provided to allow members of the audience to provide comments to the Planning Commission on items that were not considered on the current Agenda.)

There was no audience participation.

**GENERAL DISCUSSION:**

Sheryl Trent presented the staff update which included the announcement of Earl Smith's resignation from the Public Works Director position. Ms. Trent informed the Commission that Community Development will be replacing the code enforcement officer as well as write a procedure manual for the position. The hiring will take place before weed season.

City Council denied Gazelle on the repair shop. Gazelle has already shut down their business. There will be a court date on February 14, 2013, that Ms. Trent will be asking for dismissal of since they are no longer doing business.

Family Dollar has pulled the building permit and they will be under construction soon. It is located at 35<sup>th</sup> Ave & 37<sup>th</sup> St by the Colorado Community Bank building.

The new library is moving forward. Community Development sent out note about joint meeting with City Council on 3/5/13; instead we are looking at doing that same meeting on 3/19/13.

Finally, Vice Chairperson Mark Brothe has a class every Tuesday night until the end of May. Ms. Trent informed the Commission that the new meeting would be on the 2<sup>nd</sup> Wednesday of each month if they decided to change. Commissioner Phillips stated we could see what Commissioners Numoto and Brothe think about changed the time. Bisel said for the next 3 months staying with the same day and time won't be a problem and Mr. Brothe's class will be done by then. Chairperson Bisel wants to leave it as is stands.

Chairperson Bisel asked about the signs at Benitas and indicated they are putting them off site at the Summit View Church. Ms. Trent will do a drive around and address the issue.

Ms. Trent communicated about combining the Planning Commission and Zoning Board of Appeals (ZBA). ZBA hears variances and building code only, while Planning Commission hears everything else. Ms. Trent will check with the city attorney about the legalities of doing so.

Commissioner Phillips inquired if there was conflict between the two boards/commissions being combined. Ms. Trent indicated that would be a question for the attorney.

**ADJOURNMENT:**

Chairperson Bisel adjourned the meeting at 7:50 p.m.

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## CITY COUNCIL COMMUNICATION

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**DATE:** March 12, 2013

**AGENDA ITEM:** 8C.

**SUBJECT:** Public Hearing – Adoption of Ordinance No. 554-13 - Final Plat – Ashcroft Park, Second Amended Plat

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

BACKGROUND INFORMATION		
<b>Location:</b>	Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)	
<b>Applicants:</b>	The Village at Ashcroft, LLC, Owner	
<b>Existing Land Use:</b>	Vacant land (platted as single family)	
<b>Proposed Land Use:</b>	Multifamily unit Apartment homes	
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>	R-3 Multifamily Residential District	
<b>Proposed Zoning:</b>	No change	
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>	Urban Residential	

**PROJECT DESCRIPTION:** The City has received an application from Landmark Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The name of the subdivision is Ashcroft Park, Second Amended Plat. The intention of

the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

All streets will be private streets. Prior to approval of the Final Plat, the existing rights-of-way must be vacated, certain City owned easements must be vacated, and Outlot G, Ashcroft Park, Amended Plat must be deeded by the City to the applicant.

The applicant has also submitted an application for a Site Development Plan for this site. After a decision on the final plat, staff will administratively review the Site Development Plan and issue an approval or denial.

The Planning Commission conducted a public hearing on February 12, 2013 and recommended approval as presented by staff.

**RECOMMENDATION:** Staff recommends approval of the Final Plat referred to as Ashcroft Park, Second Amended Plat with conditions.

## **ANALYSIS:**

### **1. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive) are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

The City of Evans also owns easements within the area to be replatted. Prior to the approval of the Final Plat, the city owned easements and rights-of-way must be vacated. A separate resolution will be considered by Planning Commission and City Council to approve or deny the request to vacate the easements and rights-of-way.

Also, prior to approval of the Final Plat, the City of Evans will need to deed Outlot G to The Village at Ashcroft, LLC. The size and shape of the existing outlot are not compatible with the new site plan for the site. A new Outlot A will be dedicated to the City of Evans on the proposed plat. Per Section 18.040.080 and 18.12.060 of the Evans Municipal Code the acceptance of the dedicated land will be undertaken by a separate action of the Council.

The area has been platted and replatted several times since the first plat of the area.

#### *Plat History*

1. Proposed Ashcroft Park, Second Amended Plat, being a replat of a portion of:
2. Ashcroft Park, Amended Plat (recorded 2003), being an amendment to:
3. Ashcroft Park (recorded 2002), being a replat of a portion of :
4. Ashcroft Heights – Second Filing (recorded 1999) and
5. Ashcroft Heights – First Filing (recorded 1999).

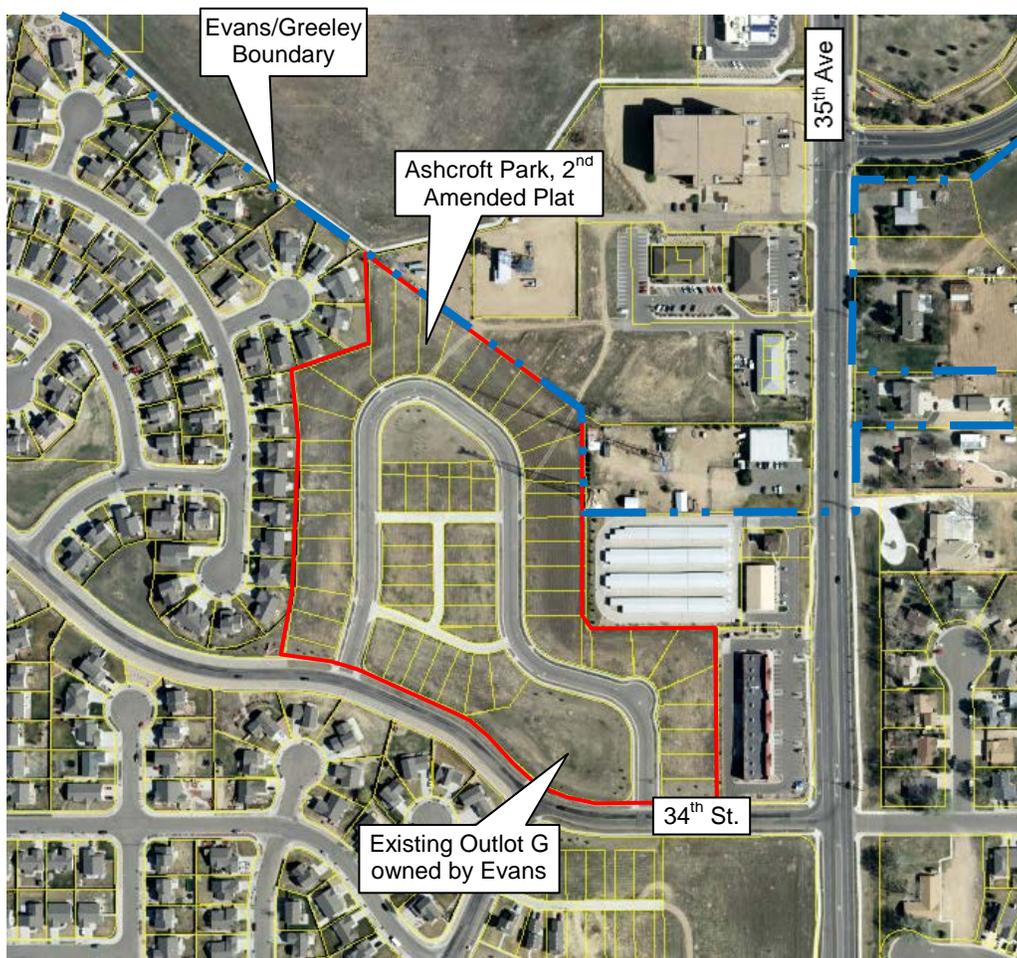
The proposed configuration of the new Final Plat consists of Lot 1 (approximately 11.43 acres), Outlot A (approx. 0.93 acres), and Outlot B (approx. 0.31 acres). Total acreage is approx. 12.67 acres. As stated above, Outlot A will be dedicated to Evans for drainage purposes. Outlot B will be retained by the owner for use as a private park for residents of the proposed apartments.

All streets within the development will be private streets. Public and Emergency Access Easements will be dedicated over the planned streets and the proposed parking lot areas. Utility Easements are also dedicated, where appropriate.

An 8-foot wide public access easement is dedicated along the proposed trail connection along the western side of the property. This easement is over a sidewalk/trail that will connect to trails beyond the northern limit of the property.

Many existing easements will remain including irrigation lateral easements, utility easements, and drainage easements which were dedicated in previous plats. The existing drainage and lateral easement over Outlot G will be vacated by City Council and rededicated in a new arrangement.

A detailed Vacation Exhibit has been provided by the applicant and is included in this packet.



The site was rezoned in March of 2012. The property was zoned from the R-1 Single Family Residential District into the R-3 Multifamily Residential District. The City Council held a public hearing on the matter at its March 20, 2012 meeting and passed Ordinance No. 537-12 amending the zoning of the property.

Appropriate City Staff and consultants have reviewed the proposed Final Plat. The landowner has provided all necessary notices.

## **2. Section 18.24 of the Evans Municipal Code:**

Below are the review procedures for Final Plats per Section 18.24.180.

### Chapter 18.24 Final Plat

#### 18.24.180 Review procedures--Planning Commission determination--Notice.

A. The Planning Commission shall review the final plat at a regularly scheduled public meeting. The Planning Commission may require or recommend changes or modifications to the final plat in the public interest. If the final plat, and all supplementary data and any requested changes and modifications, comply with the applicable requirements of these regulations, the Planning Commission shall endorse on the plat in the space provided.

If the final plat is approved by the Planning Commission and city council the plat will be signed by the chair of the Planning Commission in the space provided.

B. Within thirty days after review of the final plat, at a public meeting, the Planning Commission shall send written notification of its review to the council. Required and recommended modifications to the final plat, if any, shall be noted on three prints of the plat: One copy to be transmitted to the council, one copy to be retained in the Planning Commission files, and one copy to be transmitted to the subdivider.

C. The only basis for rejection of a final plat shall be its nonconformance to adopted rules, regulations and ordinances currently in force and affecting the land and its development in the city, its lack of conformance with the approved preliminary plan, and changes required in the public interest. (Ord. 673-87, 1987)

Staff finds that the proposed Final Plat conforms will all applicable adopted rules regulations, and ordinances.

## **3. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. A note has been placed on the cover denoting that Outlot B is for park uses only. All existing and proposed utility, public access, and emergency access, and drainage easements have been delineated on the plat.

The plat denotes a public access easement along the sidewalk adjacent to western road (currently Cottonwood Avenue). This easement will allow the public to connect to the existing trail network to the north of the site.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

### **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the Final Plat referred to as Ashcroft Park, Second Amended Plat the following findings of fact and conclusions have been determined:

The review criteria in Section 18.24 of the Evans Municipal Code can be appropriately and sufficiently met with the conditions as listed below.

### **STAFF RECOMMENDATION:**

We recommend that the City Council approve Ordinance No. xxs-13 with conditions. Currently staff would recommend the conditions as listed herein:

- 1) The approval of the Final Plat shall be contingent on the approval of the vacation by the City of Evans of public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive).
- 2) The approval of the Final Plat shall be contingent on the approval of the vacation of any affected easements owned by the City of Evans within the boundaries of the proposed plat, namely utility easements and the drainage and irrigation lateral easement over Outlot G, Ashcroft Park, Amended Plat.
- 3) The approval of the Final Plat shall be contingent on the transfer of ownership of Outlot G, Ashcroft Park, Amended Plat to The Village at Ashcroft, LLC.
- 4) The approval of the Final Plat shall be contingent on the payment of all necessary fees associated with development of the property.
- 5) Prior to recording the plat at the Weld County Clerk and Recorder's Office a copy of the plat shall be approved by staff. Once approved by staff, one mylar copy of the plat shall be provided with the proper signatures.

### **RECOMMENDED CITY COUNCIL MOTION:**

"On the issue of the Final Plat referred to as the Ashcroft Park, Second Amended Plat, I move approval or Ordinance No. 554-13 as conditioned in this staff report because it does meet criteria outlined in Section 18.24 of the Municipal Code."

"On the issue of the Final Plat referred to as the Ashcroft Park, Second Amended Plat, I move to deny Ordinance No. 554-13 because it does not meet criteria outlined in Section 18.24 of the Municipal Code and is not in the best interest of the citizens and City of Evans."

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CITY OF EVANS, COLORADO

ORDINANCE NO. 554-13

AN ORDINANCE APPROVING THE FINAL PLAT FOR THE ASHCROFT PARK,  
SECOND AMENDED PLAT IN THE CITY OF EVANS, COLORADO

WHEREAS, the City of Evans has received a request from The Village at Ashcroft, LLC, property owner and applicant, for approval of a Final Plat referred to as Ashcroft Park, Second Amended Plat ; and

WHEREAS, the applicant has submitted all the required documents and information in the proper format in accordance with Chapter 18.24; and

WHEREAS, the Planning Commission conducted a public hearing and recommended approval of such request at its meeting on February 12, 2013; and

WHEREAS, the City Council conducted a public hearing and has carefully reviewed the request and has determined that the final plat submission complies with the applicable requirements of Chapter 18.24.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EVANS, COLORADO, that the Ashcroft Park, Second Amended Plat is approved, with the following conditions:

- 1) The approval of the Final Plat shall be contingent on the approval of the vacation by the City of Evans of public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive).
- 2) The approval of the Final Plat shall be contingent on the approval of the vacation of any affected easements owned by the City of Evans within the boundaries of the proposed plat, namely utility easements and the drainage and irrigation lateral easement over Outlot G, Ashcroft Park, Amended Plat.
- 3) The approval of the Final Plat shall be contingent on the transfer of ownership of Outlot G, Ashcroft Park, Amended Plat to The Village at Ashcroft, LLC.
- 4) The approval of the Final Plat shall be contingent on the payment of all necessary fees associated with development of the property.

Section 1. Recordation. Prior to recording the plat at the Weld County Clerk and Recorder's Office a copy of the plat shall be approved by staff. Once approved by staff, the applicant shall record the Final Plat with the Weld County Clerk and Recorder within five (5) working days of the approval. One mylar copy of the plat shall be provided to the City of Evans with the proper documentation.

Section 2. Publication and Effective Date. This ordinance, after its passage on final reading, shall be numbered, recorded, published, and posted as required by the City Charter and the adoption, posting, and publication shall be authenticated by the signature of the Mayor and the City Clerk, and by the Certificate of Publication. This ordinance shall become effective upon final passage.

PASSED and APPROVED at a regular meeting of the City Council of the City of Evans on this 5th day of March, 2013.

CITY OF EVANS, COLORADO

By: \_\_\_\_\_  
Mayor Pro Tem

ATTEST:

\_\_\_\_\_  
City Clerk

PASSED, APPROVED AND ADOPTED ON SECOND READING this 19th day of March, 2013.

CITY OF EVANS, COLORADO

By: \_\_\_\_\_  
Mayor Pro Tem

ATTEST:

\_\_\_\_\_  
City Clerk

**EXHIBIT A**

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 5 NORTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE WEST LINE OF SAID NORTHWEST QUARTER OF SECTION 20 AS MONUMENTED WITH A 3 1/4" ALUMINUM CAP L.S. NO. 10740 AT THE NORTHWEST CORNER AND A 3 1/4" ALUMINUM CAP L.S. 11648 AT THE WEST QUARTER CORNER AS BEARING NORTH 00°00'00" EAST AND WITH ALL BEARINGS HEREIN RELATIVE THERETO:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 20; THENCE SOUTH 00°00'00" EAST, ALONG SAID WEST LINE OF THE NORTHWEST QUARTER A DISTANCE OF 559.80 FEET TO THE POINT OF BEGINNING, SAID POINT ALSO BEING ON THE NORTH BOUNDARY OF STROHS THIRD ADDITION TO THE TOWN OF EVANS, AS RECORDED IN BOOK 497, RECEPTION NO. 1066955 IN THE RECORDS OF THE WELD COUNTY, CLERK AND RECORDER;

THENCE ALONG SAID NORTH BOUNDARY, ALSO BEING THE SOUTH BOUNDARY OF LAKESHORE SECOND ADDITION TO THE TOWN OF EVANS, AS RECORDED IN BOOK 12, PAGE 15 IN THE RECORDS OF THE WELD COUNTY, COLORADO CLERK AND RECORDER, THE FOLLOWING THREE COURSES:

NORTH 89°39'00" EAST A DISTANCE OF 392.00 FEET;

THENCE SOUTH 33°21'00" EAST A DISTANCE OF 662.00 FEET;

THENCE SOUTH 87°57'00" EAST A DISTANCE OF 52.20 FEET TO THE NORTHEAST CORNER OF SAID STROHS THIRD ADDITION, ALSO BEING THE NORTHWEST CORNER OF THAT PARCEL OF LAND DESCRIBED IN BOOK 990 AT RECEPTION NO. 1919028 IN THE OFFICE OF THE WELD COUNTY, COLORADO CLERK AND RECORDER.

THENCE NORTH 89°13'28" EAST, A DISTANCE OF 46.83 FEET TO THE NORTHEAST CORNER OF SAID PARCEL OF LAND DESCRIBED IN BOOK 990 AT RECEPTION NO. 1919028, ALSO BEING A POINT ON THE WEST BOUNDARY OF STATE FARM SUBDIVISION AS RECORDED IN BOOK 9, PAGE 1769 IN THE RECORDS OF THE WELD COUNTY, COLORADO CLERK AND RECORDER;

THENCE SOUTH 00°21'48" EAST ALONG SAID WEST BOUNDARY OF STATE FARM SUBDIVISION, ALSO BEING THE EAST BOUNDARY OF SAID PARCEL OF LAND DESCRIBED IN BOOK 990 AT RECEPTION NO. 1919028, A DISTANCE OF 137.64 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL OF LAND, ALSO BEING THE NORTHEAST CORNER OF SUNNY VIEW SUBDIVISION AS

RECORDED IN BOOK 7, PAGE 77 AT RECEPTION NO. 1087961 IN THE RECORDS OF THE WELD COUNTY, COLORADO CLERK AND RECORDER;

THENCE NORTH 87°53'28" WEST ALONG THE SOUTH BOUNDARY OF SAID PARCEL OF LAND DESCRIBED IN BOOK 990 AT RECEPTION NO. 1919028 AND ALONG THE SOUTH BOUNDARY OF SAID STROHS THIRD ADDITION TO THE TOWN OF EVANS, ALSO BEING THE NORTH BOUNDARY OF SAID SUNNY VIEW SUBDIVISION, A DISTANCE OF 102.02 FEET TO THE SOUTHEAST CORNER OF THAT PARCEL OF LAND DESCRIBED IN BOOK 1018, AT RECEPTION NO. 1953679 IN THE RECORDS OF THE WELD COUNTY, COLORADO CLERK AND RECORDER;

THENCE NORTH 00°11'25" WEST A DISTANCE OF 13.56 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND DESCRIBED IN BOOK 1018 AT RECEPTION NO. 1953679;

THENCE NORTH 88°24'09" WEST A DISTANCE 754.10 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND DESCRIBED IN BOOK 1018 AT RECEPTION NO. 1953679, ALSO BEING A POINT ON THE WEST LINE OF SAID NORTHWEST QUARTER OF SECTION 20;

THENCE NORTH 00°00'00" EAST ALONG SAID WEST LINE, A DISTANCE OF 651.13 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION LYING WITHIN THE RIGHT OF WAY OF 11TH AVENUE, CITY OF EVANS.



W 29th St

35th Ave

W 34th St

W 35th St

Ashcroft Park

34th St

Conifer Dr

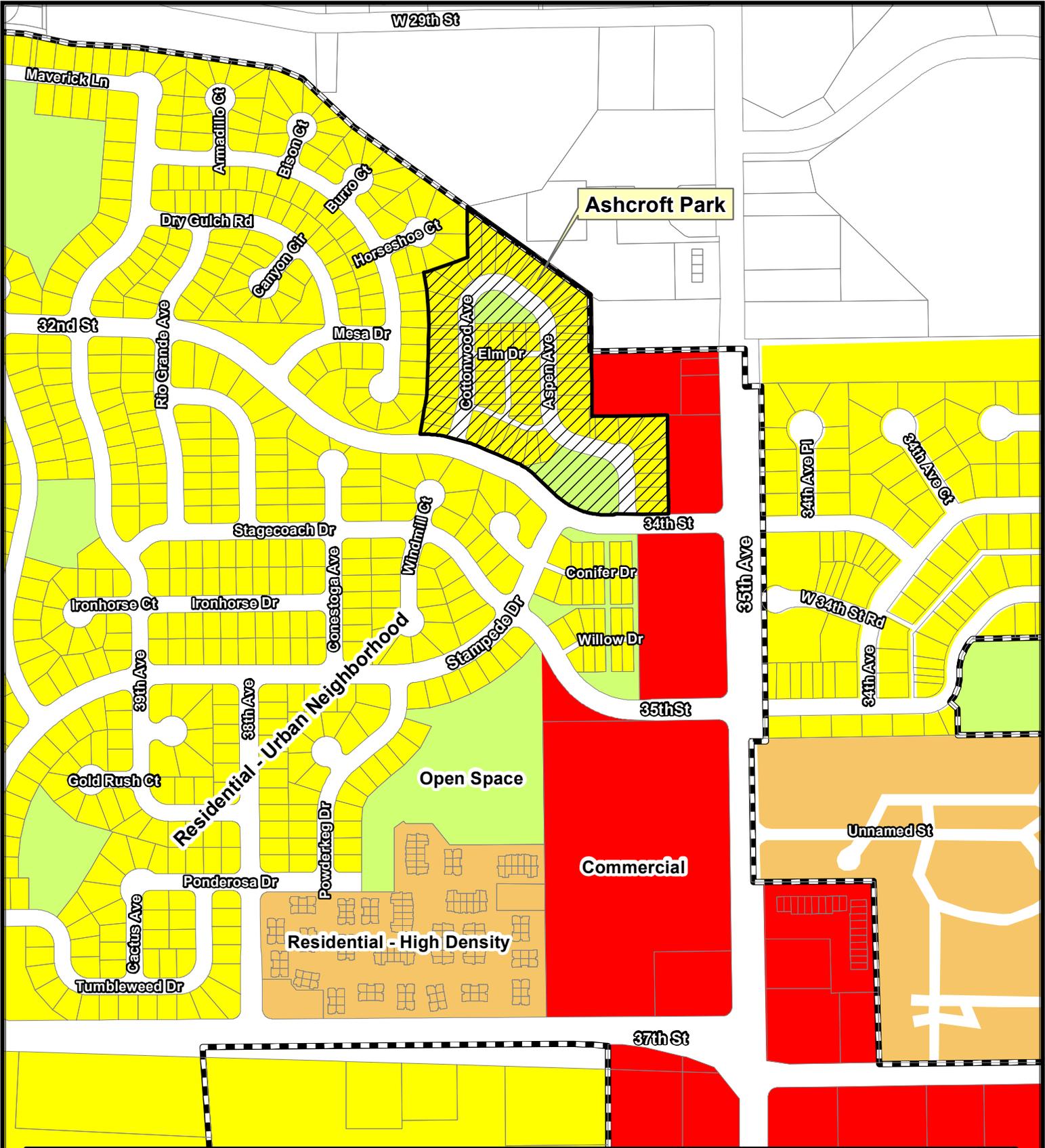
Willow Dr

**Legend**

-  Evans City Limits
-  Project Site

Aerial Map  
**Ashcroft Park**





**Legend**



Evans  
City Limits

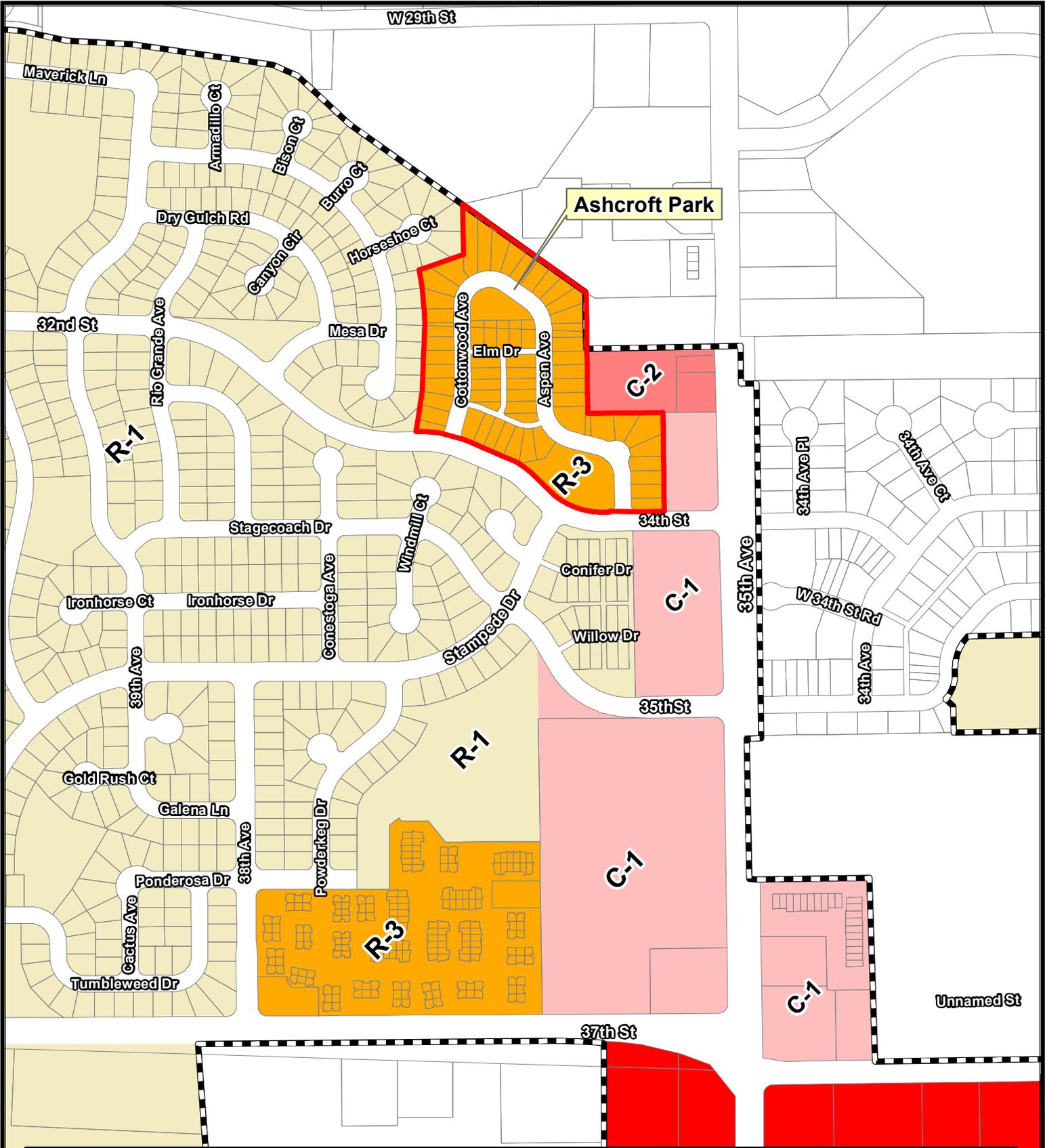


Project Site

**Future Land Use Map**

**Ashcroft Park**





**Legend**

- Evans City Limits
- Project Site

Zoning Map

# Ashcroft Park

# FINAL PLAT OF ASHCROFT PARK, SECOND AMENDED PLAT

REPLAT OF A PORTION OF ASHCROFT PARK AMENDED PLAT, LOCATED IN THE EAST HALF OF SECTION 23, TOWNSHIP 5 NORTH,  
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO

**CERTIFICATE OF DEDICATION AND OWNERSHIP**

Know by all men these present that THE VILLAGE AT ASHCROFT, LLC, being the owner of certain land in Evans, Colorado described as follows:

A parcel of land being a replat of Blocks 1 through 6, inclusive; Outlots B through H, inclusive; vacated right-of-way of Aspen Avenue, Cottonwood Avenue, Elm Drive, Juniper Drive, and Evergreen Way; Ashcroft Park, Amended Plat, the plat of which is recorded at reception no. 3066525 at the Weld County Clerk and Recorder, located in the East Half of Section 23, Township 5 North, Range 66 West of the 6th Principal Meridian, City of Evans, County of Weld, State of Colorado.

Containing 12.668 acres more or less: have by these presents laid out, platted, and subdivided the same into a lot and an outlot, as shown on this plat, under the name and style of ASHCROFT PARK, SECOND AMENDED PLAT

OWNER: THE VILLAGE AT ASHCROFT, LLC

By: \_\_\_\_\_

**NOTARIAL CERTIFICATE:**

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of \_\_\_\_\_.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**LIENHOLDER:**

By: \_\_\_\_\_

**NOTARIAL CERTIFICATE:**

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of \_\_\_\_\_.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**PLANNING COMMISSION CERTIFICATE**

This plat approved by the Evans Planning Commission this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Chairman

**CERTIFICATE OF APPROVAL BY THE CITY COUNCIL**

Approved by the City Council of Evans, Colorado, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Mayor

Attest: \_\_\_\_\_  
City Clerk

**RECORDER'S CERTIFICATE**

This plat was filed for record in the office of the County Clerk and Recorder of Weld County at \_\_\_\_\_M. on the \_\_\_\_\_ day of \_\_\_\_\_, A.D. in Book \_\_\_\_\_, Page \_\_\_\_\_, Map \_\_\_\_\_.

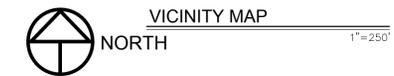
\_\_\_\_\_  
County Clerk and Recorder

By: \_\_\_\_\_  
Deputy

**SURVEYOR'S CERTIFICATE**

I, Gerald D. Gilliland, PLS # 14823, a Registered Professional Land Surveyor in the State of Colorado, do hereby certify that the survey represented by this plat was made under my supervision and the monuments shown herein actually exist and this plat accurately represents said survey.

Gerald D. Gilliland  
Colorado Registered L.S. No. 14823  
For and on Behalf of Northern Engineering Services, Inc.



**NOTE:**

1. Basis of bearings is the West line of the Southeast Quarter of Section 23 as bearing N00°01'36"W per Ashcroft Park, Amended Plat.
2. Dedication note: Outlot A will be dedicated to the City of Evans for drainage purposes.
3. Dedication note: Outlot B will be retained by the owner for open space and park purposes.
4. Dedication note: Utility easements, public access easements, public and emergency access easements, drainage easements, and drainage and irrigation lateral easements as shown on the plat are dedicated to the City of Evans.

**PREPARED FOR:**

The Village at Ashcroft, LLC  
4627 West 20th Street Road, Unit A  
Greeley, CO 80634  
(970) 346-2117

**NOTICE:**  
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown herein.

SECTION: 23  
TOWNSHIP: 5N  
RANGE: 66 W of the 6th Pl.

**NORTHERN ENGINEERING**  
PHONE: 970.221.4158 FAX: 970.231.4159  
www.northernengineering.com

**NE**  
200 South College Avenue, Suite 10  
Fort Collins, Colorado 80524

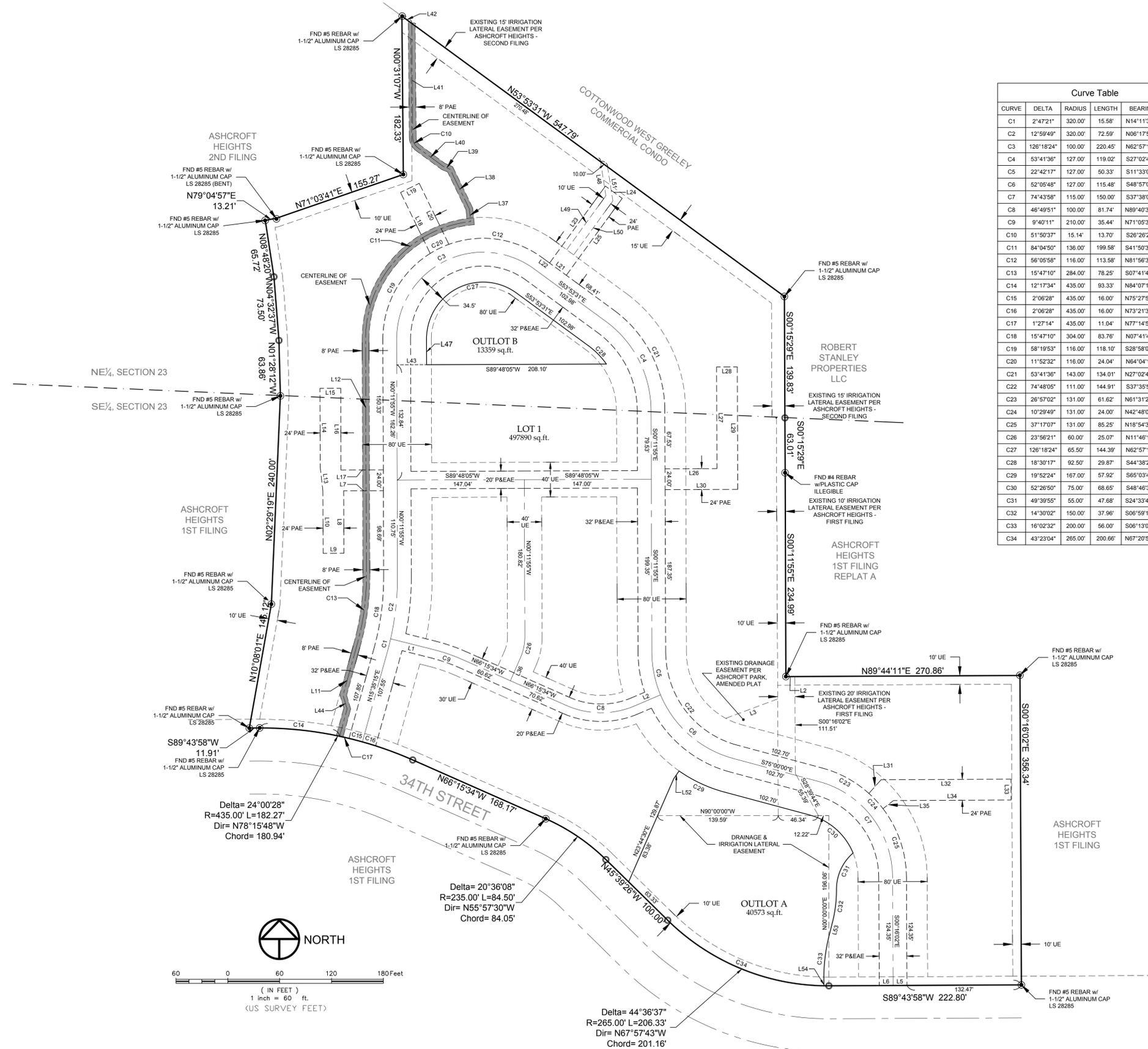
PROJECT: 574-006	DATE: 1/7/13	SCALE: N.A.	REVIEWED BY: G. Gilliland
DESIGNED BY:			
DRAWN BY: L. Smith			

ASHCROFT PARK, SECOND AMENDED PLAT  
CITY OF EVANS  
WELD COUNTY, COLORADO

Sheet  
**1**  
Of 2 Sheets

# FINAL PLAT OF ASHCROFT PARK, SECOND AMENDED PLAT

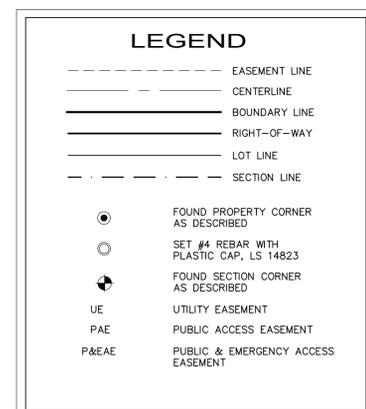
REPLAT OF A PORTION OF ASHCROFT PARK AMENDED PLAT, LOCATED IN THE EAST HALF OF SECTION 23, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO



Curve Table					
CURVE	DELTA	RADIUS	LENGTH	BEARING	CHORD
C1	2°47'21"	320.00'	15.58'	N14°11'35"E	15.58'
C2	12°59'49"	320.00'	72.59'	N06°17'59"E	72.43'
C3	126°18'24"	100.00'	220.45'	N62°57'17"E	178.44'
C4	53°41'36"	127.00'	119.02'	S27°02'43"E	114.71'
C5	22°42'17"	127.00'	60.33'	S11°33'04"E	50.00'
C6	52°05'48"	127.00'	115.48'	S48°57'06"E	111.54'
C7	74°43'58"	115.00'	160.00'	S37°38'01"E	139.59'
C8	46°49'51"	100.00'	81.74'	N89°40'30"W	79.48'
C9	9°40'11"	210.00'	35.44'	N71°05'39"W	35.40'
C10	51°50'37"	15.14'	13.70'	S26°26'26"E	13.24'
C11	84°04'50"	136.00'	199.58'	S41°50'30"W	182.15'
C12	56°05'58"	116.00'	113.58'	N81°56'30"W	109.10'
C13	15°47'10"	284.00'	78.25'	S07°41'40"W	78.00'
C14	12°17'34"	435.00'	93.33'	N84°07'15"W	93.15'
C15	2°06'28"	435.00'	16.00'	N75°27'59"W	16.00'
C16	2°06'28"	435.00'	16.00'	N73°21'30"W	16.00'
C17	1°27'14"	435.00'	11.04'	N77°14'50"W	11.04'
C18	15°47'10"	304.00'	83.76'	N07°41'40"E	83.49'
C19	58°19'53"	116.00'	118.10'	S28°58'02"E	113.06'
C20	11°52'32"	116.00'	24.04'	N64°04'14"E	24.00'
C21	53°41'36"	143.00'	134.01'	N27°02'43"W	129.16'
C22	74°48'05"	111.00'	144.91'	S37°35'58"E	134.84'
C23	26°57'02"	131.00'	24.00'	N61°31'29"W	61.05'
C24	10°29'49"	131.00'	24.00'	N42°48'04"W	23.97'
C25	37°17'07"	131.00'	85.25'	N18°54'36"W	83.75'
C26	23°56'21"	60.00'	25.07'	N11°46'16"E	24.89'
C27	126°18'24"	65.50'	144.39'	N62°57'17"E	116.88'
C28	18°30'17"	92.50'	29.87'	S44°38'23"E	29.74'
C29	19°52'24"	167.00'	57.92'	S65°03'48"E	57.63'
C30	52°26'50"	75.00'	68.65'	S48°46'35"E	66.28'
C31	49°39'55"	55.00'	47.68'	S24°33'40"W	46.20'
C32	14°30'02"	150.00'	37.96'	S06°59'18"W	37.86'
C33	16°02'32"	200.00'	56.00'	S06°13'03"W	55.82'
C34	43°23'04"	265.00'	200.66'	N67°20'58"W	195.90'

LINE TABLE		
LINE	LENGTH	BEARING
L1	51.11'	N75°55'44.73"W
L2	32.17'	S66°54'34.67"W
L3	10.39'	S89°44'11.00"W
L4	64.12'	S69°36'07.00"W
L5	16.00'	S89°43'58.00"W
L6	16.00'	S89°43'58.00"W
L7	46.00'	S89°43'58.00"W
L8	71.95'	S00°11'55.00"E
L9	24.00'	S89°48'05.00"W
L10	71.95'	N00°11'55.00"W
L11	61.81'	S15°35'15.30"W
L12	273.02'	S00°11'55.00"E
L13	27.26'	N06°31'02.63"W
L14	90.96'	N00°11'55.00"W
L15	24.00'	N89°44'54.58"E
L16	94.07'	S00°11'55.00"E
L17	49.00'	N89°48'05.00"E
L18	78.14'	S26°01'30.85"E
L19	24.00'	S63°58'29.15"W
L20	78.18'	N26°01'30.85"W
L21	24.00'	S53°53'31.31"E
L22	10.57'	S53°53'31.31"E
L23	109.67'	N36°06'28.70"E
L24	24.00'	S53°53'31.30"E
L25	109.67'	S36°06'28.70"W
L26	60.00'	S89°48'05.00"W
L27	117.00'	S00°11'55.00"E

LINE TABLE		
LINE	LENGTH	BEARING
L28	24.00'	S89°48'05.00"W
L29	141.00'	N00°11'55.00"W
L30	84.00'	N89°48'05.00"E
L31	21.11'	N41°57'01.86"E
L32	150.26'	N89°43'58.00"E
L33	24.00'	S00°16'02.00"E
L34	136.04'	S89°43'58.00"W
L35	15.34'	S52°26'50.83"W
L36	28.82'	N23°44'26.04"E
L37	14.57'	S05°22'50.62"E
L38	50.86'	S26°01'30.85"E
L39	8.44'	S67°33'12.79"E
L40	36.58'	S53°53'31.30"E
L41	131.46'	S00°31'07.44"E
L42	14.02'	S53°53'31.30"E
L43	34.50'	S89°48'05.00"W
L44	16.45'	S16°42'17.88"E
L47	29.43'	N00°11'55.00"W
L48	39.68'	N08°53'03.31"W
L49	76.94'	N36°06'28.70"E
L50	76.94'	N36°06'28.70"E
L51	39.68'	N08°53'03.31"W
L52	10.80'	N34°47'25.28"E
L53	15.86'	S14°14'18.46"W
L54	2.44'	S01°48'13.46"E



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SECTION: 23  
TOWNSHIP: 5N  
RANGE: 66 W of the 6th PM

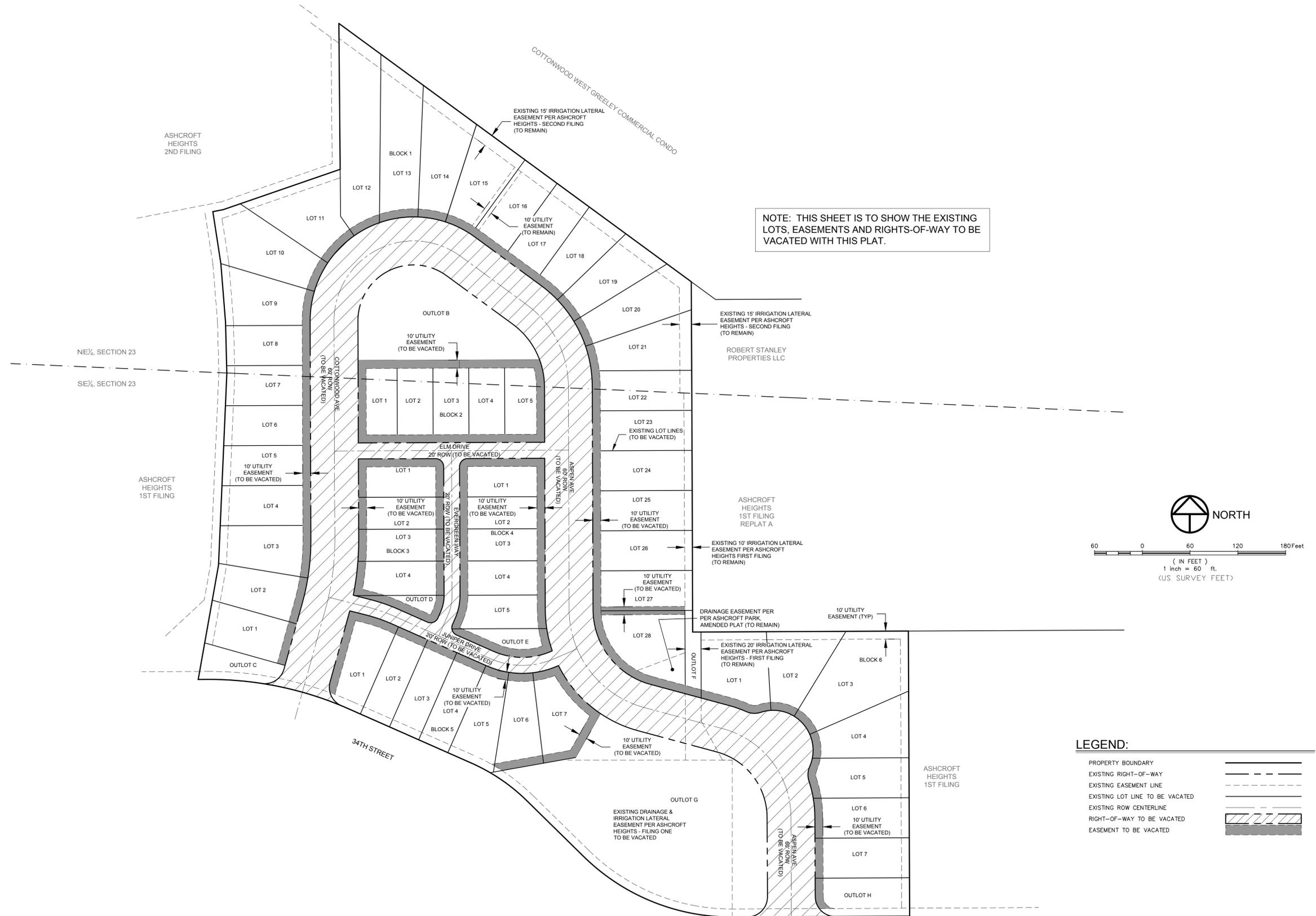
**NORTHERN ENGINEERING**  
PHONE: 970.221.4158 FAX: 970.231.4159  
www.northernengineering.com  
200 South College Avenue, Suite 10  
Fort Collins, Colorado 80524

DATE: 1/7/13  
PROJECT: 574-006  
DESIGNED BY: N.A.  
DRAWN BY: L. Smith  
REVIEWED BY: C. Gilliland

ASHCROFT PARK, SECOND AMENDED PLAT  
CITY OF EVANS  
WELD COUNTY, COLORADO

Sheet  
**2**  
Of 2 Sheets

# ASHCROFT PARK APARTMENTS VACATION EXHIBIT



NOTE: THIS SHEET IS TO SHOW THE EXISTING LOTS, EASEMENTS AND RIGHTS-OF-WAY TO BE VACATED WITH THIS PLAT.

**NOTICE:**  
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown hereon.

SECTION: 25  
TOWNSHIP: 5N  
RANGE: 65 W of the 6th PM

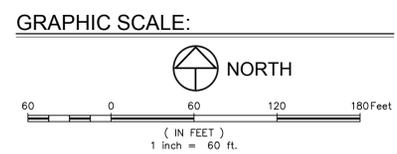
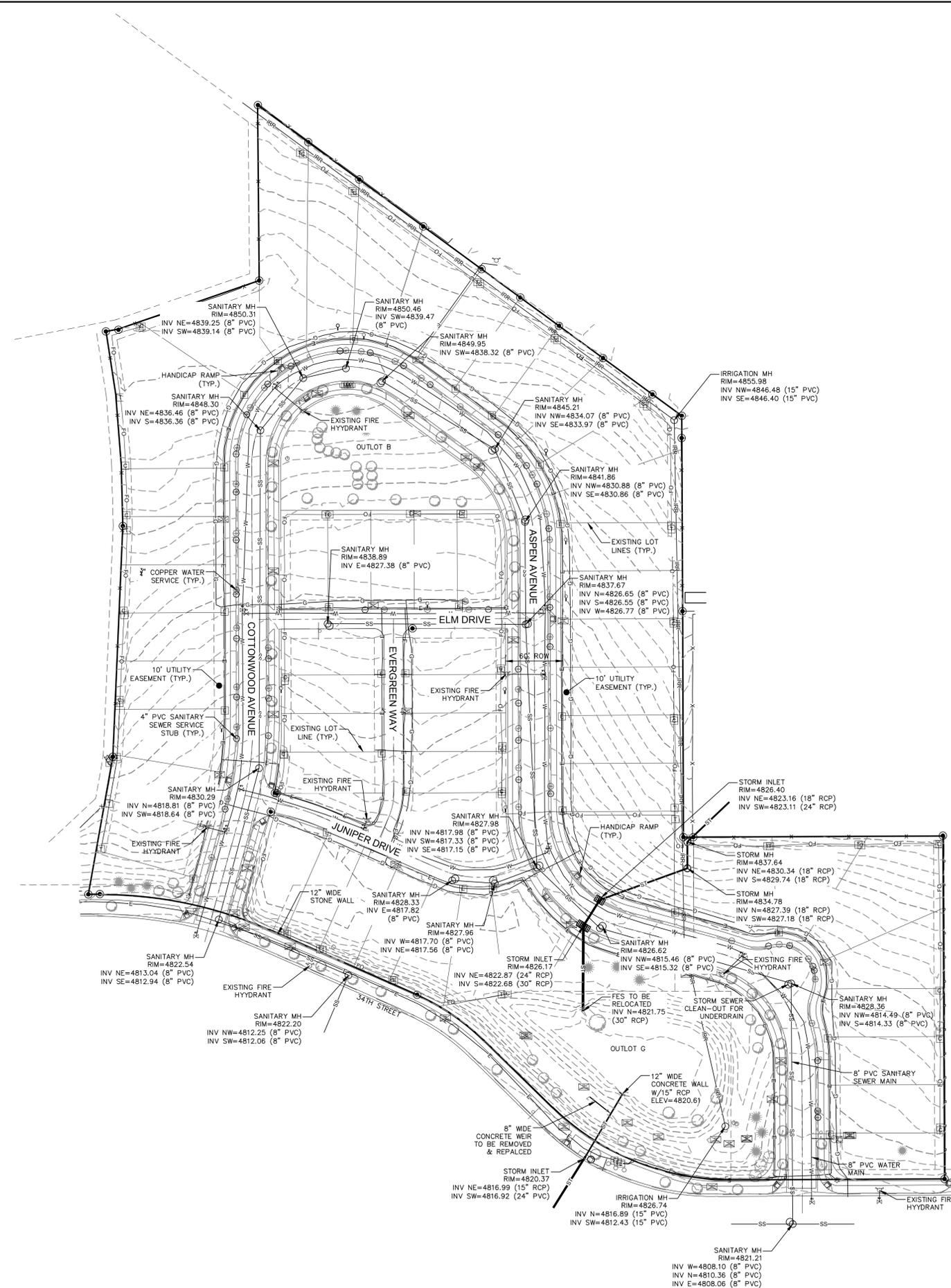
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**NE**  
200 South College Avenue, Suite 10  
Fort Collins, Colorado 80524

PROJECT: 574-006  
DATE: 1/7/13  
DESIGNED BY: N.A.  
SCALE: N.A.  
DRAWN BY: L. Smith  
REVIEWED BY: C. Gilliland

ASHCROFT PARK APARTMENTS  
VACATION EXHIBIT

DRAWING FILENAME: D:\Projects\131-000\DWG\131-000-000.dwg LAYOUT NAME: EX1 DATE: Nov 16, 2012 - 11:32am CAD OPERATOR: cory  
LIST OF REVISIONS: [131-000-000.dwg] [131-000-000.dwg]



**LEGEND:**

PROPERTY BOUNDARY	---
EXISTING FENCE	X
EXISTING EASEMENT LINE	---
EXISTING CURB AND GUTTER	---
EXISTING EDGE OF ASPHALT	---
EXISTING MINOR CONTOUR	---4958---
EXISTING MAJOR CONTOUR	---4960---
EXISTING BURIED FIBER-OPTICS	FO
EXISTING BURIED ELECTRIC	E
EXISTING BURIED GAS	G
EXISTING WATER LINE	W
EXISTING BURIED TELEPHONE	T
EXISTING OVERHEAD ELECTRIC	OHE
EXISTING SANITARY SEWER LINE W/ MH	SS
EXISTING STORM SEWER LINE W/ MH	ST
EXISTING WATER CURB STOP	○
EXISTING WATER VALVE	⊗
EXISTING 3/4" WATER SERVICE MARKER	○
EXISTING WATER POST	○
EXISTING WATER METER	○
EXISTING FIRE HYDRANT	○
EXISTING IRRIGATION CONTROL VAULT	○
EXISTING IRRIGATION BACKFLOW PREVENT	○
EXISTING IRRIGATION PEDESTAL	○
EXISTING IRRIGATION TIMER	○
EXISTING ELECTRIC MANHOLE	○
EXISTING ELECTRIC METER	○
EXISTING ELECTRIC VAULT	○
EXISTING ELECTRIC BOX	○
EXISTING ELECTRIC PEDESTAL	○
EXISTING CABLE PEDESTAL	○
EXISTING TELEPHONE PEDESTAL	○
EXISTING TELEPHONE VAULT	○
EXISTING TELEPHONE BOX	○
EXISTING GAS METER	○
EXISTING GAS MARKER	○
EXISTING 4" SANITARY SERVICE MARKER	○
EXISTING TRAFFIC VAULT	○
EXISTING CABLE VAULT	○
EXISTING MISCELLANEOUS MANHOLE	○
EXISTING MISCELLANEOUS LID	○
EXISTING STORM FES	○
EXISTING MONITORING WELL	○
EXISTING INLET GRATE	○
EXISTING CLEANOUT	○
EXISTING SIGN	○
EXISTING COLUMN	○
EXISTING LIGHT POLE	○
EXISTING MAILBOX	○
EXISTING POST	○
EXISTING CONIFEROUS SHRUB	○
EXISTING TREES	○



By:		Date:	
Revisions:			
No.			

**NORTHERN ENGINEERING**  
 PHONE: 970.231.4138 FAX: 970.231.4159  
 300 South College Avenue, Suite 010  
 Fort Collins, Colorado 80524  
 www.northernengineering.com

PROJECT:	DATE:	SCALE:	REVIEWED BY:
131-000	11.15.12	1" = 60'	B. CURTISS
DESIGNED BY:			
C. SNOWDON			
DRAWN BY:			
D. FRY			

**ASHCROFT PARK APARTMENTS**

**EXISTING CONDITIONS MAP**

Sheet
<b>C1.00</b>
Of 8 Sheets

## **PROJECT NARRATIVE**

**Plat Submittal (Resubmittal No. 1) – December 10, 2012**

**Ashcroft Park Apartments  
Evans, Colorado**

### **OVERALL PROJECT DESCRIPTION**

Owner – The Village at Ashcroft, LLC  
Developer/Applicant - Landmark Homes  
Builder – Landmark Homes  
Planner/Architect – Aller-Lingle-Massey Architects, P.C.  
Civil Engineer/Surveyor – Northern Engineering, Inc.  
Landscape Architect - TB Group

Ashcroft Park Apartments is a multi-family residential development proposing 176 units on 12.66 acres creating a gross density of 13.9 units/acre. The property is northwest of the intersection of 35th Avenue and 34th Street in Evans. The property is currently platted as a single family development with public street improvements in place but was recently rezoned to allow for multi-family development. The intent is to replat the property removing the single family lots and public street right-of-ways. The existing street layout will be maintained as much as possible, but will become private drives while adding 90 degree head-in parking along the drive loop as well as secondary parking areas off of the drive loop.

### **PLAT SUBMITTAL**

The submitted plat reflects the intent of the previously submitted Site Plan. Specifics regarding the zoning and site plan are below. Unique to the Plat submittal is the realigning of Outlot G within the proposed plat. Outlot G is currently owned by the City of Evans. The intent is to quit claim deed the existing Outlot G back to the Owner and subsequently transfer ownership of the proposed Outlot G per this Plat application process. Legal descriptions for the existing Outlot G and proposed Outlot G are included in this submittal. Also included in this submittal is the legal description of the alignment of a proposed access to the public regional trail north of the subject property.

In addition to the above described items also recognize that a significant element of this proposed plat submittal is the vacating of lots lines and the street ROW to allow for the project as submitted per the Site Plan process.

### **LAND USE**

The base planning objective is to change the intended use from single-family homes to multi-family apartment homes. The development will include eleven 2-story apartment buildings with 16 units per building for a total of 176 dwelling units. Twelve detached parking/storage structures will also be constructed providing for a total of 70 enclosed garage spaces and 86 small storage rooms which will be rented as a part of or separately from the dwelling units. In addition, a 1-story 2,400 sq. ft. (+/-) clubhouse and swimming pool will be included in the development. Each 16-unit building will have a mix of four 1-bedroom units, ten 2-bedroom units and two 3-bedroom units.

All units will be marketed for-rent.

All buildings will conform to the required 25'-0" setback from property line to face of foundation wall. Overhangs may encroach into this setback a maximum of 2'-6". Signage, retaining walls, sidewalks and other site features shall be allowed to encroach in building setback areas.

## **ZONING**

The property was originally constructed as a single family development with public street and utility improvements in place. However, due to economic conditions, the development has sat vacant without any homes being constructed for many years. To stimulate development, the property was recently rezoned to allow for multi-family housing.

## **VEHICULAR CIRCULATION/PARKING**

Vehicular access for the development will remain as it currently exists with two points of access from a public street; one from 32nd Street and one from 34th Street, both along the south side of the property.

The existing public street looping through the property will be maintained in its current basic configuration but the ROW will be vacated to become private drives maintained by the project owner. In addition to detached garage structures being constructed, 18'-0" deep head-in surface parking will be added along the drive loops and in small clusters off the main drives. Based on 1.5 stalls per 1-BR unit, 1.75 stalls per 2-BR unit plus guest parking, a total of 338 parking spaces are required per Chapter 19.52. A total of 359 spaces will be provided with 70 in enclosed garages and 289 as surface stalls.

## **BICYCLE/PEDESTRIAN CIRCULATION**

Concrete sidewalks will provide complete internal circulation, connecting all living units to the public streets, parking areas and adjacent units. Internal private sidewalk widths are 5'-0" unless noted otherwise and are widened to 6'-0" adjacent to parking spaces to allow for vehicle bumper overhangs. There are six proposed sidewalk connections to the existing public sidewalks along 32nd and 34th streets.

Bicycle racks are strategically located around the site near all apartment buildings as well as the clubhouse/pool. In addition, bikes can be stored in individual garage or storage units.

The walk located on the outside of the loop street leads to a sidewalk that connects to a regional trail located at the northern tip of the property. The intent is that this private walk will allow for public access to the regional trail.

## **LANDSCAPING/BUFFERYARDS**

The landscaping concepts used in this development will be in keeping with the adjacent properties and street ROW's. A combination of formal street tree plantings and informal clusters of ornamental and coniferous trees. Street trees will be planted in the lawn area between the back of curb and the detached sidewalk at 30'-40' o.c and will include clusters of the same

species such as Ash, Maple, Oak and Honeylocust. This will provide variety in the branching and color while maintaining the uniformity of the streetscape. Minimum plant sizes will be 2" caliper canopy trees, 6' high evergreens, 1.5" caliper ornamental trees and 5 gallon shrubs.

Planting beds with steel edging will wrap all building foundations. More drought-tolerant (than bluegrass turf) sod/seeding is being considered for all common open space areas. An underground sprinkler system will be installed using as many as two system taps. The homeowners association will maintain all the exterior portions of the project including all landscaped areas.

## **SOIL DESCRIPTION AND LIMITATIONS**

A geotechnical engineer will be hired to provide soil bearing capacities/limitations prior to submitting for the first building permit. It is anticipated that the buildings will be constructed on conventional spread footings / concrete stem walls or post-tensioned slabs with integral stem walls down to frostline.

## **PUBLIC UTILITIES**

New easements for on-site and off-site utilities are being provided as shown on the drawings including a "blanket" easement, exclusive of the buildable envelope, for drainage, access, landscaping and utilities.

Utility line installations shall be coordinated with the streetscape and bufferyard landscaping materials to be planted in or adjacent to street right-of-ways or utility easements. Installation shall be in conformance with the following City of Evans standards:

Trees shall be planted no closer than 4'-0" from existing or proposed electrical and gas lines.

Trees shall be planted no closer than 10'-0" from existing or proposed water and sanitary sewer lines.

The units will be individually metered for both natural gas and electricity, with meter banks placed on the side walls of each building. It is anticipated that water and sewer services will be multiple taps for each building. Site lighting and other common amenities will be metered together on "house" panels and controlled by a timer and/or photocell.

On-site access driveway, parking lot and building entry and security lighting will be a combination of pole-mounted site lighting and building-mounted H.P.S. fixtures, downward directed or otherwise shielded to prevent glare to adjacent properties. Site lighting poles shall be a maximum overall height of 20'-0". Existing street lighting along 32nd and 34th streets will be maintained.

The design will afford visibility and security for homes, sidewalks, parking, and streets while maintaining unobtrusive levels for both private areas within the development as well as for adjoining single-family homes. Maximum light levels measured 20' beyond the property line of the site shall not exceed 0.1 foot-candle as a result of the on-site lighting.

## **ADEQUATE COMMUNITY FACILITIES**

Police and fire protection will be provided by the City of Evans and Evans Fire Protection District, with drive widths and other infrastructure designed to accommodate emergency vehicles.

The 2-story residential buildings will be fully-equipped with NFPA 13R sprinkler systems, as well as fire barriers and other improvements required by the City of Evans adopted building and/or fire codes.

## **HAZARDS, FLOODPLAIN OR OTHER ENVIRONMENTAL CONDITIONS**

No established natural area, wildlife corridor, floodplain or other known hazards exist on the site of the proposed development.

## **DESIGN CONCEPTS**

The intent of the site layout was to place the structures around the perimeter of the overall site with the drives and parking areas held to the middle thereby buffering the adjacent single-family houses.

Building construction is proposed to be slab-on-grade, traditional stick-built units, employing conventional residential materials. Finished square footages range from approximately 730 s.f. for a 1-bedroom, 2-bath units to 1,050 s.f. for a 3-bedroom, 2-bath units. Design elements include walk-in closets, covered patios with masonry pillars and large double-pane windows with integral mullions.

Exteriors will be constructed of horizontal hardboard siding with 5" maximum lap exposure, brick or stone veneer at highly visible locations and shake shingle style siding at prominent features such as window projections and patio screen walls. Roofs will be of Class A high-profile fiberglass or asphalt shingles with a standardized color used throughout the entire development. Exterior color schemes will be primarily earth tones for siding and trims, with bolder accent colors employed for entry doors and other architectural accents.

Overall height and scale of the structures has been reduced through the use of shallow roof pitches blended with flat roof sections. The maximum structure height above grade will be 34' to the peak, including exposed slab-on-grade foundations.

## **LANDFORM MODIFICATIONS**

The land slopes gently in a southern direction at 3-5%. No significant landform modifications are necessary as a part of the development, and the general character of the land and site drainage will be maintained. Some cut and fill, along with several retaining walls, will be required to provide adequate drainage away from the proposed residential structures to the adjacent on-site detention area at the southeast portion of the site.

## **CONSTRUCTION PHASING/ PROJECT IMPLEMENTATION**

Construction will start in the southeast corner and move north along the east edge then continue around the drive loop to the west finishing at the southwest corner. The apartment buildings

have alpha labels from A through K with the construction sequence generally following the progression of letters. Adjacent garage/storage buildings will be constructed at the same time an adjacent apartment building is being built. The projected completion of the project amenities will be completed as follows:

1. Clubhouse / Pool – will be completed prior to issuance of building certificate for Building C. Buildings A and B will be completed and receive certificate of occupancy prior to the completion of the clubhouse / pool.
2. Playground and Shelter – will be completed prior to issuance of building certificate for Building E.
3. Regional Trail access sidewalk – will be completed and available for private and public use upon completion of the overall project – primarily for safety purposes.

The general intent is to continue with construction of all buildings once construction begins.

Ongoing management and maintenance of the development shall be provided by a professional property management company contracted with the project owner.

Please refer to site plan for additional information.



**NORTHERN  
ENGINEERING**

**ADDRESS:**  
200 S. College Ave. Suite 10  
Fort Collins, CO 80524

**PHONE:** 970.221.4158

**FAX:** 970.221.4159

**WEBSITE:**  
[www.northernengineering.com](http://www.northernengineering.com)

## **DESCRIPTION:**

A Public Access Easement located in the East Half of Section 23, Township 5 North, Range 66 West of the 6th Principal Meridian, City of Evans, County of Weld, State of Colorado being more particularly described as follows:

Considering the Southerly line of the Ashcroft Park, Second Amended Plat as bearing South 89° 43' 58" West and with all bearings contained herein relative thereto:

An 8 foot wide Public Access Easement with foreshortened and prolonged sidelines to meet the Northerly and Southerly lines of said Ashcroft Park, Second Amended Plat and shall be 4 feet each side measured at right angles and parallel with the centerline described as follows:

**COMMENCING** at the Southwest corner of Ashcroft Park Apartments; thence, North 89° 43' 58" East, 11.91 feet; thence along a curve concave to the Southwest having a central angle of 12° 17' 34", a radius of 435.00 feet, an arc length of 93.33 feet, and the chord of which bears South 84° 07' 15" East, 93.15 feet to the **POINT OF BEGINNING** of said centerline; thence along said centerline, North 15° 15' 43" East, 32.68 feet; thence, North 16° 42' 18" West, 16.45 feet; thence, North 15° 35' 15" East, 61.81 feet; thence along a curve concave to the West having a central angle of 15° 47' 10", a radius of 284.00 feet, an arc length of 78.25 feet, and the chord of which bears North 07° 41' 40" East, 78.00 feet; thence, North 00° 11' 55" West, 273.02 feet; thence along a curve concave to the Southeast having a central angle of 84° 04' 50", a radius of 136.00 feet, an arc length of 199.58 feet, and the chord of which bears North 41° 50' 30" East, 182.15 feet; thence, North 05° 22' 51" West, 14.57 feet; thence, North 26° 01' 31" West, 50.86 feet; thence, North 67° 33' 13" West, 8.44 feet; thence, North 53° 53' 31" West, 36.58 feet; thence along a curve concave to the Northeast having a central angle of 51° 50' 37", a radius of 15.14 feet, an arc length of 13.70 feet, and the chord of which bears North 26° 26' 26" West, 13.24 feet; thence, North 00° 31' 07" West, 131.46 feet to the Terminus of said centerline.

The above described easement contains 7,329 square feet more or less and is subject to all easements and rights-of-way now on record or existing.

February 5, 2013

LMS

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**NORTHERN  
ENGINEERING**

**ADDRESS:**  
200 S. College Ave. Suite 10  
Fort Collins, CO 80524

**PHONE:** 970.221.4158

**FAX:** 970.221.4159

**WEBSITE:**  
[www.northernengineering.com](http://www.northernengineering.com)

## **DESCRIPTION:**

Proposed Outlot A, Ashcroft Park Second Amended Plat, located in the East Half of Section 23, Township 5 North, Range 66 West of the 6th Principal Meridian, City of Evans, County of Weld, State of Colorado being more particularly described as follows:

Considering the Southerly line of Ashcroft Park, Second Amended Plat as bearing South  $89^{\circ} 43' 58''$  West and with all bearings contained herein relative thereto:

**COMMENCING** at the Southeast corner of said Ashcroft Park, Second Amended Plat; thence, South  $89^{\circ} 43' 58''$  West, 222.80 feet; thence along a curve concave to the North having a central angle of  $1^{\circ} 13' 32''$ , a radius of 265.00 feet, an arc length of 5.67 feet, and the chord of which bears North  $89^{\circ} 39' 16''$  West, 5.67 feet to the **POINT OF BEGINNING**; thence along a curve concave to the Northeast having a central angle of  $43^{\circ} 23' 04''$ , a radius of 265.00 feet, an arc length of 200.66 feet, and the chord of which bears North  $67^{\circ} 20' 58''$  West, 195.90 feet; thence, North  $45^{\circ} 39' 26''$  West, 63.33 feet; thence, North  $23^{\circ} 44' 30''$  East, 129.87 feet; thence, North  $34^{\circ} 47' 25''$  East, 10.80 feet; thence along a curve concave to the Northeast having a central angle of  $19^{\circ} 52' 24''$ , a radius of 167.00 feet, an arc length of 57.92 feet, and the chord of which bears South  $65^{\circ} 03' 48''$  East, 57.63 feet; thence, South  $75^{\circ} 00' 00''$  East, 102.70 feet; thence along a curve concave to the Southwest having a central angle of  $52^{\circ} 26' 50''$ , a radius of 75.00 feet, an arc length of 68.65 feet, and the chord of which bears South  $48^{\circ} 46' 35''$  East, 66.28 feet; thence along a non-tangent curve concave to the East having a central angle of  $49^{\circ} 39' 55''$ , a radius of 55.00 feet, an arc length of 47.68 feet, and the chord of which bears South  $24^{\circ} 33' 40''$  West, 46.20 feet; thence along a curve concave to the West having a central angle of  $14^{\circ} 30' 02''$ , a radius of 150.00 feet, an arc length of 37.96 feet, and the chord of which bears South  $06^{\circ} 59' 18''$  West, 37.86 feet; thence, South  $14^{\circ} 14' 18''$  West, 15.86 feet; thence along a curve concave to the East having a central angle of  $16^{\circ} 02' 32''$ , a radius of 200.00 feet, an arc length of 56.00 feet, and the chord of which bears South  $06^{\circ} 13' 03''$  West, 55.82 feet; thence, South  $01^{\circ} 48' 13''$  East, 2.44 feet to the **POINT OF BEGINNING**.

The above described tract of land contains 40,573 square feet more or less and is subject to all easements and rights-of-way now on record or existing.

February 5, 2013

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S:\Survey Jobs\374-006\Dwg\Exhibits\374-006 OUTLOT A DESCRIPTION 2-5-13.doc



**NORTHERN  
ENGINEERING**

**ADDRESS:**  
200 S. College Ave. Suite 10  
Fort Collins, CO 80524

**PHONE:** 970.221.4158

**FAX:** 970.221.4159

**WEBSITE:**  
[www.northernengineering.com](http://www.northernengineering.com)

## **DESCRIPTION:**

Proposed Outlot B, Ashcroft Park, Second Amended Plat, located in the East Half of Section 23, Township 5 North, Range 66 West of the 6th Principal Meridian, City of Evans, County of Weld, State of Colorado being more particularly described as follows:

Considering the Southerly line of the Ashcroft Park, Second Amended Plat as bearing South 89° 43' 58" West and with all bearings contained herein relative thereto:

**COMMENCING** at the Southwest corner of said Ashcroft Park, Second Amended Plat; thence, North 89° 43' 58" East, 11.91 feet; thence along a curve concave to the Southwest having a central angle of 15° 51' 17", a radius of 435.00 feet, an arc length of 120.37 feet, and the chord of which bears South 82° 20' 23" East, 119.99 feet; thence, North 15° 35' 15" East, 107.55 feet; thence along a curve concave to the West having a central angle of 15° 47' 10", a radius of 320.00 feet, an arc length of 88.17 feet, and the chord of which bears North 07° 41' 40" East, 87.89 feet; thence, North 00° 11' 55" West, 243.59 feet; thence, North 89° 48' 05" East, 34.50 feet to the **POINT OF BEGINNING**; thence, North 00° 11' 55" West, 29.43 feet; thence along a curve concave to the South having a central angle of 126° 18' 24", a radius of 65.50 feet, an arc length of 144.39 feet, and the chord of which bears North 62° 57' 17" East, 116.88 feet; thence, South 53° 53' 31" East, 102.98 feet; thence along a curve concave to the Southwest having a central angle of 18° 30' 17", a radius of 92.50 feet, an arc length of 29.87 feet, and the chord of which bears South 44° 38' 23" East, 29.74 feet; thence, South 89° 48' 05" West, 208.10 feet to the **POINT OF BEGINNING**.

The above described tract of land contains 13,359 square feet more or less and is subject to all easements and rights-of-way now on record or existing.

February 5, 2013

LMS

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# ASHCROFT PARK, AMENDED PLAT

A RESUBDIVISION OF TRACTS A AND D, ASHCROFT HEIGHTS – FIRST FILING AND TRACT A, ASHCROFT HEIGHTS – SECOND FILING, LOCATED IN THE E1/2 OF SECTION 23, T5N, R66W OF THE 6TH P.M., CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO  
AREA = 16.771 ACRES, MORE OR LESS

3066825 05/28/2003 10:21A Weld County, CO  
1 of 2 R 21.00 D 0.00 Steve Moreno Clerk & Recorder

### PUBLIC WORKS/PLANNING DIRECTOR APPROVAL

APPROVED THIS 19th DAY OF November 2002, BY THE PUBLIC WORKS/PLANNING DIRECTOR OF THE CITY OF EVANS.

Eal Smith  
PUBLIC WORKS/PLANNING DIRECTOR

### PLANNING COMMISSION CERTIFICATE

THIS PLAT APPROVED BY THE CITY OF EVANS PLANNING COMMISSION THIS 19th DAY OF November, A.D. 2002.

SECRETARY \_\_\_\_\_ CHAIRMAN David James

### DRAINAGE EASEMENT AND IRRIGATION LATERAL EASEMENT VACATION

KNOW ALL MEN BY THESE PRESENTS: THAT WE THE UNDERSIGNED, BEING SOLE OWNERS IN FEE OF THE DRAINAGE EASEMENT AND IRRIGATION LATERAL EASEMENT LOCATED IN TRACT A, ASHCROFT HEIGHTS – FIRST FILING, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO, DO HEREBY AGREE TO THE VACATION OF SAID EASEMENT AT THE LOCATION AS SHOWN HEREON.

IN WITNESS WHEREOF, AND BEING THE SOLE OWNER IN FEE OF SAID EASEMENT IN ASHCROFT HEIGHTS—FIRST FILING, A SUBDIVISION IN THE CITY OF EVANS, WELD COUNTY, COLORADO, WE HAVE SET OUR HAND AND SEAL THIS DAY OF \_\_\_\_\_, 2002.

CITY OF EVANS \_\_\_\_\_ ATTEST \_\_\_\_\_

### SURVEYOR'S CERTIFICATE

I, LOREN K. SHANKS, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY REPRESENTED BY THIS PLAT WAS MADE UNDER MY SUPERVISION AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THIS PLAT ACCURATELY REPRESENTS SAID SURVEY.

Loren K. Shanks  
LOREN K. SHANKS  
COLORADO REGISTERED PROFESSIONAL  
LAND SURVEYOR LICENSE NO. 28285

### OWNERS APPROVAL AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT ASHCROFT HEIGHTS INVESTMENTS, LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER SOLE IN FEE OF A PARCEL OF LAND BEING TRACTS A AND D, ASHCROFT HEIGHTS – FIRST FILING AND TRACT A, ASHCROFT HEIGHTS – SECOND FILING, LOCATED IN THE E1/2 OF SECTION 23, T5N, R66W OF THE 6TH P.M., AS DESCRIBED HEREON AND EMBRACED WITHIN THE HEAVY EXTERIOR LINES SUBDIVIDED THE SAME INTO LOTS, OUTLOTS AND BLOCKS AS SHOWN ON THE ACCOMPANYING MAP AND DOES HEREBY SET ASIDE SAID PORTION OR TRACT OF LAND AND DESIGNATE THE SAME AS ASHCROFT PARK, AMENDED PLAT, A PORTION OF THE CITY OF EVANS, WELD COUNTY, COLORADO, AND DOES DEDICATE TO THE PUBLIC, OUTLOTS A AND G, THE STREETS, AVENUES, COURTS, ALLEYS, SIDEWALKS, PARKS, DRIVES, UTILITIES AND ALL UTILITY AND DRAINAGE EASEMENTS OVER AND ACROSS SAID LOTS AT LOCATIONS SHOWN ON SAID MAP, AND DOES FURTHER CERTIFY THAT THE WIDTH OF SAID COURTS, STREETS, AVENUES, DRIVES, EASEMENTS, THE DIMENSIONS OF THE LOTS AND BLOCKS, AND THE NAMES AND NUMBERS THEREOF ARE CORRECTLY DESIGNATED UPON SAID MAP.

SIGNED THIS 30 DAY OF APRIL 2007  
Steve Moreno  
ASHCROFT HEIGHTS INVESTMENTS, LLC  
MANAGER

STATE OF COLORADO }  
COUNTY OF WELD } SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 30 DAY OF APRIL, 2007, BY SETH WARD AS MANAGER OF ASHCROFT HEIGHTS INVESTMENTS, LLC.  
MY COMMISSION EXPIRES: 5-13-2007

WITNESS MY HAND AND OFFICIAL SEAL Tracy E. Parker  
NOTARY PUBLIC  
STATE OF COLORADO  
MY COMMISSION EXPIRES: 05-13-2007

### CERTIFICATE OF APPROVAL BY THE CITY COUNCIL

APPROVED BY THE CITY COUNCIL OF EVANS, WELD COUNTY, COLORADO, THIS 19th DAY OF November, A.D. 2002.



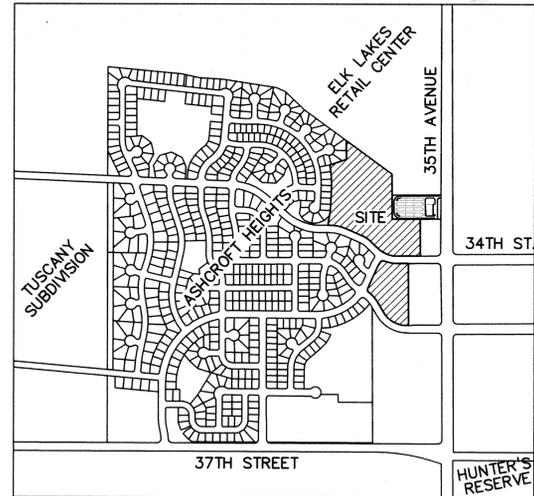
Sherry Meloy  
MAYOR  
ATTEST: Kwini Betty  
CITY CLERK

### LEGAL DESCRIPTION

TRACTS A AND D, ASHCROFT HEIGHTS – FIRST FILING AND TRACT A, ASHCROFT HEIGHTS – SECOND FILING, LOCATED IN THE E1/2 OF SECTION 23, T5N, R66W OF THE 6TH P.M., CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO.  
AREA = 16.771 ACRES, MORE OR LESS

### NOTES

1. BEARINGS ARE REFERRED TO THE WEST LINE OF THE SE1/4 OF SECTION 23 AS BEARING N00°01'36"W PER THE PLAT OF ASHCROFT HEIGHTS – FIRST FILING.
2. FOUND #5 REBARS WITH ALUMINUM CAPS MARKED "DB & CO. PLS 28285" AT ALL EXTERIOR BOUNDARY CORNERS UNLESS OTHERWISE NOTED.
3. MAINTENANCE OF ALL COMMON AREAS WILL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.
4. RECORDED EASEMENTS AND RIGHT-OF-WAYS WERE RESEARCHED AND SHOWN AS PER UNITED GENERAL TITLE INSURANCE COMPANY TITLE COMMITMENT NO. US50341, EFFECTIVE DATE APRIL 28, 1999 AND THE RECORDED PLATS OF ASHCROFT HEIGHTS—FIRST FILING, AND ASHCROFT HEIGHTS – SECOND FILING.
5. OUTLOT A WILL BE DEDICATED TO THE CITY FOR DRAINAGE, UTILITY AND PEDESTRIAN ACCESS PURPOSES. OUTLOTS B, C, D, E AND H WILL BE RETAINED BY THE OWNER FOR LANDSCAPE AND OPEN SPACE PURPOSES. OUTLOT F WILL BE DEDICATED TO THE HOMEOWNERS ASSOCIATION FOR IRRIGATION, DRAINAGE AND UTILITY PURPOSES. OUTLOT G WILL BE DEDICATED TO THE CITY FOR DRAINAGE PURPOSES. OUTLOTS I AND J WILL BE RETAINED BY THE OWNER FOR LANDSCAPE, OPEN SPACE, UTILITY EASEMENT AND PEDESTRIAN ACCESS PURPOSES. OUTLOT K WILL BE RETAINED BY THE OWNER FOR DRAINAGE, LANDSCAPE AND OPEN SPACE PURPOSES.



VICINITY MAP  
NOT TO SCALE

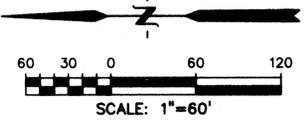
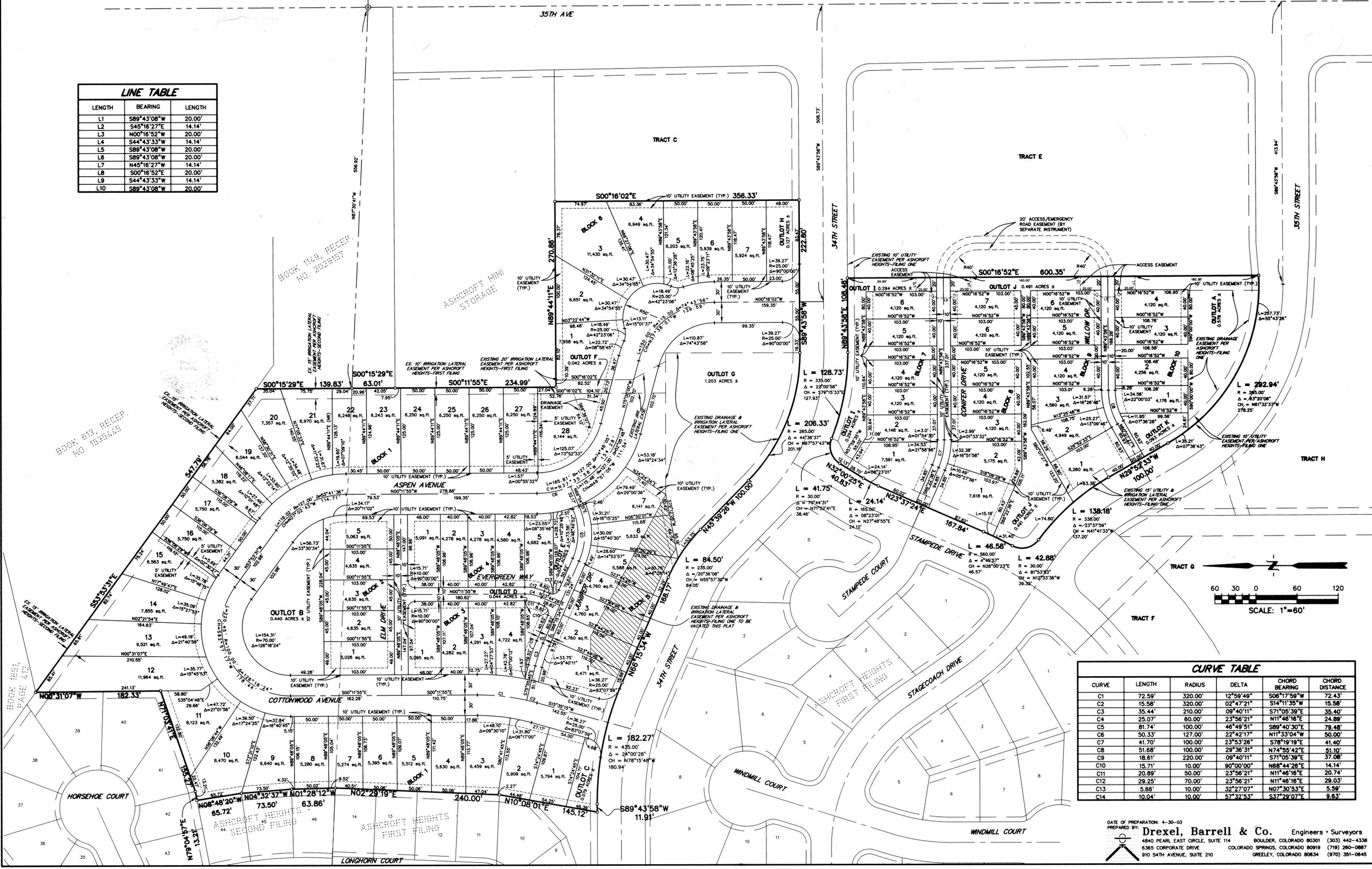
ORD 175-02 ASHCROFT PARK

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# ASHCROFT PARK, AMENDED PLAT

A RESUBDIVISION OF TRACTS A AND D, ASHCROFT HEIGHTS - FIRST FILING AND TRACT A, ASHCROFT HEIGHTS - SECOND FILING, LOCATED IN THE E1/2 OF SECTION 23, T5N, R66W OF THE 6TH P.M., CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO  
AREA = 16.771 ACRES, MORE OR LESS

LINE TABLE		
LENGTH	BEARING	LENGTH
L1	S89°43'08"W	20.00'
L2	S45°16'27"E	14.14'
L3	N00°16'52"W	20.00'
L4	S44°43'33"W	14.14'
L5	S89°43'08"W	20.00'
L6	S89°43'08"W	20.00'
L7	N45°16'27"W	14.14'
L8	S00°16'52"E	20.00'
L9	S44°43'33"W	14.14'
L10	S89°43'08"W	20.00'



CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	72.59'	320.00'	12°59'49"	S06°17'59"W	72.43'
C2	15.58'	320.00'	02°47'21"	S14°11'35"W	15.58'
C3	35.44'	210.00'	09°40'11"	S71°05'39"E	35.40'
C4	25.07'	60.00'	23°56'21"	N11°46'16"E	24.89'
C5	81.74'	100.00'	46°49'51"	S89°40'30"E	79.48'
C6	50.33'	127.00'	22°42'17"	N11°33'04"W	50.00'
C7	41.70'	100.00'	23°53'26"	S78°19'19"E	41.40'
C8	51.68'	100.00'	29°36'31"	N74°55'42"E	51.10'
C9	18.61'	220.00'	09°40'11"	S71°05'39"E	37.08'
C10	15.71'	10.00'	90°00'00"	N68°44'26"E	14.14'
C11	20.89'	50.00'	23°56'21"	N11°46'16"E	20.74'
C12	29.25'	70.00'	23°56'21"	N11°46'16"E	29.03'
C13	5.66'	10.00'	32°27'07"	N07°30'53"E	5.59'
C14	10.04'	10.00'	57°32'53"	S37°29'07"E	9.63'

DATE OF PREPARATION: 4-30-03  
 PREPARED BY: **Drexel, Barrell & Co.** Engineers • Surveyors  
 4840 PEARL EAST CIRCLE, SUITE 114 BOULDER, COLORADO 80301 (303) 442-4338  
 6365 CORPORATE DRIVE COLORADO SPRINGS, COLORADO 80919 (719) 280-0887  
 910 54TH AVENUE, SUITE 210 GREELEY, COLORADO 80634 (970) 351-0645

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City of  
**Evans, Colorado**

**MINUTES**  
**EVANS PLANNING COMMISSION**  
Regular Meeting  
February 12, 2013 – 7:00 p.m.

**CALL TO ORDER**

Chairperson Bisel called the meeting to order at 7:00 p.m.

**ROLL CALL**

Present: Chairperson Bisel, Commissioner Grigson, Commissioner Phillips

Absent: Vice Chairperson Brothe, Commissioner Numoto

**APPROVAL OF MINUTES**

Commissioner Phillips motioned, seconded by Commissioner Grigson to approve the January 8, 2013, Minutes as presented. Motion passed with all voting in favor thereof.

**APPROVAL OF AGENDA**

The Agenda was approved unanimously with no changes.

**AGENDA ITEMS**

- A. Public Hearing – Right-of-Way and Easement Vacations in connection with the Ashcroft Park, Second Amended Plat**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM

BACKGROUND INFORMATION		
<b>Location:</b>		Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)
<b>Applicants:</b>		The Village at Ashcroft, LLC, Owner
<b>Existing Land Use:</b>		Vacant land (platted as single family)
<b>Proposed Land Use:</b>		Multifamily unit Apartment homes
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>		R-3 Multifamily Residential District
<b>Proposed Zoning:</b>		No change
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>		Urban Residential

**PROJECT DESCRIPTION:** The City has received an application from Landmark Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

In order for the proposed Ashcroft Park, Second Amended Plat to be processed, City owned rights-of-way and easements need to be vacated first. The existing public streets will become private streets to be maintained by the land owner.

**RECOMMENDATION:** Staff recommends approval of the vacation with conditions to the City Council for the subject rights-of-way and easements.

## **ANALYSIS:**

### **1. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

#### *Right-of-Way*

The City of Evans owns and maintains the rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive. These rights-of-way were dedicated to the City when the area was platted as Ashcroft Park in 2002 (Final Plat of Ashcroft Park, recorded November 27, 2002, Reception No. 3009613). This plat was amended in 2003 (Ashcroft Park, Amended Plat, recorded May 28, 2003, Reception No. 3066525).

After vacation of the right-of-way, new public and emergency access easements will be dedicated over the new private streets on the new subdivision plat. These easements will allow emergency response teams to access the site should the need arise.

Right-of-way vacations must follow state statutes. Title to the land vacated will be vested in the owner of adjacent property, in this case The Village at Ashcroft, LLC.

#### *Easements*

Additionally, there are easements owned by the City of Evans that have been dedicated each time the property has been replatted. Easements will be vacated and appropriate easements will be rededicated if the proposed Ashcroft Park, Second Amended Plat is approved and recorded.

All utility easements that abut the existing right-of-way will be vacated. Also, the existing drainage and irrigation lateral easement over Outlot G will be vacated. New utility easements and public access easements will be dedicated where appropriate and as shown on the proposed plat (accompanied case).

An exhibit outlining the proposed right-of-way and easements to be vacated is provided in this packet.

Appropriate City Staff and consultants have reviewed the proposed Final Plat and the documents associated with the easement and right-of-way vacations. The landowner has provided the necessary notices.

## **2. Applicable Colorado Revised Statutes:**

### 43-2-302. Vesting of title upon vacation

(1) Subject to the requirements set forth in sections 43-1-210 (5) and 43-2-106 governing the disposition of certain property by the department of transportation, whenever any roadway has been designated on the plat of any tract of land or has been conveyed to or acquired by a county or incorporated town or city or by the state or by any of its political subdivisions for use as a roadway, and thereafter is vacated, title to the lands included within such roadway or so much thereof as may be vacated shall vest, subject to the same encumbrances, liens, limitations, restrictions, and estates as the land to which it accrues, as follows:

(a) In the event that a roadway which constitutes the exterior boundary of a subdivision or other tract of land is vacated, title to said roadway shall vest in the owners of the land abutting the vacated roadway to the same extent that the land included within the roadway, at the time the roadway was acquired for public use, was a part of the subdivided land or was a part of the adjacent land. **N/A**

(b) In the event that less than the entire width of a roadway is vacated, title to the vacated portion shall vest in the owners of the land abutting such vacated portion. **N/A**

(c) In the event that a roadway bounded by straight lines is vacated, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking to the center of the roadway, except as provided in paragraphs (a) and (b) of this subsection (1). In the event that the boundary lines of abutting lands do not intersect said roadway at a right angle, the land included within such roadway shall vest as provided in paragraph (d) of this subsection (1). **N/A**

(d) In all instances not specifically provided for, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking that portion of the vacated roadway to which his land, or any part thereof, is nearest in proximity. **Upon vacation, the title of the land will vest to The Village at Ashcroft, LLC.**

### 43-2-303. Methods of vacation

(1) All right, title, or interest of a county, of an incorporated town or city, or of the state or of any of its political subdivisions in and to any roadway shall be divested upon vacation of such roadway by any of the following methods:

(a) The city council or other similar authority of a city or town by ordinance may vacate any roadway or part thereof located within the corporate limits of said city or town, subject to the provisions of the charter of such municipal corporation and the constitution and statutes of the state of Colorado. **Should the City council approve the vacation of the rights-of-way, it will do so by way by ordinance.**

(2) (a) No platted or deeded roadway or part thereof or unplatted or undefined

roadway which exists by right of usage shall be vacated so as to leave any land adjoining said roadway without an established public road or private-access easement connecting said land with another established public road. **The parcel will have access to 34<sup>th</sup> Street.**

(b) If any roadway has been established as a county road at any time, such roadway shall not be vacated by any method other than a resolution approved by the board of county commissioners of the county. No later than ten days prior to any county commissioner meeting at which a resolution to vacate a county roadway is to be presented, the county commissioners shall mail a notice by first-class mail to the last-known address of each landowner who owns one acre or more of land adjacent to the roadway. Such notice shall indicate the time and place of the county commissioner meeting and shall indicate that a resolution to vacate the county roadway will be presented at the meeting. **N/A**

(c) If any roadway has been established as a municipal street at any time, such street shall not be vacated by any method other than an ordinance approved by the governing body of the municipality. **The vacation will be enacted by ordinance.**

(d) If any roadway has been established as a state highway, such roadway shall not be vacated or abandoned by any method other than a resolution approved by the transportation commission pursuant to section 43-1-106 (11). **N/A**

(e) Paragraphs (b), (c), and (d) of this subsection (2) shall not apply to any roadway that has been established but has not been used as a roadway after such establishment.

(f) If any roadway is vacated or abandoned, the documents vacating or abandoning such roadway shall be recorded pursuant to the requirements of section 43-1-202.7.

### **3. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. After vacation, new easements will be put in place accordingly providing emergency access and utility easements.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

### **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the request for vacation of the requested right-of-way and easement vacations, the following findings of fact and conclusions have been determined:

All applicable review criteria and state statutes can be appropriately and sufficiently met with the conditions as listed below.

**STAFF RECOMMENDATION:**

We recommend that the Planning Commission recommend approval with conditions to the City Council of the requested vacations. Currently staff would recommend the conditions as listed herein:

- 1) Approval of the right-of-way and easement vacations is contingent on the approval of the Ashcroft Park, Second Amended Plat and the dedications of new utility, drainage, irrigation lateral, and public and emergency access easements as shown on said plat.

Sheryl Trent, Community Development Director, presented the staff report and recommended approval of the right-of-way and easement vacations. There were no questions from the Commission of staff.

Chairperson Bisel opened the Public Hearing and asked for presentation from the applicant. Eric Larsen with Lamar Construction appeared on behalf of Scott Ehrlich. Mr. Larsen stated that vacating the easement and right-of-way will take back a lot of streets and infrastructure from the City, which would be good for Evans since the costs will fall back on the developer. He also added that it would be one less thing for the City to worry about. The developer will be adding nice aesthetic features to the area, along with adding trail connectivity. The park will remain as the detention and the developer will continue to fully support the storm water plan the City has in place.

Chairperson Bisel asked if there was anyone in the audience wanting to speak in favor of the right-of-way and easement vacations. There were none showing.

Chairperson Bisel inquired if there was anyone in opposition. No one came forth.

Commissioner Phillips asked if City Council needed to approve this item. Ms. Trent stated Planning Commission will need to make the recommendation and then it will be sent to City Council on March 5, 2013.

Chairperson Bisel indicated he didn't see a problem with recommending approval since it meets all the applicable state statutes.

Chairperson Bisel then asked for a motion to approve or disapprove. Commissioner Phillips motioned that "On the issue of the vacation of rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive and associated utility, public and emergency access easements, and drainage and irrigation lateral easements over Outlot G, Ashcroft Park, Amended Plat I move that the Planning Commission recommend approval as conditioned in this staff report because it does meet applicable state statutes." Commissioner Grigson seconded with all voting in favor thereof.

**B. Public Hearing – Adoption of Resolution No. xx-2013 - Final Plat – Ashcroft Park, Second Amended Plat**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM

BACKGROUND INFORMATION		
<b>Location:</b>	Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)	
<b>Applicants:</b>	The Village at Ashcroft, LLC, Owner	
<b>Existing Land Use:</b>	Vacant land (platted as single family)	
<b>Proposed Land Use:</b>	Multifamily unit Apartment homes	
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>	R-3 Multifamily Residential District	
<b>Proposed Zoning:</b>	No change	
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>	Urban Residential	

**PROJECT DESCRIPTION:** The City has received an application from Landmark

Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The name of the subdivision is Ashcroft Park, Second Amended Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

All streets will be private streets. Prior to approval of the Final Plat, the existing rights-of-way must be vacated, certain City owned easements must be vacated, and Outlot G, Ashcroft Park, Amended Plat must be deeded by the City to the applicant.

The applicant has also submitted an application for a Site Development Plan for this site. After a decision on the final plat, staff will administratively review the Site Development Plan and issue an approval or denial.

**RECOMMENDATION:** Staff recommend approval with conditions to the City Council of the Final Plat referred to as Ashcroft Park, Second Amended Plat.

#### **ANALYSIS:**

##### **4. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive) are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

The City of Evans also owns easements within the area to be replatted. Prior to the approval of the Final Plat, the city owned easements and rights-of-way must be vacated. A separate resolution will be considered by Planning Commission and City Council to approve or deny the request to vacate the easements and rights-of-way.

Also, prior to approval of the Final Plat, the City of Evans will need to deed Outlot G to The Village at Ashcroft, LLC. The size and shape of the existing outlot are not compatible with the new site plan for the site. A new Outlot A will be dedicated to the City of Evans on the proposed plat. Per Section 18.040.080 and 18.12.060 of the Evans Municipal Code the acceptance of the dedicated land will be undertaken by a separate action of the Council.

The area has been platted and replatted several times since the first plat of the area.

##### *Plat History*

1. Proposed Ashcroft Park, Second Amended Plat, being a replat of a portion of:
2. Ashcroft Park, Amended Plat (recorded 2003), being an amendment to:
3. Ashcroft Park (recorded 2002), being a replat of a portion of :
4. Ashcroft Heights – Second Filing (recorded 1999) and
5. Ashcroft Heights – First Filing (recorded 1999).

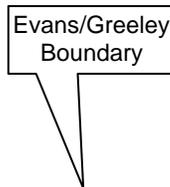
The proposed configuration of the new Final Plat consists of Lot 1 (approximately 11.43 acres), Outlot A (approx. 0.93 acres), and Outlot B (approx. 0.31 acres). Total acreage is approx. 12.67 acres. As stated above, Outlot A will be dedicated to Evans for drainage purposes. Outlot B will be retained by the owner for use as a private park for residents of the proposed apartments.

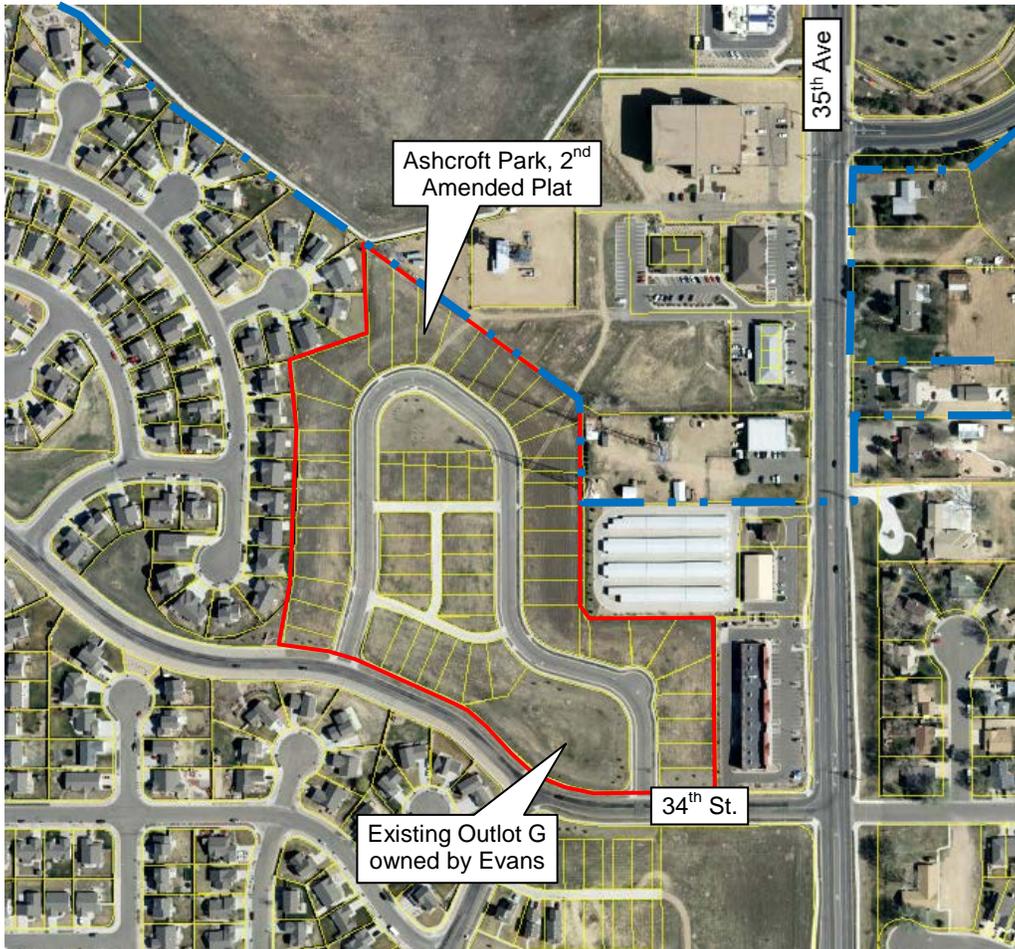
All streets within the development will be private streets. Public and Emergency Access Easements will be dedicated over the planned streets and the proposed parking lot areas. Utility Easements are also dedicated, where appropriate.

An 8-foot wide public access easement is dedicated along the proposed trail connection along the western side of the property. This easement is over a sidewalk/trail that will connect to trails beyond the northern limit of the property.

Many existing easements will remain including irrigation lateral easements, utility easements, and drainage easements which were dedicated in previous plats. The existing drainage and lateral easement over Outlot G will be vacated by City Council and rededicated in a new arrangement.

A detailed Vacation Exhibit has been provided by the applicant and is included in this packet.





The site was rezoned in March of 2012. The property was zoned from the R-1 Single Family Residential District into the R-3 Multifamily Residential District. The City Council held a public hearing on the matter at its March 20, 2012 meeting and passed Ordinance No. 537-12 amending the zoning of the property.

Appropriate City Staff and consultants have reviewed the proposed Final Plat. The landowner has provided all necessary notices.

**5. Section 18.24 of the Evans Municipal Code:**

Below are the review procedures for Final Plats per Section 18.24.180.

Chapter 18.24  
Final Plat

18.24.180 Review procedures--Planning Commission determination--Notice.

A. The Planning Commission shall review the final plat at a regularly scheduled public meeting. The Planning Commission may require or recommend changes or modifications to the final plat in the public interest. If the final plat, and all supplementary

data and any requested changes and modifications, comply with the applicable requirements of these regulations, the Planning Commission shall endorse on the plat in the space provided.

If the final plat is approved by the Planning Commission and city council the plat will be signed by the chair of the Planning Commission in the space provided.

B. Within thirty days after review of the final plat, at a public meeting, the Planning Commission shall send written notification of its review to the council. Required and recommended modifications to the final plat, if any, shall be noted on three prints of the plat: One copy to be transmitted to the council, one copy to be retained in the Planning Commission files, and one copy to be transmitted to the subdivider.

C. The only basis for rejection of a final plat shall be its nonconformance to adopted rules, regulations and ordinances currently in force and affecting the land and its development in the city, its lack of conformance with the approved preliminary plan, and changes required in the public interest. (Ord. 673-87, 1987)

Staff finds that the proposed Final Plat conforms will all applicable adopted rules regulations, and ordinances.

## **6. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. A note has been placed on the cover denoting that Outlot B is for park uses only. All existing and proposed utility, public access, and emergency access, and drainage easements have been delineated on the plat.

The plat denotes a public access easement along the sidewalk adjacent to western road (currently Cottonwood Avenue). This easement will allow the public to connect to the existing trail network to the north of the site.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

## **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the Final Plat referred to as Ashcroft Park, Second Amended Plat the following findings of fact and conclusions have been determined:

The review criteria in Section 18.24 of the Evans Municipal Code can be appropriately and sufficiently met with the conditions as listed below.

## **STAFF RECOMMENDATION:**

We recommend that the Planning Commission recommend approval with conditions to the City Council of the Ashcroft Park, Second Amended Plat. Currently staff would recommend the conditions as listed herein:

- 2) The approval of the Final Plat shall be contingent on the approval of the vacation by the City of Evans of public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive).
- 3) The approval of the Final Plat shall be contingent on the approval of the vacation of any affected easements owned by the City of Evans within the boundaries of the proposed plat, namely utility easements and the drainage and irrigation lateral easement over Outlot G, Ashcroft Park, Amended Plat.
- 4) The approval of the Final Plat shall be contingent on the transfer of ownership of Outlot G, Ashcroft Park, Amended Plat to The Village at Ashcroft, LLC.
- 5) The approval of the Final Plat shall be contingent on the payment of all necessary fees associated with development of the property.
- 6) Prior to recording the plat at the Weld County Clerk and Recorder's Office a copy of the plat shall be approved by staff. Once approved by staff, one mylar copy of the plat shall be provided with the proper signatures.

Ms. Trent provided the staff report and recommendation and asked if there were any questions from the Planning Commission. There were no questions for Staff.

Chairperson Bisel opened the Public Hearing and asked if applicant would like to say anything regarding this item. The applicant and it's representatives did not. There was no one present to speak in favor or opposition of the final plat. Chairperson closed the Public Hearing.

Commissioner Phillips motioned that "On the issue of the Final Plat referred to as the Ashcroft Park, Second Amended Plat, I move that the Planning Commission recommend approval as conditioned in this staff report because it does meet criteria outlined in Section 18.24 of the Municipal Code." Commissioner Grigson seconded with unanimous approval.

### C. Public Hearing – Adoption of the 2013 Official Zoning Map

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM 1<sup>st</sup> Reading

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**DESCRIPTION:**

City Staff has completed the annual update of the Official Zoning Map for the City, which will be recorded at the County after Planning Commission and City Council approve it. The map will be presented at the meeting. No properties have been annexed since the adoption of the 2012 Official Zoning Map, however a request for rezoning was approved by the City Council for Ashcroft Park Apartments. That change is shown on

the official zoning maps. The map is traditionally adopted and recorded every year.

---

**RECOMMENDATION:**

Staff recommends adoption of the Official Zoning Map.

Commissioner Phillips moved to recommend approval of the Official Zoning Map. Commissioner Grigson seconded. With all voting in favor thereof.

**D. Selection of a Chair and Vice Chair**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

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**DESCRIPTION:**

According to the Planning Commission Rules of Procedure, the Chairperson and Vice-Chairperson are elected annually at the first meeting in February. However, nothing in the Rules of Procedure prevents the Commission from re-electing the same person. Mr. Bisel has indicated he plans to move within the next few months, so if he is re-elected Chair another selection can be made later in the year.

Mr. Bisel said he would like to remain chairman until he moves from the City. Commissioners Phillips and Grigson were in favor of the same. Chairperson Bisel nominated Vice Chairperson Brothe to remain as the Vice Chair. Unanimous consent.

**AUDIENCE PARTICIPATION:**

(This portion of the Agenda is provided to allow members of the audience to provide comments to the Planning Commission on items that were not considered on the current Agenda.)

There was no audience participation.

**GENERAL DISCUSSION:**

Sheryl Trent presented the staff update which included the announcement of Earl Smith's resignation from the Public Works Director position. Ms. Trent informed the Commission that Community Development will be replacing the code enforcement officer as well as write a procedure manual for the position. The hiring will take place before weed season.

City Council denied Gazelle on the repair shop. Gazelle has already shut down their business. There will be a court date on February 14, 2013, that Ms. Trent will be asking for dismissal of since they are no longer doing business.

Family Dollar has pulled the building permit and they will be under construction soon. It is located at 35<sup>th</sup> Ave & 37<sup>th</sup> St by the Colorado Community Bank building.

The new library is moving forward. Community Development sent out note about joint meeting with City Council on 3/5/13; instead we are looking at doing that same meeting on 3/19/13.

Finally, Vice Chairperson Mark Brothe has a class every Tuesday night until the end of May. Ms. Trent informed the Commission that the new meeting would be on the 2<sup>nd</sup> Wednesday of each month if they decided to change. Commissioner Phillips stated we could see what Commissioners Numoto and Brothe think about changed the time. Bisel said for the next 3 months staying with the same day and time won't be a problem and Mr. Brothe's class will be done by then. Chairperson Bisel wants to leave it as is stands.

Chairperson Bisel asked about the signs at Benitas and indicated they are putting them off site at the Summit View Church. Ms. Trent will do a drive around and address the issue.

Ms. Trent communicated about combining the Planning Commission and Zoning Board of Appeals (ZBA). ZBA hears variances and building code only, while Planning Commission hears everything else. Ms. Trent will check with the city attorney about the legalities of doing so.

Commissioner Phillips inquired if there was conflict between the two boards/commissions being combined. Ms. Trent indicated that would be a question for the attorney.

**ADJOURNMENT:**

Chairperson Bisel adjourned the meeting at 7:50 p.m.

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## CITY COUNCIL COMMUNICATION

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**DATE:** March 12, 2013

**AGENDA ITEM:** 8D.

**SUBJECT:** Public Hearing – Ordinance No. 555-13 - Adoption of the 2013 Official Zoning Map

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

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### DESCRIPTION:

City Staff has completed the annual update of the Official Zoning Map for the City, which will be recorded at the County after Planning Commission and City Council approve it. The map will be presented at the meeting. No properties have been annexed since the adoption of the 2012 Official Zoning Map, however a request for rezoning was approved by the City Council for Ashcroft Park Apartments. That change is shown on the official zoning maps. The map is traditionally adopted and recorded every year.

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### RECOMMENDATION:

Staff recommends adoption of the Official Zoning Map.

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### SUGGESTED MOTIONS:

*"I move to adopt Ordinance No. 555-13, the 2013 Official Zoning Map."*

*"I move to deny Ordinance No. 555-13, the 2013 Official Zoning Map."*

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CITY OF EVANS, COLORADO

ORDINANCE NO. 555-13

AN ORDINANCE ADOPTING THE OFFICIAL ZONING MAP OF THE CITY OF  
EVANS, COLORADO

WHEREAS, the City of Evans has previously adopted a zoning map; and

WHEREAS, the zoning map has from time to time been revised; and

WHEREAS, the Planning & Zoning Commission has recommended that City Council adopt the updated official zoning map.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF  
EVANS, COLORADO:

Section 1. The "Official Zoning Map" dated February 12, 2013, is hereby adopted as the official zoning map of the City of Evans.

Section 2. Nothing herein prevents the future amendment of the zoning map in accordance with the procedures of the Evans Municipal Code. The purpose of this ordinance is to provide an up-to-date zoning map for the assistance of City personnel and others.

Section 3. Publication and Effective Date: This ordinance, after its passage on final reading, shall be numbered, recorded, published, and posted as required by the City Charter and the adoption, posting, and publication shall be authenticated by the signature of the Mayor and the City Clerk, and by the Certificate of Publication. This ordinance shall become effective upon final passage.

PASSED AND APPROVED at a regular meeting of the City Council of the City of Evans on this 5th day of March, 2013.

CITY OF EVANS, COLORADO

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

PASSED, APPROVED AND ADOPTED ON SECOND READING this 19th day of March, 2013.

CITY OF EVANS, COLORADO

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

# City of Evans 2013 Official Zoning Map

Sheet 1 of 3

March 5, 2013

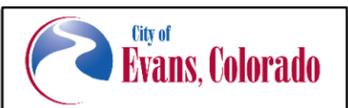
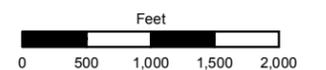
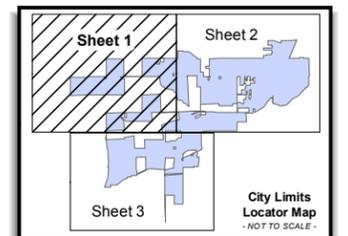
## Official Zoning Map Amendments January 2012 through December 2012

Location	Ordinance	Date
Ashcroft Park Apartments	537-12	4/3/2012

### Zoning Classification

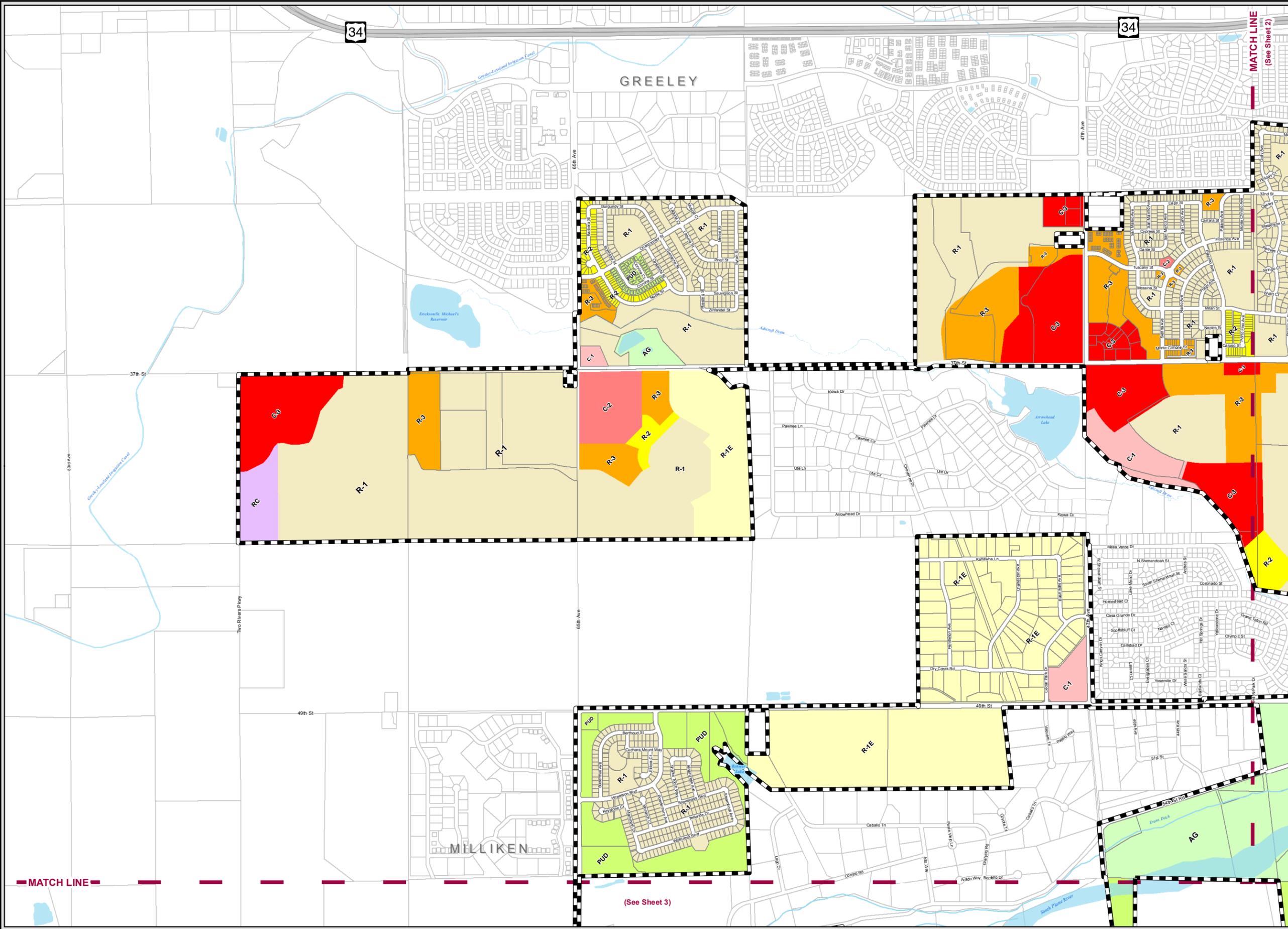
- AG, Agricultural
- C-1, Commercial Low Intensity District
- C-2, Commercial Medium Intensity District
- C-3, Commercial High Intensity District
- I-1, Light Industrial District
- I-2, Medium Industrial District
- I-3, Heavy Industrial District
- PUD, Planned Unit Development
- RC, Residential Commercial District
- R-1E, Single-family Estate Residential District
- R-1, Single-family Residential District
- R-2, Two-family Residential District
- R-3, Multifamily Residential District
- RMFH, Residential Manufactured Housing District
- RMH, Residential Mobile Home District

- Railroads
- Highways
- Evans City Limits
- Parcels/Mobile Home Spaces



DISCLAIMER: This map was designed and intended for City of Evans use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. The City of Evans makes no warranties or guarantees, either expressed or implied, as to the completeness, accuracy or correctness of this map, nor accepts any liability arising from any incorrect, incomplete, or misleading information contained therein. Any reproduction or sale of this map, or portions thereof, is prohibited without the express written authorization by the City of Evans.

DATA SOURCES: City of Evans GIS, Weld County GIS, City of Greeley GIS



**City of Evans**  
**2013 Official Zoning Map**  
 Sheet 2 of 3  
 March 5, 2013

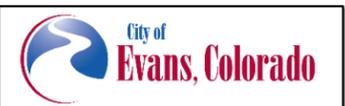
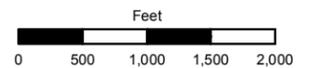
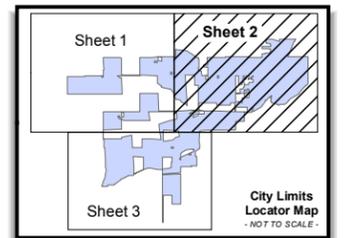
**Official Zoning Map Amendments**  
 January 2012 through December 2012

Location	Ordinance	Date
Ashcroft Park Apartments	537-12	4/3/2012

**Zoning Classification**

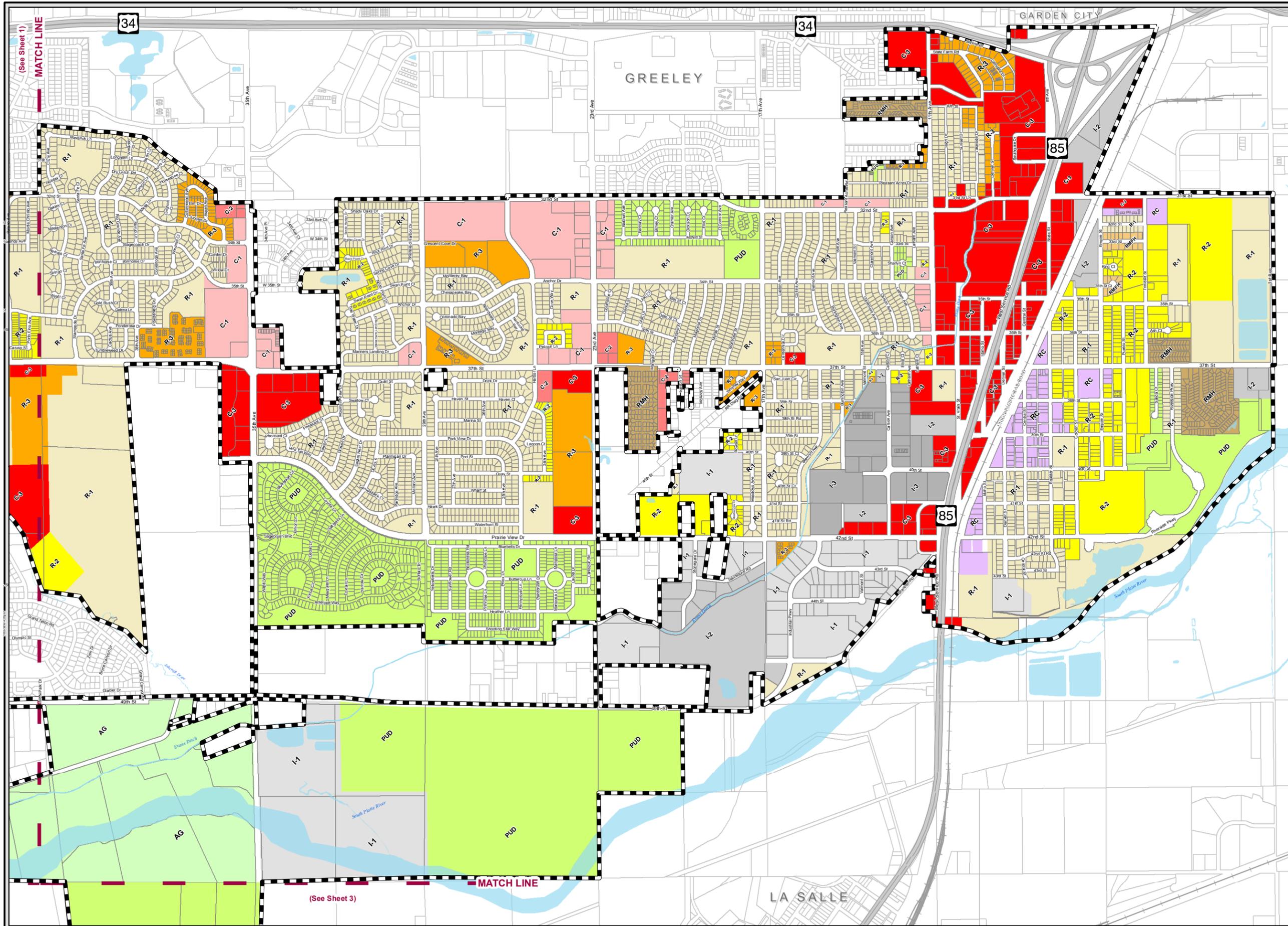
- AG, Agricultural
- C-1, Commercial Low Intensity District
- C-2, Commercial Medium Intensity District
- C-3, Commercial High Intensity District
- I-1, Light Industrial District
- I-2, Medium Industrial District
- I-3, Heavy Industrial District
- PUD, Planned Unit Development
- RC, Residential Commercial District
- R-1E, Single-family Estate Residential District
- R-1, Single-family Residential District
- R-2, Two-family Residential District
- R-3, Multifamily Residential District
- RMFH, Residential Manufactured Housing District
- RMH, Residential Mobile Home District

- Railroads
- Highways
- Evans City Limits
- Parcels/Mobile Home Spaces



DISCLAIMER: This map was designed and intended for City of Evans use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. The City of Evans makes no warranties or guarantees, either expressed or implied, as to the completeness, accuracy or correctness of this map, nor accepts any liability arising from any incorrect, incomplete, or misleading information contained therein. Any reproduction or sale of this map, or portions thereof, is prohibited without the express written authorization by the City of Evans.

DATA SOURCES: City of Evans GIS, Weld County GIS, City of Greeley GIS



**City of Evans**  
**2013 Official Zoning Map**  
 Sheet 3 of 3  
 March 5, 2013

**Official Zoning Map Amendments**  
 January 2012 through December 2012

Location	Ordinance	Date
Ashcroft Park Apartments	537-12	4/3/2012

**Zoning Classification**

- AG, Agricultural
  - C-1, Commercial Low Intensity District
  - C-2, Commercial Medium Intensity District
  - C-3, Commercial High Intensity District
  - I-1, Light Industrial District
  - I-2, Medium Industrial District
  - I-3, Heavy Industrial District
  - PUD, Planned Unit Development
  - RC, Residential Commercial District
  - R-1E, Single-family Estate Residential District
  - R-1, Single-family Residential District
  - R-2, Two-family Residential District
  - R-3, Multifamily Residential District
  - RMFH, Residential Manufactured Housing District
  - RMH, Residential Mobile Home District
- Railroads      Highways  
 Evans City Limits      Parcels/Mobile Home Spaces

THIS IS TO CERTIFY THAT THIS IS THE OFFICIAL ZONING MAP REFERRED TO IN SECTION 19.10.020 OF TITLE 19 OF THE EVANS MUNICIPAL CODE.

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ BY THE EVANS PLANNING AND ZONING COMMISSION, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO.

CHAIRPERSON \_\_\_\_\_

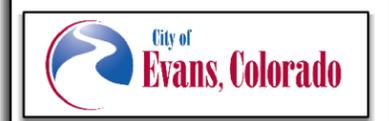
COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR \_\_\_\_\_

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ BY THE EVANS CITY COUNCIL, CITY OF EVANS, COUNTY OF WELD, STATE OF COLORADO.

MAYOR \_\_\_\_\_

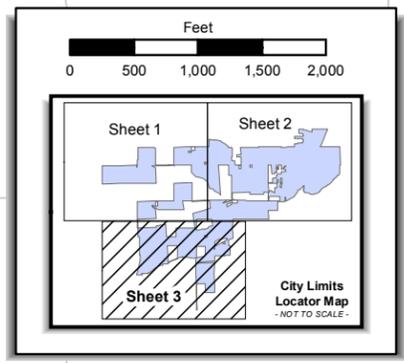
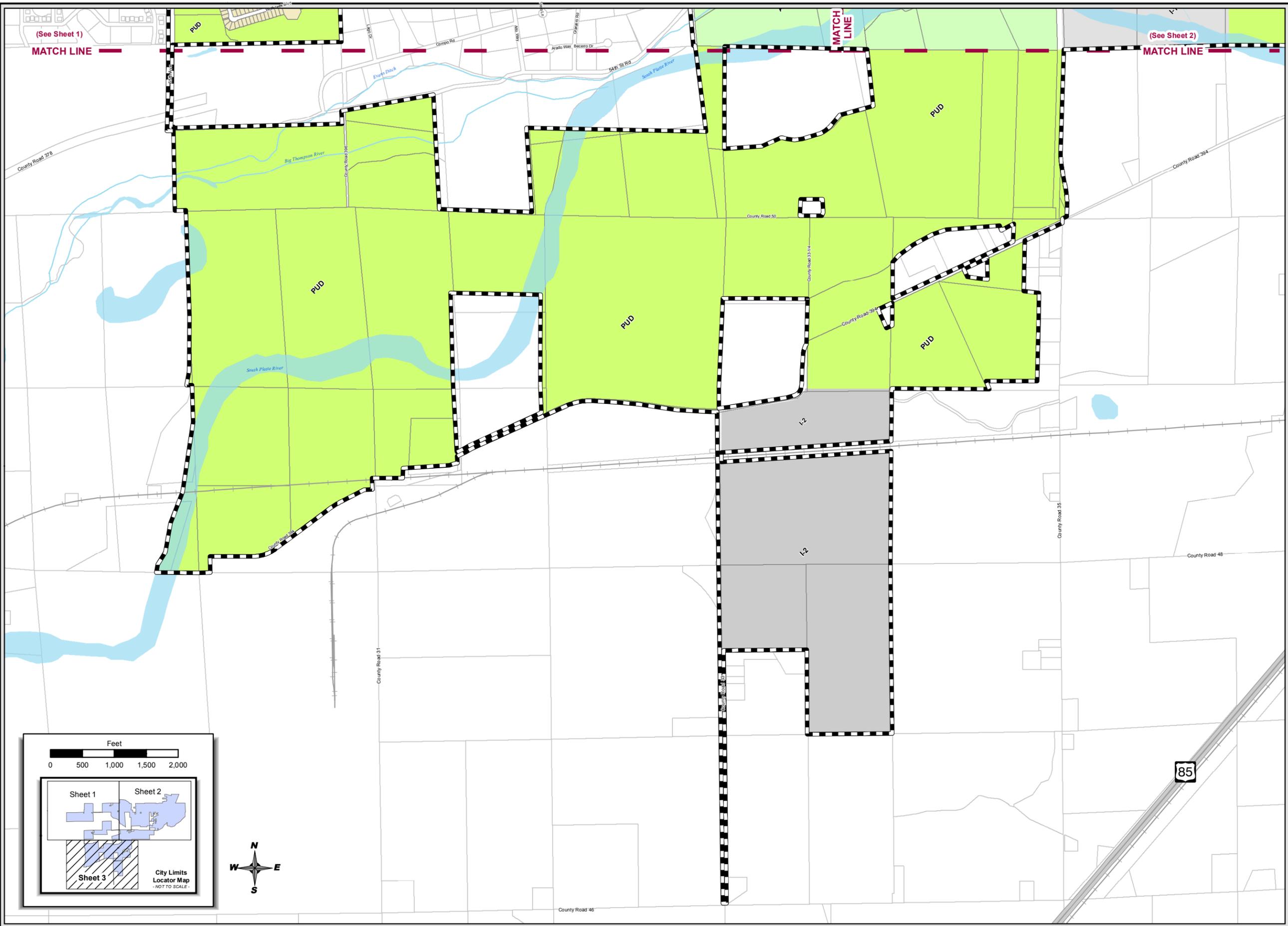
ATTEST \_\_\_\_\_

CITY CLERK \_\_\_\_\_



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DATA SOURCES: City of Evans GIS, Weld County GIS, City of Greeley GIS





City of  
**Evans, Colorado**

**MINUTES**  
**EVANS PLANNING COMMISSION**  
Regular Meeting  
February 12, 2013 – 7:00 p.m.

**CALL TO ORDER**

Chairperson Bisel called the meeting to order at 7:00 p.m.

**ROLL CALL**

Present: Chairperson Bisel, Commissioner Grigson, Commissioner Phillips

Absent: Vice Chairperson Brothe, Commissioner Numoto

**APPROVAL OF MINUTES**

Commissioner Phillips motioned, seconded by Commissioner Grigson to approve the January 8, 2013, Minutes as presented. Motion passed with all voting in favor thereof.

**APPROVAL OF AGENDA**

The Agenda was approved unanimously with no changes.

**AGENDA ITEMS**

- A. Public Hearing – Right-of-Way and Easement Vacations in connection with the Ashcroft Park, Second Amended Plat**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM

BACKGROUND INFORMATION		
<b>Location:</b>		Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)
<b>Applicants:</b>		The Village at Ashcroft, LLC, Owner
<b>Existing Land Use:</b>		Vacant land (platted as single family)
<b>Proposed Land Use:</b>		Multifamily unit Apartment homes
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>		R-3 Multifamily Residential District
<b>Proposed Zoning:</b>		No change
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>		Urban Residential

**PROJECT DESCRIPTION:** The City has received an application from Landmark Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

In order for the proposed Ashcroft Park, Second Amended Plat to be processed, City owned rights-of-way and easements need to be vacated first. The existing public streets will become private streets to be maintained by the land owner.

**RECOMMENDATION:** Staff recommends approval of the vacation with conditions to the City Council for the subject rights-of-way and easements.

## **ANALYSIS:**

### **1. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

#### *Right-of-Way*

The City of Evans owns and maintains the rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive. These rights-of-way were dedicated to the City when the area was platted as Ashcroft Park in 2002 (Final Plat of Ashcroft Park, recorded November 27, 2002, Reception No. 3009613). This plat was amended in 2003 (Ashcroft Park, Amended Plat, recorded May 28, 2003, Reception No. 3066525).

After vacation of the right-of-way, new public and emergency access easements will be dedicated over the new private streets on the new subdivision plat. These easements will allow emergency response teams to access the site should the need arise.

Right-of-way vacations must follow state statutes. Title to the land vacated will be vested in the owner of adjacent property, in this case The Village at Ashcroft, LLC.

#### *Easements*

Additionally, there are easements owned by the City of Evans that have been dedicated each time the property has been replatted. Easements will be vacated and appropriate easements will be rededicated if the proposed Ashcroft Park, Second Amended Plat is approved and recorded.

All utility easements that abut the existing right-of-way will be vacated. Also, the existing drainage and irrigation lateral easement over Outlot G will be vacated. New utility easements and public access easements will be dedicated where appropriate and as shown on the proposed plat (accompanied case).

An exhibit outlining the proposed right-of-way and easements to be vacated is provided in this packet.

Appropriate City Staff and consultants have reviewed the proposed Final Plat and the documents associated with the easement and right-of-way vacations. The landowner has provided the necessary notices.

## **2. Applicable Colorado Revised Statutes:**

### 43-2-302. Vesting of title upon vacation

(1) Subject to the requirements set forth in sections 43-1-210 (5) and 43-2-106 governing the disposition of certain property by the department of transportation, whenever any roadway has been designated on the plat of any tract of land or has been conveyed to or acquired by a county or incorporated town or city or by the state or by any of its political subdivisions for use as a roadway, and thereafter is vacated, title to the lands included within such roadway or so much thereof as may be vacated shall vest, subject to the same encumbrances, liens, limitations, restrictions, and estates as the land to which it accrues, as follows:

(a) In the event that a roadway which constitutes the exterior boundary of a subdivision or other tract of land is vacated, title to said roadway shall vest in the owners of the land abutting the vacated roadway to the same extent that the land included within the roadway, at the time the roadway was acquired for public use, was a part of the subdivided land or was a part of the adjacent land. **N/A**

(b) In the event that less than the entire width of a roadway is vacated, title to the vacated portion shall vest in the owners of the land abutting such vacated portion. **N/A**

(c) In the event that a roadway bounded by straight lines is vacated, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking to the center of the roadway, except as provided in paragraphs (a) and (b) of this subsection (1). In the event that the boundary lines of abutting lands do not intersect said roadway at a right angle, the land included within such roadway shall vest as provided in paragraph (d) of this subsection (1). **N/A**

(d) In all instances not specifically provided for, title to the vacated roadway shall vest in the owners of the abutting land, each abutting owner taking that portion of the vacated roadway to which his land, or any part thereof, is nearest in proximity. **Upon vacation, the title of the land will vest to The Village at Ashcroft, LLC.**

### 43-2-303. Methods of vacation

(1) All right, title, or interest of a county, of an incorporated town or city, or of the state or of any of its political subdivisions in and to any roadway shall be divested upon vacation of such roadway by any of the following methods:

(a) The city council or other similar authority of a city or town by ordinance may vacate any roadway or part thereof located within the corporate limits of said city or town, subject to the provisions of the charter of such municipal corporation and the constitution and statutes of the state of Colorado. **Should the City council approve the vacation of the rights-of-way, it will do so by way by ordinance.**

(2) (a) No platted or deeded roadway or part thereof or unplatted or undefined

roadway which exists by right of usage shall be vacated so as to leave any land adjoining said roadway without an established public road or private-access easement connecting said land with another established public road. **The parcel will have access to 34<sup>th</sup> Street.**

(b) If any roadway has been established as a county road at any time, such roadway shall not be vacated by any method other than a resolution approved by the board of county commissioners of the county. No later than ten days prior to any county commissioner meeting at which a resolution to vacate a county roadway is to be presented, the county commissioners shall mail a notice by first-class mail to the last-known address of each landowner who owns one acre or more of land adjacent to the roadway. Such notice shall indicate the time and place of the county commissioner meeting and shall indicate that a resolution to vacate the county roadway will be presented at the meeting. **N/A**

(c) If any roadway has been established as a municipal street at any time, such street shall not be vacated by any method other than an ordinance approved by the governing body of the municipality. **The vacation will be enacted by ordinance.**

(d) If any roadway has been established as a state highway, such roadway shall not be vacated or abandoned by any method other than a resolution approved by the transportation commission pursuant to section 43-1-106 (11). **N/A**

(e) Paragraphs (b), (c), and (d) of this subsection (2) shall not apply to any roadway that has been established but has not been used as a roadway after such establishment.

(f) If any roadway is vacated or abandoned, the documents vacating or abandoning such roadway shall be recorded pursuant to the requirements of section 43-1-202.7.

### **3. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. After vacation, new easements will be put in place accordingly providing emergency access and utility easements.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

### **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the request for vacation of the requested right-of-way and easement vacations, the following findings of fact and conclusions have been determined:

All applicable review criteria and state statutes can be appropriately and sufficiently met with the conditions as listed below.

**STAFF RECOMMENDATION:**

We recommend that the Planning Commission recommend approval with conditions to the City Council of the requested vacations. Currently staff would recommend the conditions as listed herein:

- 1) Approval of the right-of-way and easement vacations is contingent on the approval of the Ashcroft Park, Second Amended Plat and the dedications of new utility, drainage, irrigation lateral, and public and emergency access easements as shown on said plat.

Sheryl Trent, Community Development Director, presented the staff report and recommended approval of the right-of-way and easement vacations. There were no questions from the Commission of staff.

Chairperson Bisel opened the Public Hearing and asked for presentation from the applicant. Eric Larsen with Lamar Construction appeared on behalf of Scott Ehrlich. Mr. Larsen stated that vacating the easement and right-of-way will take back a lot of streets and infrastructure from the City, which would be good for Evans since the costs will fall back on the developer. He also added that it would be one less thing for the City to worry about. The developer will be adding nice aesthetic features to the area, along with adding trail connectivity. The park will remain as the detention and the developer will continue to fully support the storm water plan the City has in place.

Chairperson Bisel asked if there was anyone in the audience wanting to speak in favor of the right-of-way and easement vacations. There were none showing.

Chairperson Bisel inquired if there was anyone in opposition. No one came forth.

Commissioner Phillips asked if City Council needed to approve this item. Ms. Trent stated Planning Commission will need to make the recommendation and then it will be sent to City Council on March 5, 2013.

Chairperson Bisel indicated he didn't see a problem with recommending approval since it meets all the applicable state statutes.

Chairperson Bisel then asked for a motion to approve or disapprove. Commissioner Phillips motioned that "On the issue of the vacation of rights-of-way for Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive and associated utility, public and emergency access easements, and drainage and irrigation lateral easements over Outlot G, Ashcroft Park, Amended Plat I move that the Planning Commission recommend approval as conditioned in this staff report because it does meet applicable state statutes." Commissioner Grigson seconded with all voting in favor thereof.

**B. Public Hearing – Adoption of Resolution No. xx-2013 - Final Plat – Ashcroft Park, Second Amended Plat**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**PREPARED BY:** Baseline Corporation, Vincent Harris/Ethan Watel

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM

BACKGROUND INFORMATION		
<b>Location:</b>	Ashcroft Park (north of 34 <sup>th</sup> Street & 32 <sup>nd</sup> Street, generally west of 35 <sup>th</sup> Avenue)	
<b>Applicants:</b>	The Village at Ashcroft, LLC, Owner	
<b>Existing Land Use:</b>	Vacant land (platted as single family)	
<b>Proposed Land Use:</b>	Multifamily unit Apartment homes	
<b>Surrounding Land Use:</b>	<b>North</b>	Communications towers, vacant land (Greeley)
	<b>South</b>	Single family homes, vacant land
	<b>East</b>	Communications towers, commercial
	<b>West</b>	Single family homes (Ashcroft Heights)
<b>Existing Zoning:</b>	R-3 Multifamily Residential District	
<b>Proposed Zoning:</b>	No change	
<b>Surrounding Zoning:</b>	<b>North</b>	City of Greeley (C-H & C-L)
	<b>South</b>	R-1
	<b>East</b>	C-2 & C-1
	<b>West</b>	R-1
<b>Future Land Use Designation:</b>	Urban Residential	

**PROJECT DESCRIPTION:** The City has received an application from Landmark

Homes as the representative of The Village at Ashcroft, LLC for review and approval of a Final Plat. The name of the subdivision is Ashcroft Park, Second Amended Plat. The intention of the Final Plat is to remove the existing single family lots and outlots and replat the site into one large lot and two outlots. The owner intends to develop the site as multifamily apartments.

All streets will be private streets. Prior to approval of the Final Plat, the existing rights-of-way must be vacated, certain City owned easements must be vacated, and Outlot G, Ashcroft Park, Amended Plat must be deeded by the City to the applicant.

The applicant has also submitted an application for a Site Development Plan for this site. After a decision on the final plat, staff will administratively review the Site Development Plan and issue an approval or denial.

**RECOMMENDATION:** Staff recommend approval with conditions to the City Council of the Final Plat referred to as Ashcroft Park, Second Amended Plat.

#### **ANALYSIS:**

##### **4. Background:**

The site currently consists of 56 lots and six outlots owned by The Village at Ashcroft, LLC. An additional outlot (Outlot G) and public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive) are owned by the City of Evans. Outlot G was dedicated to the City for drainage purposes on the Ashcroft Park, Amended Plat (2003).

The City of Evans also owns easements within the area to be replatted. Prior to the approval of the Final Plat, the city owned easements and rights-of-way must be vacated. A separate resolution will be considered by Planning Commission and City Council to approve or deny the request to vacate the easements and rights-of-way.

Also, prior to approval of the Final Plat, the City of Evans will need to deed Outlot G to The Village at Ashcroft, LLC. The size and shape of the existing outlot are not compatible with the new site plan for the site. A new Outlot A will be dedicated to the City of Evans on the proposed plat. Per Section 18.040.080 and 18.12.060 of the Evans Municipal Code the acceptance of the dedicated land will be undertaken by a separate action of the Council.

The area has been platted and replatted several times since the first plat of the area.

##### *Plat History*

1. Proposed Ashcroft Park, Second Amended Plat, being a replat of a portion of:
2. Ashcroft Park, Amended Plat (recorded 2003), being an amendment to:
3. Ashcroft Park (recorded 2002), being a replat of a portion of :
4. Ashcroft Heights – Second Filing (recorded 1999) and
5. Ashcroft Heights – First Filing (recorded 1999).

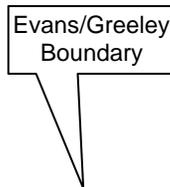
The proposed configuration of the new Final Plat consists of Lot 1 (approximately 11.43 acres), Outlot A (approx. 0.93 acres), and Outlot B (approx. 0.31 acres). Total acreage is approx. 12.67 acres. As stated above, Outlot A will be dedicated to Evans for drainage purposes. Outlot B will be retained by the owner for use as a private park for residents of the proposed apartments.

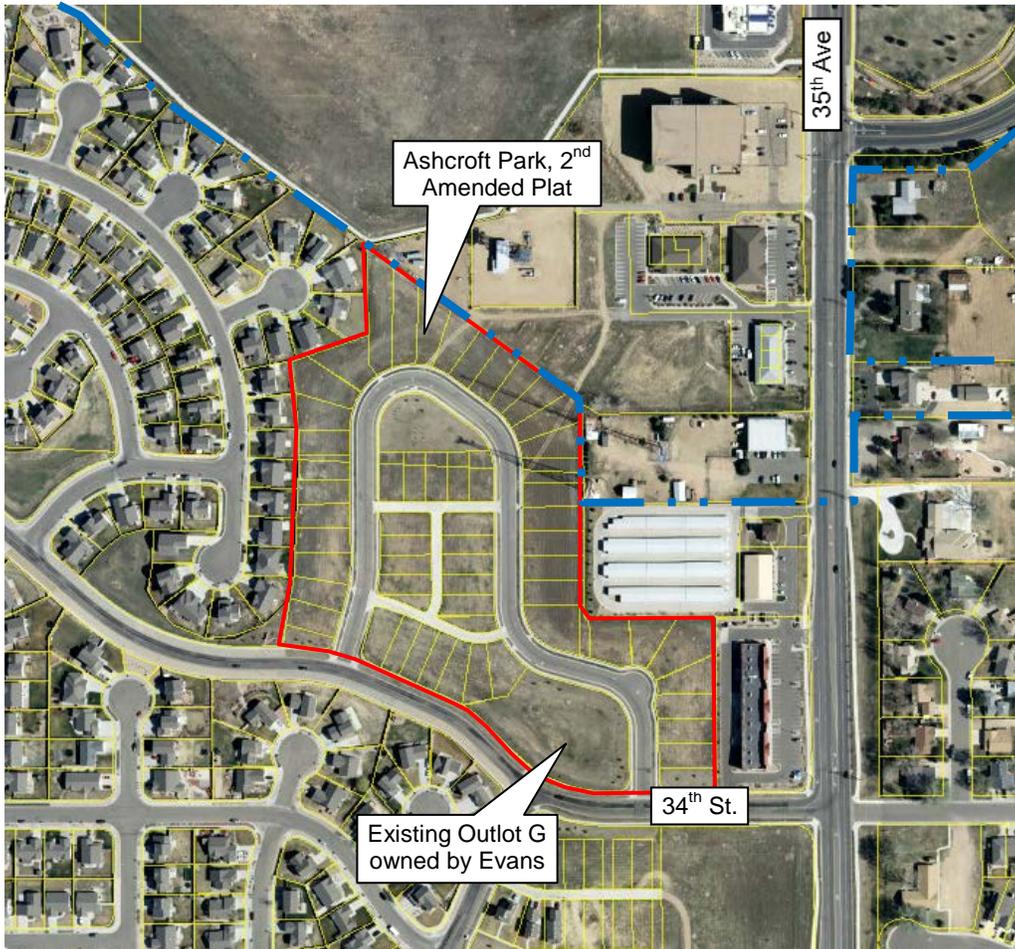
All streets within the development will be private streets. Public and Emergency Access Easements will be dedicated over the planned streets and the proposed parking lot areas. Utility Easements are also dedicated, where appropriate.

An 8-foot wide public access easement is dedicated along the proposed trail connection along the western side of the property. This easement is over a sidewalk/trail that will connect to trails beyond the northern limit of the property.

Many existing easements will remain including irrigation lateral easements, utility easements, and drainage easements which were dedicated in previous plats. The existing drainage and lateral easement over Outlot G will be vacated by City Council and rededicated in a new arrangement.

A detailed Vacation Exhibit has been provided by the applicant and is included in this packet.





The site was rezoned in March of 2012. The property was zoned from the R-1 Single Family Residential District into the R-3 Multifamily Residential District. The City Council held a public hearing on the matter at its March 20, 2012 meeting and passed Ordinance No. 537-12 amending the zoning of the property.

Appropriate City Staff and consultants have reviewed the proposed Final Plat. The landowner has provided all necessary notices.

**5. Section 18.24 of the Evans Municipal Code:**

Below are the review procedures for Final Plats per Section 18.24.180.

Chapter 18.24  
Final Plat

18.24.180 Review procedures--Planning Commission determination--Notice.

A. The Planning Commission shall review the final plat at a regularly scheduled public meeting. The Planning Commission may require or recommend changes or modifications to the final plat in the public interest. If the final plat, and all supplementary

data and any requested changes and modifications, comply with the applicable requirements of these regulations, the Planning Commission shall endorse on the plat in the space provided.

If the final plat is approved by the Planning Commission and city council the plat will be signed by the chair of the Planning Commission in the space provided.

B. Within thirty days after review of the final plat, at a public meeting, the Planning Commission shall send written notification of its review to the council. Required and recommended modifications to the final plat, if any, shall be noted on three prints of the plat: One copy to be transmitted to the council, one copy to be retained in the Planning Commission files, and one copy to be transmitted to the subdivider.

C. The only basis for rejection of a final plat shall be its nonconformance to adopted rules, regulations and ordinances currently in force and affecting the land and its development in the city, its lack of conformance with the approved preliminary plan, and changes required in the public interest. (Ord. 673-87, 1987)

Staff finds that the proposed Final Plat conforms will all applicable adopted rules regulations, and ordinances.

## **6. Issues:**

Staff has worked with the applicant to ensure all issues have been handled accordingly. A note has been placed on the cover denoting that Outlot B is for park uses only. All existing and proposed utility, public access, and emergency access, and drainage easements have been delineated on the plat.

The plat denotes a public access easement along the sidewalk adjacent to western road (currently Cottonwood Avenue). This easement will allow the public to connect to the existing trail network to the north of the site.

The applicant has provided all submittals in the required format and worked with staff on necessary resubmittals.

Notice of this public hearing was provided in accordance with the Municipal Code.

## **FINDINGS OF FACT AND CONCLUSIONS**

After reviewing the Final Plat referred to as Ashcroft Park, Second Amended Plat the following findings of fact and conclusions have been determined:

The review criteria in Section 18.24 of the Evans Municipal Code can be appropriately and sufficiently met with the conditions as listed below.

## **STAFF RECOMMENDATION:**

We recommend that the Planning Commission recommend approval with conditions to the City Council of the Ashcroft Park, Second Amended Plat. Currently staff would recommend the conditions as listed herein:

- 2) The approval of the Final Plat shall be contingent on the approval of the vacation by the City of Evans of public rights-of-way (Cottonwood Avenue, Aspen Avenue, Juniper Drive, Evergreen Way, and Elm Drive).
- 3) The approval of the Final Plat shall be contingent on the approval of the vacation of any affected easements owned by the City of Evans within the boundaries of the proposed plat, namely utility easements and the drainage and irrigation lateral easement over Outlot G, Ashcroft Park, Amended Plat.
- 4) The approval of the Final Plat shall be contingent on the transfer of ownership of Outlot G, Ashcroft Park, Amended Plat to The Village at Ashcroft, LLC.
- 5) The approval of the Final Plat shall be contingent on the payment of all necessary fees associated with development of the property.
- 6) Prior to recording the plat at the Weld County Clerk and Recorder's Office a copy of the plat shall be approved by staff. Once approved by staff, one mylar copy of the plat shall be provided with the proper signatures.

Ms. Trent provided the staff report and recommendation and asked if there were any questions from the Planning Commission. There were no questions for Staff.

Chairperson Bisel opened the Public Hearing and asked if applicant would like to say anything regarding this item. The applicant and it's representatives did not. There was no one present to speak in favor or opposition of the final plat. Chairperson closed the Public Hearing.

Commissioner Phillips motioned that "On the issue of the Final Plat referred to as the Ashcroft Park, Second Amended Plat, I move that the Planning Commission recommend approval as conditioned in this staff report because it does meet criteria outlined in Section 18.24 of the Municipal Code." Commissioner Grigson seconded with unanimous approval.

### C. Public Hearing – Adoption of the 2013 Official Zoning Map

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

**ACTION:** Recommendation to City Council

**CITY COUNCIL DATE:** Tuesday, March 5, 2013 at 7:30 PM 1<sup>st</sup> Reading

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**DESCRIPTION:**

City Staff has completed the annual update of the Official Zoning Map for the City, which will be recorded at the County after Planning Commission and City Council approve it. The map will be presented at the meeting. No properties have been annexed since the adoption of the 2012 Official Zoning Map, however a request for rezoning was approved by the City Council for Ashcroft Park Apartments. That change is shown on

the official zoning maps. The map is traditionally adopted and recorded every year.

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**RECOMMENDATION:**

Staff recommends adoption of the Official Zoning Map.

Commissioner Phillips moved to recommend approval of the Official Zoning Map. Commissioner Grigson seconded. With all voting in favor thereof.

**D. Selection of a Chair and Vice Chair**

**PRESENTED BY:** Sheryl Trent, Community and Economic Dev. Director

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**DESCRIPTION:**

According to the Planning Commission Rules of Procedure, the Chairperson and Vice-Chairperson are elected annually at the first meeting in February. However, nothing in the Rules of Procedure prevents the Commission from re-electing the same person. Mr. Bisel has indicated he plans to move within the next few months, so if he is re-elected Chair another selection can be made later in the year.

Mr. Bisel said he would like to remain chairman until he moves from the City. Commissioners Phillips and Grigson were in favor of the same. Chairperson Bisel nominated Vice Chairperson Brothe to remain as the Vice Chair. Unanimous consent.

**AUDIENCE PARTICIPATION:**

(This portion of the Agenda is provided to allow members of the audience to provide comments to the Planning Commission on items that were not considered on the current Agenda.)

There was no audience participation.

**GENERAL DISCUSSION:**

Sheryl Trent presented the staff update which included the announcement of Earl Smith's resignation from the Public Works Director position. Ms. Trent informed the Commission that Community Development will be replacing the code enforcement officer as well as write a procedure manual for the position. The hiring will take place before weed season.

City Council denied Gazelle on the repair shop. Gazelle has already shut down their business. There will be a court date on February 14, 2013, that Ms. Trent will be asking for dismissal of since they are no longer doing business.

Family Dollar has pulled the building permit and they will be under construction soon. It is located at 35<sup>th</sup> Ave & 37<sup>th</sup> St by the Colorado Community Bank building.

The new library is moving forward. Community Development sent out note about joint meeting with City Council on 3/5/13; instead we are looking at doing that same meeting on 3/19/13.

Finally, Vice Chairperson Mark Brothe has a class every Tuesday night until the end of May. Ms. Trent informed the Commission that the new meeting would be on the 2<sup>nd</sup> Wednesday of each month if they decided to change. Commissioner Phillips stated we could see what Commissioners Numoto and Brothe think about changed the time. Bisel said for the next 3 months staying with the same day and time won't be a problem and Mr. Brothe's class will be done by then. Chairperson Bisel wants to leave it as is stands.

Chairperson Bisel asked about the signs at Benitas and indicated they are putting them off site at the Summit View Church. Ms. Trent will do a drive around and address the issue.

Ms. Trent communicated about combining the Planning Commission and Zoning Board of Appeals (ZBA). ZBA hears variances and building code only, while Planning Commission hears everything else. Ms. Trent will check with the city attorney about the legalities of doing so.

Commissioner Phillips inquired if there was conflict between the two boards/commissions being combined. Ms. Trent indicated that would be a question for the attorney.

**ADJOURNMENT:**

Chairperson Bisel adjourned the meeting at 7:50 p.m.

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## COUNCIL COMMUNICATION

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**DATE:** March 5, 2013

**AGENDA ITEM:** 8E.

**SUBJECT:** Award of Professional Services for the Digital Orthophoto Imagery and Planimetric Data Project

**PRESENTED BY:** Cameron Parrott, P.E., City Engineer

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**AGENDA ITEM DESCRIPTION:**

The City's 2013 General Fund budget includes funding in the Asset Management Plan to obtain a new aerial photo. This new high resolution aerial photo will include many other features such as topography with 1' contour intervals. The consultant will also be providing the City with planimetric features such as: building footprints, edges of roadways, sidewalks, driveways, light poles, and water surfaces.

Staff sent the request for proposals to a number of firms and advertised the request in the Greeley Tribune on January 8, 2013. On January 25<sup>th</sup>, 2013 the City received proposals from 12 firms. The proposal scoring was done by a team of 5 members. Proposals were scored based on several factors. Each of these factors was scored on a scale of 1-5, with 1 being poor and 5 being excellent. This group scored the proposals based on the following 5 weighted factors (weighting in parenthesis): Scope (2), Availability (2), Motivation (1), Firm Capability (2), and Cost & Work Hours (3).

The firms that submitted proposals and their overall rankings were:

<u>Consultant</u>	<u>Rank</u>
Merrick & Company	1
Premier Geo	2
Mapcon Mapping	3
Fugro	4 (tie)
Sanborn	4 (tie)
Photo Science	6
BHI	7
Aerometric	8
Kucera	9
Towill	10
Aerocon	11
Aerial Data Services	12

After the proposal scoring process was completed, it was decided that an interview session would be beneficial to help determine a recommended service provider. The top 2 firms from the proposal scoring process were selected for interviews. The interviews were conducted on February 12, 2013. The interviews were scored using the same criteria and weighting factors as the proposals.

The firms that were interviewed and their final rankings were:

<u>Consultant</u>	<u>Rank</u>
Merrick & Company	1
Premier Geo	2

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**FINANCIAL SUMMARY:**

This project is included in the current General Fund Asset Management Plan budget. The total available budget is \$85,000.

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**RECOMMENDATION:**

Based upon the proposal and interview scoring groups' reviews, staff is recommending that City Council award the professional services agreement for the Digital Orthophoto Imagery and Planimetric Data Project to Merrick & Company in an amount not to exceed \$85,000.

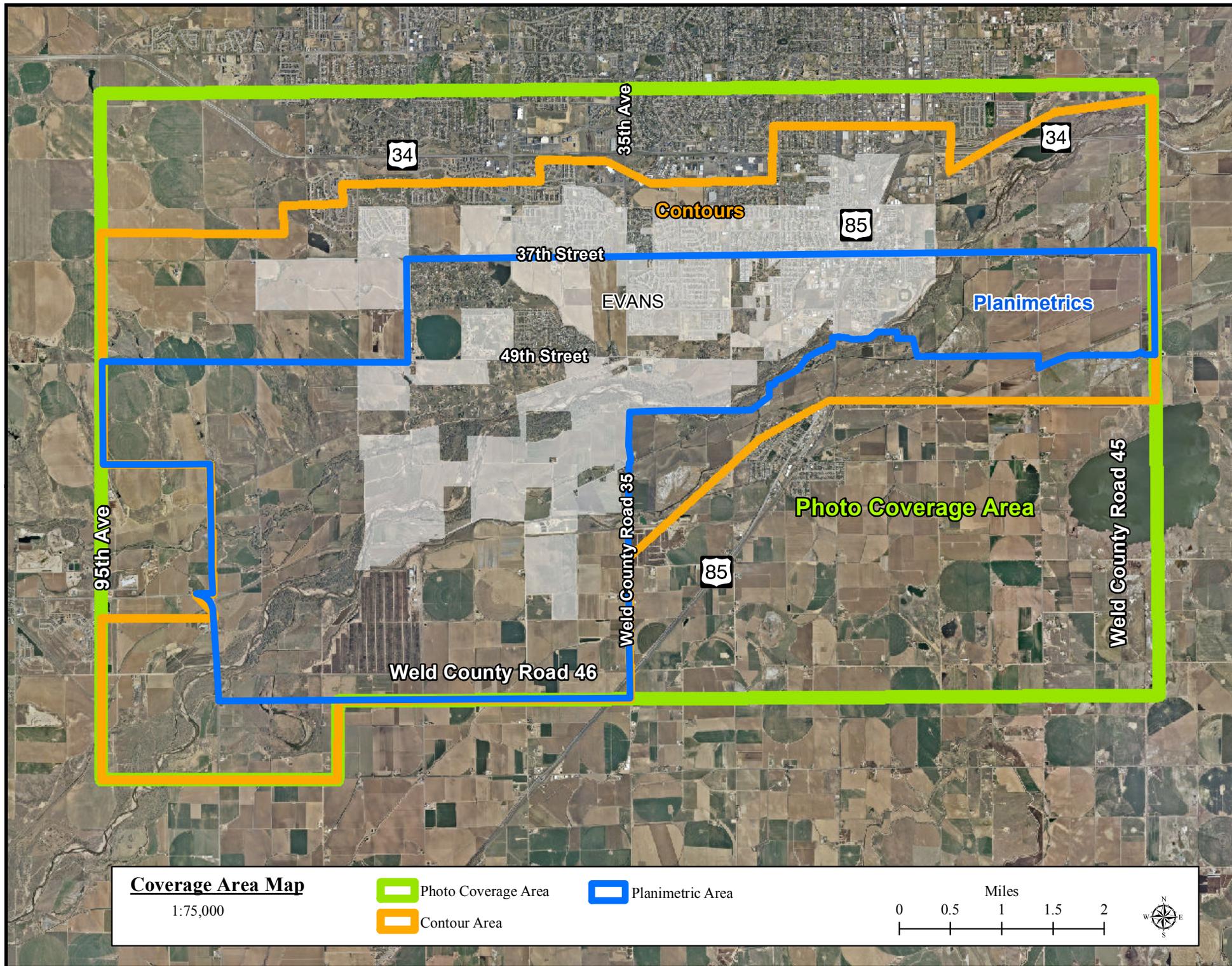
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**SUGGESTED MOTIONS:**

*"I move to award a contract for professional services for the Digital Orthophoto Imagery and Planimetric Data Project to Merrick & Company in an amount not to exceed \$85,000."*

*"I move to deny award of the Digital Orthophoto Imagery and Planimetric Data Project."*

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## COUNCIL COMMUNICATION

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**DATE:** March 5, 2013  
**AGENDA NO:** 11.A  
**SUBJECT:** Adjournment to Executive Session

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**AGENDA ITEM DESCRIPTION:**

Pursuant to Sections 24-6-402(4)(b), 24-6-402(4)(e), and 24-6-402(4)(f), C.R.S. City Council will adjourn into an Executive Session for the discussion of personnel matters, and for discussion with the City Attorney for specific legal matters subject to negotiations.

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**FINANCIAL SUMMARY:**

N/A

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**RECOMMENDATION:**

N/A

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**SUGGESTED MOTIONS:**

*“Pursuant to CRS 24-6-402(4), I move to go into Executive Session for the discussion of personnel matters and for discussion with the City Attorney for specific legal matters subject to negotiations.”*

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CITY OF EVANS, COLORADO

RESOLUTION NO. 79-2001

PROCEDURES FOR EXECUTIVE SESSIONS

WHEREAS, HB 01-1359 made several amendments to Part 4 of Article 6 of Title 24, Colorado Revised Statutes, the Colorado Open Meetings Law that affect executive session procedures; and

WHEREAS, it has been recommended that the City Council adopt procedures that comply with the current Colorado Open Meeting's Law; and

NOW THEREFORE, the following procedures are adopted by the City Council for the City of Evans, Colorado:

**EXECUTIVE SESSION PROCEDURES**

- A. **Limited Purposes.** The adoption of any proposed policy, position, resolution, or formal action shall not occur at any executive session.
  
- B. **Pre-Session Procedures:** Executive sessions may occur upon an affirmative vote of two-thirds of the quorum present, during a regular or special meeting of the City Council. Prior to the time the City Council convenes in executive session, the Mayor shall announce the topic of discussion in the executive session and identify the particular matter to be discussed in as much detail as possible without compromising the purpose for which the executive session is authorized, including the specific statutory citation as enumerated below.
  - 1. Purchase, acquisition, lease, transfer or sale of any real, personal, or other property interest – 24-6-402(4)(a), C.R.S.
  - 2. Conferences with an attorney for the City Council for the purposes of receiving legal advice on specific legal questions – 24-6-402(4)(b), C.R.S.
  - 3. Matters required to be kept confidential by federal or state law or rules and regulations – 24-6-402(4)(c), C.R.S.
  - 4. Specialized details of security arrangements or investigations - 24-6-402(4)(d), C.R.S.
  - 5. Determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators - 24-6-402(4)(e), C.R.S.

6. Discussion of an individual personnel matter - 24-6-402(4)(f), C.R.S. and not involving: a) any specific employees who have requested discussion of the matter in open session; b) any member of the City Council (or body); c) the appointment of any person to fill an office of the City Council (or body); d) or personnel policies that do not require discussion of matters personal to particular employees.
7. Consideration of any documents protected by the mandatory non-disclosure provision of the Colorado Open Records Act, C.R.S., Section 24-72-201, et seq. – 24-6-402(4)(g), C.R.S.

**C. Recordation Requirements.**

Discussions that occur in an executive session shall be electronically recorded except for attorney-client privileged communication.

The executive session record shall reflect the specific citation to the provision in Subsection (4) of C.R.S. 24-6-402 that authorizes the City Council to meet in executive session, as well as the actual contents of the discussion during the executive session.

The electronic recording of the executive session shall be retained for ninety (90) days after the date of the executive session.

For unrecorded attorney-client privileged communications, the attorney who is representing the City Council must state on the record that, as to the unrecorded portions of the executive session, no record was kept because, in his or her opinion, such discussion constituted attorney-client privileged communications.

**D. Executive Session Motion Format.**

I MOVE TO GO INTO EXECUTIVE SESSION:

\_\_\_\_\_ For a conference with the City Attorney for the purpose of receiving legal advice on specific legal questions under C.R.S. Section 24-6-402(4)(b).

\_\_\_\_\_ For the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e).

\_\_\_\_\_ To discuss the purchase, acquisition, lease, transfer, or sale of real, personal, or other property interest under C.R.S. Section 24-6-402(4)(a).

\_\_\_\_\_ For discussion of a personnel matter under - 24-6-402(4)(f), C.R.S. [and not involving: a) any specific employees who have requested discussion of the matter in open session; b) any member of the City Council (or body); c) the appointment of any person to fill an office of the City Council (or body); d) or

d) personnel policies that do not require discussion of matters personal to particular employees].

\_\_\_\_ For discussion of a matter required to be kept confidential by the following federal or state law, rule or regulation: \_\_\_\_\_ under C.R.S. Section 24-6-402(4)(c).

\_\_\_\_ For discussion of specialized details of security arrangements or investigations under C.R.S. Section 24-6-402(4)(d).

\_\_\_\_ For consideration of documents protected by the mandatory nondisclosure provisions of the Open Records Act under C.R.S. Section 24-6-402(4)(g).

\_\_\_\_ Other (specify): \_\_\_\_\_

AND THE FOLLOWING ADDITIONAL DETAILS ARE PROVIDED FOR IDENTIFICATION PURPOSES (Mayor (or other Presiding Officer) may ask the City Attorney to provide the details): \_\_\_\_\_.

**Note.** The 2001 amendments establish a procedure through which a judge may privately review the executive session record to see whether the body's discussions strayed substantially off topic or whether the body took prohibited formal actions in its executive session. **However, the executive session record is not available directly to the public for its review and is not subject to discovery in any administrative or judicial proceeding 24-6-402(2)(D.5)(II)(D), CRS.**

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EVANS, COLORADO that the Executive Session Procedures set forth are hereby adopted.

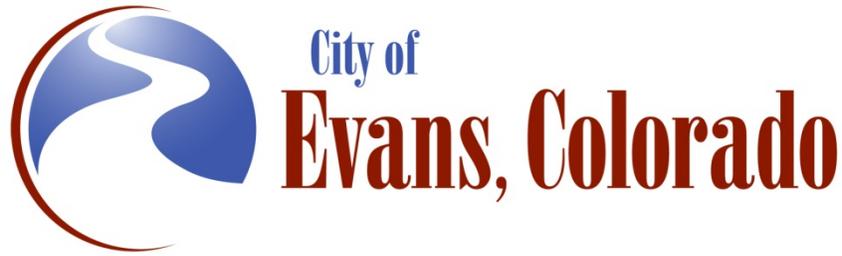
PASSED AND APPROVED at a regular meeting of the City Council of the City of Evans on this 20<sup>th</sup> day of November, 2001.

CITY OF EVANS, COLORADO

By: Sherry Pelley  
Mayor

ATTEST:

Kira Bity  
City Clerk



## City Manager Monitoring Report

March 5, 2013

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*Below is a compellation of updates and projects that are either new or have changed since the last City Council meeting.*

- **Administrative Services Department**

CSU have set up monthly staff meetings. Departments are welcomed to come to provide information and training. Public Works will be attending the March 12<sup>th</sup> meeting.

On February 26<sup>th</sup> the CSU completed a Strat Op Scrub. They will now be working on a new set of AIP's for the next 90 days involving communications, expectations, and staff training. The next Scrub will be May 7<sup>th</sup>.

Nancy has begun to cross train with Melissa on the Courts system.

- **Finance Department**

The auditors are in house beginning February 27<sup>th</sup> and are scheduled to be here until March 8<sup>th</sup>. They are performing audits for both the Fire District and the City.

- **Police Department**

The PD has implemented a paperless reporting system for officers. Our goal is to streamline our processes and reduce paper waste. Yep, the boys and girls in blue are going green! The new processes took effect on February 26<sup>th</sup>. We will be working through some bugs in the short term and expect minor hiccups. This process will free up time for the sergeants by making the report approval process more efficient. Congratulations to Commander Phipps for developing and implementing the system!

This year's Citizen Police Academy is starting on Thursday March, 14<sup>th</sup>. Our program has been very successful year after year. Citizens who attend come away with new insights into policing in our community and the relationships we build are long-lasting and positive! A large number of officers dedicate their time and energy into making the CPA an enriching experience for attendees and they always make Evans shine!

The year the police department has five officers who have committed to completing the Leadership 1.0 program. Congratulations to officers Eric McCall, Will Haslett, Pete Bratton, Lisa Duffy, and Joe Kauffman for being selected to join the program!

The police department has made a significant commitment to leadership training and staff development, as evidenced by the participation of officers in the Leadership 1.0 program. In addition to preparing our officers for future leadership positions, we are training all sergeants and above in leadership through the Leadership in Police

Organizations (LPO) program. The program was developed by, and is sponsored by the International Association of Chiefs of Police (IACP). Based on the West Point leadership development program, LPO is a nationwide mandate to provide the highest quality of leadership training to police and sheriff's departments. Both commanders have already attended the three week program. The chief is currently enrolled and will complete the training the week of March 4th – 8th. All five sergeants are scheduled to attend the class this year. The class is offered at no cost to police agencies and teaches supervisory and command officers the most contemporary and effective techniques in modern leadership theory and practice.

- **Economic Development  
Library Project**

The design process is well under way. We have contacted a realtor about the museum building, and staff has been working on the exhibit material in the building. We anticipate a response on the DOLA grant by April and a contractor selected in May, beginning work in June. The completion date is still July of 2014.

**Retail Strategy**

The City of Greeley is going to be conducting a retail strategy, working with students at UNC. We may be able to release some information from the City of Evans retail strategy that would assist them. The main focus of our retail strategy remains focused on Highway 85. Our current process will involve updating the Highway 85 Overlay District, Section 19.62 of the Evans Municipal Code. A current moratorium is in place for new land uses and development through June, and Baseline Consulting is working on the code sections.

**Urban Renewal**

The Highway 85 Corridor Urban Renewal Plan is in place, and the next steps will be to begin an actual project. That project could involve working with a developer and/or tenants to secure land, begin the process of making the land shovel ready, and site planning. The update of Section 19.62 of the code (the overlay standards) are an integral part of this process. (See above retail strategy information)

**Development Meetings**

Staff has recently had development meetings with the following:

Family Dollar – 35th and 37th – site plan approved, building permit pulled  
Ashcroft Park Apartments – 35th and 34th – subdivision approved, building permit pulled  
Cave Creek Phase III – 35th and Prairie View Drive – waiting on site plan submittal  
CDOT Park and Ride – east side of Highway 85, south of 42nd Street, no submittal to date

Renaissance – 49th and 23rd – site plan in process for water depot  
North Point Zoning Amendment – application under review for single family to multi family zoning

**Neighborhood Services**

Staff is in the process of hiring a new Code Enforcement Officer and will be reviewing application with an intent to hire around April 1, 2013. Processes and forms are under review.

**Wayfinding Signage**

Phase II is under design with an intent to go out to bid in mid March in order to have a good idea of the budget request for April (the first time for budget amendments in 2013).

**Business to Business Conference**

Attached is the "Save the Date" reminder that went out to local businesses and to potential vendors. It will be held March 28, 2013 from 10 – 2 here at City Hall.

**Shop and Dine Map/Web Page**

The Shop and Dine Map has several boxes left to distribute, and we don't anticipate reprinting that document until/unless significant changes take place. The cost to insert the map into the water bills/newsletter is approximately \$1,200.00 and will take 6,000 copies. The web page is live, and the app is tied to the web page.

- **CM Office**

March 9<sup>th</sup> through March 14<sup>th</sup> is the National League of Cities Congress of Cities in Washington D.C. Aden and Mayor Achziger will be representing the City of Evans. Aden will also be representing CML.

# February 2013 - January 2014

## Yearly Planner

Feb 2013						
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### February

- 4 Mayor's Bulls Eye Meeting
- 5 Worksession/City Council
- 18 City Offices Closed--Presidents Day Holiday
- 19 Worksession/City Council
- 20 CML Legislative Workshop--Colorado History Center

Aug 2013						
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### March

- 5 Worksession/City Council
- 7 NFRMPO--Evans Community Complex  
North Front Range MPO--Evans Community Complex
- 19 Worksession/City Council

Sep 2013						
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### April

- 2 Worksession/City Council
- 16 Worksession/City Council
- 18 Government Agencies Meeting--City of Greeley

Oct 2013						
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### May

- 7 Worksession/City Council
- 21 Worksession/City Council
- 27 City Offices Closed--Memorial Day Holiday

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### June

- 4 Worksession/City Council
- 18 CML Conference  
Worksession/City Council
- 19 CML Conference
- 20 CML Conference
- 21 CML Conference

Nov 2013						
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### July

- 2 Worksession/City Council
- 16 Worksession/City Council
- 18 Government Agencies Meeting--University of Northern Colorado

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### August

- 6 Worksession/City Council

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August

20 Worksession/City Council

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September

3 Worksession/City Council

17 Worksession/City Council

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October

1 Worksession/City Council

15 Worksession/City Council

17 Government Agencies Meeting--Aims Community College

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November

5 Worksession/City Council

19 Worksession/City Council

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December

3 Worksession/City Council

17 Worksession/City Council

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