

Date: Wednesday, September 15, 2021

Time: 6:00 PM

Location: Hybrid: In-Person, Hearing Room, 1st Floor, 200 West Oak Street, Fort Collins or Virtual, Zoom link - https://larimer-org.zoom.us/webinar/register/WN_UCZtmPTLRc2UCs2qEA2Orw

PLANNING COMMISSION MEETING MINUTES

The Larimer County Planning Commission met in a session on Wednesday, September 15, 2021, at 6:00 p.m. in the Hearing Room as well as virtual video. Commissioners Abbey Pontius, Gary Green, and Patrick Rowe attended virtually. Commissioners John Barnett, Anne Best-Johnson, Nancy Wallace, Jordana Barrack, Sean Dougherty, and Bob Choate physically attended with Commissioner John Barnett presiding as Chairman. The Larimer County staff that virtually attended was Lea Schneider, Environmental Health Planner. The Larimer County staff that physically attended were Lesli Ellis, Community Development Director; Don Threewitt, Planning Manager; Tawn Hillenbrand, Planner II; Steven Rothwell, Civil Engineer II; Frank Haug, Assistant County Attorney II; and Christina Scrutchins, Recording Secretary.

COMMENTS BY THE PUBLIC REGARDING THE COUNTY LAND USE CODE OR REGARDING OTHER RELEVANT LAND USE MATTERS NOT ON THE AGENDA OR FUTURE PROPOSALS

None.

APPROVAL OF THE MINUTES FROM THE AUGUST 18, 2021, PLANNING COMMISSION HEARING

MOTION by Commissioner Wallace to approve the minutes.

Commissioner Choate seconded the motion.

This received unanimous voice approval.

Motion passed 9-0

AMMENDMENTS TO THE AGENDA

None.

DISCUSSION ITEMS

ITEM #1 – U.S. HIGHWAY 287 REALIGNMENT LOCATION AND EXTENT, FILE NO. 21-ZONE3075

Ms. Hillenbrand gave a brief presentation regarding the applicants' request for a Location and Extent review for the Colorado Department of Transportation (CDOT) to realign a portion of U.S. Highway 287 from its existing location beginning at the intersection of State Highway 14 and U.S. Highway 287, continuing north approximately 6 miles, and locating it approximately 1.5 miles to the east. According to the applicant's project description the U.S. Hwy 287 realignment project is being completed because the current highway alignment will be decommissioned due to construction of Glade Reservoir associated with the Northern Integrated Supply Project (NISP). The realignment would move an approximately 6 mile stretch of highway approximately 1.5 miles east which would allow for the development of the new Glade Reservoir. The current highway alignment is located

within CDOT right-of-way, while the majority of the proposed new alignment would be located on the reclaimed Holcim mine site near Curtis Lake, and other adjacent parcels. The proposed alignment extents would extend, approximately, from a new connection point west of the U.S. Hwy 287 and Overland Trail (LCR 21C) intersection on the south end to the existing intersection of U.S. Hwy 287 and Big Ridge Way on the north end. Glade Reservoir associated with Northern Integrated Supply Project (NISP) was approved through 1041 review process in 2020. Article 10.3.11 states, Site selection and construction of a new water storage reservoir or expansion of an existing water storage reservoir is a matter of State interest and subject to the 1041 review. The County does not regulate state highways or roads and the Land Use Code does not include highways under 1041 powers. Public roads are included under Location & Extent (L&E) procedure pursuant to Larimer County Land Use Code and Colorado state law. Per Colorado Revised State Statute “whenever any county planning commission has adopted a master plan of the county or any part thereof, no road, park, or other public way, ground, or space, no public building or structure, or no public utility shall be constructed or authorized in the unincorporated territory of the county until and unless the proposed location and extent thereof has been submitted to and approved by such county or regional planning commission.” Article 6.4.4 of the current Larimer County Land Use Code (LUC) considers the following as public projects subject to L&E process that include but are not limited to public schools, hospitals, public campgrounds, public trails, trailheads, parks, land fields, and public roads. Ms. Hillenbrand closed the presentation with additional comments, review criteria, the summary of the Development Review Teams Findings and Development Services Team Recommendations.

Justin Pipe, CDOT Resident Engineer; Christie Coleman, Northern Water Project Manager; and Peggy Montano, gave a presentation regarding the U.S. Highway 287 Realignment Location and Extent.

Mr. Pipe gave an introduction and to note that CDOT are a cooperated agency for NISP as listed in the EIS. As a state agency CDOT has special expertise in jurisdiction over the highway alignment and CDOT is responsible to assist Northern Water as a lead agency by participating in the environmental process scoping and providing staff in order to enhance interdisciplinary capability. Ms. Coleman presented CDOT and NISP relationship. CDOT will be the owner of the highway once the project is complete, and the cost of the realignment will be paid for by the Northern Integrated Supply program at no cost to CDOT or Larimer County. Mr. Pipe presented an overview of the highway realignment along with a short video of a flyover. He explained in detail the alternative assessments and noted the route was selected through an extensive alternatives assessment and public outreach process and as a cooperating agency, Larimer County participated in the alternatives assessment and final route selection. Ms. Coleman presented how public outreach was completed. Continuous effort has been made to inform, engage, involve, and receive input from the public through out Colorado. Ms. Montano gave the last presentation regarding the Location and Extent evaluation criteria. The comprehensive Plan outlines principles and policies for the following Key Topics: Community, Economy, Healthy, Social, Housing, Infrastructure, Watershed, and Natural Resources. CDOT would like to add a third condition of approval: NISP will coordinate with impacted property owners to provide access roadways and access easements as required along the Highway 287 Relocation. Access to be provided includes (but is not limited to) to parcel numbers 9919000044 (Weaver Cattle Company) and 9919000046 (Weaver Cattle Company) at the Big Ridge Way and 287 Intersection and an extension of the proposed US 287 Local Access Road north to connect into Niobrara Ridge Road allowing access to the following parcels 9930100062 (Blackdog LLC), 9929000032 (Holcim Inc.), 9929200061 (Dennis White), 9929200060 (Dennis White), 9929300059 (Stephanie White and Peter Steppel), and 9929300058 (Dennis and Stephanie White).

PLANNING COMMISSION COMMENTS

Commissioner Barnett asked for clarification regarding the engineering and design issues such as grates, drainage, intersection design, wildlife conflicts, lane configuration, shoulder width, and bicycle improvements throughout the technical review process.

Mr. Rothwell stated Larimer County has not had a technical review L&E that addresses a roadway realignment to date. Rather than Larimer County outlining a procedure, Larimer County would be a cooperating agency or cooperating partner with CDOT as part of CDOT’s standard technical review process.

Commissioner Barnett asked for an updated status regarding the 1041 Reservoir Project application and appeal process.

Mr. Haug stated the appeal for the 1041 Reservoir Project is still proceeding but is a separate application and is not combined with the U.S. Highway 287 Realignment Location and Extent application.

Commissioner Wallace asked if approved, when will the construction of the U.S. Highway 287 Realignment Location and Extent start?

Ms. Coleman stated that the construction of the U.S. Highway 287 Realignment Location and Extent will be completed after the record of decision and relevant permitting is in place for the Northern Integrated Project.

Commissioner Wallace asked how far down the cut will be and how far will the elevation rise regarding the hogback.

Mr. Pipe stated the designs has not been finalized.

Ms. Coleman stated that the high point of the road will be lower than the other hogback that is West of the existing Highway.

Commissioner Dougherty asked how many parcels will be impacted by the U.S. Highway 287 Realignment Location and Extent and has there already been communication with the parcel property owners regarding acquisition?

Jim Struble, Right-of-Way Manager, stated that Northern Water is currently speaking with the four property owners, Weaver Cattle Company, Blackdog LLC, Dennis White, and Peter Steppel. Northern Water will be speaking with additional property owners to inquire Easements that will be associated with the new Frontage Road that will need to be constructed.

Commissioner Dougherty asked what type of buffer will be placed to protect the properties from noise and light on the East side of the U.S. Highway 287 Realignment?

Ms. Coleman stated that during construction CDOT will follow the Larimer County Land Use Code associated noise ordinance and meet the noise requirements and restrictions. Associated with the Environmental Impact statement CDOT did analyze the effect of noise associated with the U.S. Highway 287 Realignment. The study showed there was no notable increase in noise in the new alignment verse the current Highway and it did note that there was a decrease in noise around the "Teds Place" area that has a current Highway.

Commissioner Dougherty asked how far from the "Teds Place" property was the noise study completed?

Ms. Coleman did not have that information at the time.

Commissioner Dougherty asked for clarification regarding illegal segmentation.

Mr. Haug explained that with a Federal Approval and having a large project, you can't break it up into smaller projects to have minimal environmental impacts, the project has to be evaluated as a whole. Illegal Segmentation is not applicable and does not apply to the U.S. Highway 287 Realignment project decision before the Planning Commission.

Commissioner Wallace stated that the noise study that was completed to compare the current Highway with where the realignment would be located is not valid to the current Highway located in a valley.

Mr. Pipe stated the noise study evaluated specific decibel increases at varying distances from the new alignment, evaluated based on accepted standards.

Commissioner Wallace recommend that the East side of the U.S. Highway 287 Realignment is carefully looked at to make sure that the truck traffic noise going up and down will be mitigated.

Mr. Pipe stated that it was evaluated by CDOT.

Commissioner Green asked which East West corridor connected with the U.S. Highway 287 Realignment between State Highway 14 and hogback pass through?

Mr. Pipe stated that nothing connects to the Highway to the East or West.

Commissioner Rowe asked why the U.S. Highway 287 Realignment was not appropriate for a 1041 process?

Mr. Haug stated that the 1041 process allows local jurisdictions to identify activities and areas of State interest that are appropriate for an in-depth review process. But that those must be identified and “designated” through a particular statutory process. The relocation of highways could have been identified by the County but has not been. The realignment of U.S. Highway 287 therefore is subject to review under the State Statutes for a Location and Extent.

Commissioner Rowe asked if the Planning Commission is the final approval for the U.S. Highway 287 Realignment Location and Extent?

Mr. Haug stated that the Planning Commission is the final approval for the U.S. Highway 287 Realignment Location and Extent.

Commissioner Rowe asked what type of feedback was received from the public regarding the U.S. Highway 287 Realignment Location and Extent?

Ms. Coleman stated the most recent public reach out to receive public feedback for the U.S. Highway 287 Realignment Location and Extent would be two open houses and the webpage that was specifically created on the Talk.com website. Noise and light are the main concerns that had been received.

Commissioner Rowe asked for clarification regarding the statement Mr. Rothwell made about the Engineering department approving a Location and Extent for the first time and what technical review process will follow if the U.S. Highway 287 Realignment is approved.

Mr. Rothwell stated the Larimer County Engineering Department’s expectation, if the U.S. Highway 287 Realignment was to be approved, is that Larimer County would be a partner with CDOT during the Plan Review Process.

Commissioner Rowe asked if Larimer County staff and CDOT do not agree on a design does Larimer County staff have the authority to withhold CDOT from continuing the realignment?

Mr. Rothwell stated they do not have the authority based on the conditions of approval.

Mr. Haug stated that the Planning Commission are approving or denying the U.S. Highway 287 Realignment Location and Extent and to determine if it is constant with the Larimer County Comprehensive Plan.

Commissioner Rowe stated that he would feel comfortable if the county staff was included or participated with the continuation in the realignment to ensure its constant with the Larimer County Comprehensive Plan. He also wanted to know are there any safety issues that have been concerned with the realignment?

Mr. Rothwell stated the County Engineer, Mark Peterson, and Rusty McDaniel, Assistant County Engineer, participation was involved in the EIS, and the safety issues have been addressed and they do not have safety concerns based on the alignment.

Commissioner Rowe asked if there will be multi-modal improvements that are being considered with the U.S. Highway 287 Realignment?

Mr. Pipe stated they are not aware of any additional multi-modal improvements that are being considered with the U.S. Highway 287 Realignment.

Commissioner Rowe asked why other trails/bike lanes not considered.

Mr. Rothwell stated that a Highway is different from the private/public roadways.

Mr. Pipe wanted to remind the Planning Commission the reason for the U.S. Highway 287 Realignment, and additions other than wider shoulders would not be included.

Commissioner Barnett asked if the fuel mileage is truly being saved due to the vehicles traveling upward rather than the 2 miles currently traveled; and if there is fuel savings, how does it compare to the fuel that will be used during the construction of the U.S. Highway 287 Realignment?

Ms. Coleman stated it would be based on the type of vehicle and if the vehicle was towing anything.

Commissioner Barnett asked what mitigation will be placed on the North side of the U.S. Highway 287 Realignment location to prevent any impacts to the Juniper Stand Habitat?

Mr. Coleman stated that due to fire hazard risks, trees were not an option for mitigation and with further investigation CDOT did not find any dense forest that would fuel wildfires.

Commissioner Choate asked if CDOT's design plans are available to the public?

Mr. Pipe stated they are available to the public.

Commissioner Choate asked what the corridor width will be?

Mr. Pipe stated they are in communication with Northern Water and the U.S. Highway 287 Realignment is wide enough for the configuration.

Commissioner Choate asked if in the plans include any additional mitigation efforts to help with noise, or light impacts?

Mr. Pipe with the project being 30% design, they do not have any additional mitigation efforts.

James Usher, CDOT Program Engineer, stated that he if the receptors recorded an increase that would cause a concern, then they will put in place mitigation to help with the impacts.

Commissioner Choate asked what the design speed will be for the new section of the Highway?

Mr. Usher stated the speed limit would be 65 miles per hour.

Commissioner Choate asked when will construction start and why is CDOT applying for the L&E now?

Ms. Coleman stated CDOT anticipates construction to start in 2023 and the reason they are presenting to the Planning Commission at 30% design is so the Planning Commission could give feedback that would not be possible if the design was further.

Commissioner Choate asked if there will be access from the North end of the Glade Revisor to U.S. Highway 287?

Ms. Coleman stated there will only be a trail head access.

Commissioner Choate asked if the Planning Commission denied the application, what would happen?

Ms. Montano stated that if the Planning Commission denies the U.S. Highway 287 Realignment it will go before the entity that has jurisdiction that finances the project, and the Planning Commissions denial could be overturned.

Commissioner Choate asked if Northern Water has the authority to overturn the Planning Commission if they were to deny the U.S. Highway 287 Realignment?

Ms. Montano stated the State Statute states the Jurisdiction or Financial Entity could overturn the decision.

Mr. Haug clarified that the U.S. Highway 287 Realignment is being funded by the applicants (CDOT) and not by the Planning Commission. State Statute states that the final decision is made by the entity submitting the application and the Planning Commissioner should decide if the project is consistent with the Larimer County Comprehensive Plan based on the information presented currently, not on hypotheticals in the future
Commissioner Wallace wanted to confirm that if the Planning Commission denies the U.S. Highway 287 Realignment Location and Extent then the project will be presented to NISP or CDOT to overturn?

Mr. Haug confirmed that if the Planning Commission denies the U.S. Highway 287 Realignment Location and Extent then the project will be presented to NISP or CDOT to overturn. He also explained that the purpose of the State Statute was intended to allow the State to have the final approval because the State oversees the project.

Commissioner Best-Johnson stated that the Planning Commission has the authority to review the Location and Extent and it does not include details on the design or construction standards for the Location and Extent. If the Planning Commission denies the U.S. Highway 287 Realignment Location and Extent, could they be included as a partner to help with design concerns before the project goes before the Financial Entity to overturn the denial?

Mr. Haug stated the Planning Commission is approving or denying the U.S. Highway 287 Realignment Location and Extent based on if it is constant with the Larimer County Comprehensive Plan.

Commissioner Barrack asked if there is an opportunity for a governmental agreement that would guarantee the Planning Commissions concerns be considered in the following project design?

Mr. Haug stated the Planning Commission is approving or denying the U.S. Highway 287 Realignment Location and Extent based on if it is constant with the Larimer County Comprehensive Plan.

Commissioner Barrack asked if the distance change will impact the safety view on Intersection 21C and Highway 287?

Mr. Pipe stated that CDOT shares the concern and will be consistent in evaluating any concerns but does not have that information with the 30% design.

Ms. Hillenbrand re-read the Recommended Conditions of Approval to the Public and Planning Commission.

Ms. Coleman wanted the Planning Commission to know that CDOT does take their concerns seriously.

Mr. Pipe wanted to make note that CDOT has conducted projects in Larimer County where coordination has occurred.

Commissioner Barrack asked if mitigation is requested by the impacted property owners, who would be financially responsible?

Mr. Pipe stated that the project owner is financially responsible for mitigation if the concern is above the Policy and Regulations Standards.

PLANNING COMMISSION RECESS

The meeting was recessed at 7:52 pm and reconvened at 8:02 pm.

PUBLIC COMMENT

In-person Commenters: Michael Royals, Arthur Abplanalp, Rose Walker, Scott Lara, Teresa Drotar, Robyn Carter, Sonya Straka, Denise Morrison, Shane Mueller, Mark Loader, George Rehm, Maxine Weaver, Heidi Olinger, Patrick Crotzer, Roy Schoen, Yvette Nout-Lomas, Robert Grimmer, Scott Ellis, Della Garelle, Arlene Yusnukis, Doug Gibbs, Margie Matthews, Betsey Lynch and Ken Morrison.

Virtual Commenters: Scott Ranweiler, Karyn Coppinger, Brad Long, and Everett Pen

Comments:

- Traffic safety
- Noise pollution
- Noise mitigation
- Air quality
- Air pollution
- Light pollution
- Easements have not been given to some landowners
- Comments not being considered
- Public to the East not being considered
- No Mitigation
- Sight lines needs to be improved
- Decrease in property value
- Obstruction of views
- 2 years of construction impacts
- Long term affects to endangered species especially the black footed ferret
- More questions than answers
- Design is taking short cuts
- Improve the sight lines
- Do not want noise walls blocking views
- 30% design is not ready to be approved and needs to be reevaluated
- Will the questions from tonight's hearing be answered and where to find them?
- Speed limit needs to be reconsidered
- Better access to ranch properties needs to be considered
- Informal parking needs to be addressed
- Ask to not have air brakes for the trucks coming down the mountain to reduce noise
- The extent for the change being extending further north.
- Project is not consistent with the Comprehensive plan
- Re-review of the noise quality, air quality, threatened endangered species, and archaeology impact effects.
- Wellington Fire protection district should be added for any updates due to the relocation being into the Wellington district.

APPLICANTS' REBUTTAL:

Ms. Coleman stated that noise levels were predicted at noise sensitive receptors residents located within 500-ft of the existing 287 alignment and within 1000-ft of the proposed alignment and at least 500-ft beyond the plan construction extents at seven different receptors. Under CDOT policy receptors are considered impacted by noise when the loudest hour design, your noise level is predicted to approach or exceed 65 dba at residences and for alternative F, the maximum predicted loudest hour deign level 65 dba with the maximum increase in noise projected in the analysis of one decibel. No noise impact is predicted for residences or commercial receptors adjacent to the alternative F. For comparison the 66 db criteria is exceeded at three residences under the existing condition.

Mr. Pipe stated CDOT regularly analyses for safety concerns and members of the public should reach out to CDOT with any safety concerns through the website. CDOT is taking all comments under consideration and are reviewing safety issues.

Ms. Coleman state they have spoken with the U.S. Fish and Wildlife regarding the endangered species act and there is not an endangered species in the project location. The black footed ferret has not migrated into the project location but if there are sightings CDOT will address mitigation with the U.S. Fish and Wildlife services accordingly. CDOT will be directed to comply with a Problematic Agreement to evaluate cultural resources and treat them appropriately. CDOT has coordinated with the property owners to change the alignment to avoid impacts to the sites. Larimer County has a construction noise ordinance guiding noise level during construction and CDOT is aware and plan to comply with the requirements that will be put in place.

Mr. Pipe wanted to state that the project takes time and there are unanswered questions because they are at the beginning of the project. CDOT would also like recognition that they are at the 30% design stage.

PLANNING COMMISSION COMMENTS:

Commissioner Dougherty asked if Northern Water will be financially responsible for any mitigation if noise increases above the current standards.

Ms. Coleman confirmed that CDOT will be financially responsible for any mitigation if noise increases above the current standards.

Commissioner Choate asked if there will be any other permits from Larimer County that CDOT will need for the U.S. Highway 287 Realignment Location and Extent, or will there be another Location and Extent application for U.S. Highway 287?

Ms. Coleman stated they are not aware of any further Location and Extent application for U.S. Highway 287.

Commissioner Choate asked if there has been any discussion regarding to expand the project scope to address the traffic safety concerns?

Mr. Usher stated that as long as there is funding and a need, CDOT will find a way to address the traffic safety concerns.

Commissioner Barnett would like to see the traffic safety concerns regarding Bonner Peak be strongly considered as part of the U.S. Highway 287 project.

Mr. Usher stated that speed studies are completed during large projects to help with determining the proper location for passing and speed.

Commissioner Best-Johnson asked if the Holcim site used to be a quarry or mine?

Ms. Hillenbrand stated it used to be a mine and still has a concrete storage unit that is being used.

Commissioner Best-Johnson asked how long ago the mine was active and how much noise, and dust was created during the blasting?

Ms. Schneider stated the property currently has silos where cement trucks will drive through that do create noise and dust complaints have been reported when the property had an active cement kiln.

PLANNING COMMISSION DISCUSSION:

Commissioner Choate stated the Planning Commissions role regarding the U.S. Highway 287 Realignment Location and Extent is limited and are different than the standard cases submitted. If the application is denied it can then be overruled but hopes that if the application is approved, then it will encourage the applicant to continue

to work with the Larimer County Staff especially the safety issues but felt the project complies with the Comprehensive Plan.

Commissioner Dougherty agrees with Commissioner Choate but would like to let the Bonner Peaks residents know that he was not aware of the traffic accidents and feel they have an opportunity to include additional safety concerns by continuing to submit comments and concerns. He also recommended for the residents, that will be affected by the noise, to record noise level before and after to submit the recordings to the applicant to help with monitoring. He felt the project complies with the Comprehensive Plan.

Chairman Burnett felt the applicant could have taken the project more seriously and been more thorough. He did not agree with the project being in compliance with the Comprehensive Plan and felt that a lot of the impacts have not been discussed or addressed and doesn't know if they will be discussed or addressed. He felt that with the right conditions the project could conform with the Comprehensive Plan.

Commissioner Green agrees with Commissioner Choate and Dougherty and hopes the safety concerns are strongly addressed. He did not understand how the applicants are able to determine that the noise levels would less or detected and felt there will be future personal property rights issues. With the limited role of the Planning Commission, he felt the project complies with the Comprehensive Plan.

Commissioner Rowe agreed with Chairman Barnett in feeling the applicants could have been more prepared but hopes that some of the concerns can still be addressed, strongly the safety concerns listed by Bonner Peaks residents. He also felt that with the right conditions the project could conform with the Comprehensive Plan. Commissioner Wallace stated that the project should be looked at from a positive view. Larimer County staff and the applicants have more work that need to be completed but felt that they will take the comments and concerns under consideration.

Commissioner Best-Johnson stated that she understands the role of the Planning Commission for the project is not for design but as a Location and Extent. She thanked everyone for presenting their rational concerns regarding the project. Commissioner Best Johnson found that the proposal does comply with various sections of the comprehensive plan, including: section I-1 subsection 1.8 regarding new development paying their own way, I-1 section 1.7 that the County needs to collaborate with regional and agencies to develop efficient transportation networks and page 33 section C.6 section 6.1 new development proposals need to address and mitigate their impacts, page 37 H.S.2 section 2.4 mitigating light pollution, adhering to international dark sky standards, along with the findings in the staff report, the presentations of staff, and the applicants provided information. The Planning Commissions purpose is to be intentional and thoughtful in their planning deliberations for safeguarding the public safety health and welfare as it pertains to the Location and Extent process. Commissioner Best-Johnson recommended adding the following Condition of Approval: The application submittal shall illustrate how section hs2 found on page 37 of the Comprehensive Plan in sub-section 2.4 mitigating light pollution shall be addressed. The applicant shall provide information to the County regarding how section c6 found on page 33 of the Comprehensive Plan in sub section 6.1 how other impact will be mitigated.

Mr. Haug addressed in detail the Commissioner closing comments and explained that the Planning Commission is approving or denying the U.S. Highway 287 Realignment Location and Extent based on if it is constant with the Larimer County Comprehensive Plan.

Commissioner Dougherty, Wallace, Green, Best-Johnson and Choate discussed and asked staff if adding Commissioner Best-Johnson's recommended condition of approval is appropriate?

Mr. Rothwell explained based on the design and traffic safety, it would be helpful, but it would also make the future review difficult. He also reminded the Planning Commission of CDOT's additional condition of approval that would address impacts to the impacted parcels.

Commissioner Dougherty, Wallace, Green, Best-Johnson, Rowe and Choate discussed to remove Commissioner Best-Johnson's recommended Condition of Approval.

MOTION

Commissioner Best-Johnson, based on her previous findings, and the findings of staff, presentation of the applicants, and public comment moved that the Planning Commission adopt the following Resolution:

BE IT RESOLVED that the Planning Commission approve the U.S. Highway 287 Realignment Location and Extent, File No. 21-ZONE3075 subject to the staff Findings and conditions of approval.

Commissioner Dougherty seconded the motion.

VOTE

Commissioner Wallace, Best-Johnson, Pontius, Dougherty, Green, Choate, and Chair Barnett voted in favor of the motion.

Commissioner Barrack and Rowe voted in opposition of the motion.

Motion passed 7-2

REPORT FROM STAFF

None

ADJOURN

With there being no further business, the hearing adjourned at 9:56 p.m.

These minutes constitute the Resolution of the Larimer County Planning Commission for the recommendations contained herein which are hereby certified to the Larimer County Board of Commissioners.