

**TOWN OF COLUMBINE VALLEY**  
**BOARD OF TRUSTEES MEETING**  
June 17, 2014

**A G E N D A**

- |   |   |
|---|---|
| 1. ROLL CALL  | 6:30PM  |
| 2. PLEDGE OF ALLEGIANCE   |   |
| 3. APPROVAL OF MINUTES<br>May 20, 2014 Minutes  | Mayor Christy   |
| 4. CITIZENS CONCERNS<br>Columbine Country Club<br>HOA Representatives   | Mayor Christy<br>Mr. Orten  |
| 5. MAYOR'S COMMENTS   | Mayor Christy   |
| 6. POLICE DEPARTMENT REPORT   | Chief Cottrell  |
| 7. TRUSTEE REPORTS:<br>Building Commissioner<br>Planning & Development<br>Public Safety<br>Public Works<br>Special Affairs<br>Finance<br>Town Administrator | Trustee May<br>Trustee Best<br>Trustee Menk<br>Trustee Newland<br>Trustee Champion<br>Trustee Cope<br>Mr. McCrumb |
| 8. OLD BUSINESS<br>None   |   |
| 9. NEW BUSINESS<br>Presentation of Traffic Study<br>Willowcroft SIA<br>Trustee Bill # 7, Series 2014 Building Permits (1 <sup>st</sup> Reading)             | Mr. Sieber<br>Mr. Schiller<br>Mr. Schiller  |
| 10. ADJOURNMENT   |   |

**TOWN OF COLUMBINE VALLEY**  
**BOARD OF TRUSTEES**  
Minutes  
May 20, 2014

Mayor Christy called the Board meeting to order at 6:30 p.m., in the Conference Room at the Town Hall at 2 Middlefield Road, Columbine Valley, Colorado. Roll call found the following present:

Trustees: Gale Christy, Bruce Menk, Mark Best, Jim Newland, Jeff May, Richard Champion,  
Absent: Dave Cope  
Also present: Lee Schiller, J.D. McCrumb, Bret Cottrell, Jeff Tempas

**MINUTES:** The minutes of the April 15 Public Hearing were approved. The minutes of the April 15, 2014 meeting were approved as corrected.

**CITIZEN CONCERNS:**

- Burning Tree HOA requested that no parking tickets be issues to residents who may be parking on the street due to the ongoing street work in that neighborhood.

**MAYOR'S COMMENTS:** None

**POLICE DEPARTMENT:**

- Chief Cottrell presented the attached report for April 2014
- Several burglaries in area, matches recent MO, no current leads
- Equestrian Center barn party will need to have more than two off-duty officers next year based on an incident at their recent event
- Approximately 20 solicitation calls between 2012 and present
- New car will arrive in the next couple of weeks.

**TRUSTEE REPORTS:**

**Building Commissioner:** Trustee May presented the attached report. The issue of infrastructure permit fees was raised, staff is continuing to work on creating the permits but all taxes are expected to be collected at the end of the next quarter.

**Planning and Development:** Trustee Best provided an update on the P&Z's approval of the Wilder Commons Project.

**Public Safety:** Trustee Menk reported that he had met with Chief Cottrell and will have a meeting with the full department in the coming weeks. He will also reach out to the Bow Mar Public Safety Commissioner.

**Public Works:** Trustee Newland will be meeting with Troy Carmann to establish a set schedule for road repairs in Burning Tree and The Village. Work is expected to commence in early June.

**Special Affairs:** Trustee Champion had no report.

**Treasurer:** Mr. Tempas presented the attached financials. He answered questions regarding variances in several line items including administration, which were the result of the timing of building permits and inspections, and in Other Income, having to do with a drainage fee paid by Taylor Morrison.

**Town Administrator:** Mr. McCrumb presented the attached report and advised the Board on the upcoming 4<sup>th</sup> of July activities. He also relayed several complaints about Willowcroft work hours that had been received at Town Hall. Greg Barbuto of T/M agreed to reduce work hours to 7am-6pm on Fridays and 10am-5pm on Saturdays. No work would be done on Sunday. All other days would remain at 7am-7pm.

**OLD BUSINESS:**

- **Trustee Bill No. 5, Series 2014:** Trustee Best and Mr. Schiller presented an ordinance concerning the meeting time of the Planning and Zoning Commission of the Town of Columbine Valley. The ordinance will change the meeting time from 7:00 to 6:30 p.m.  
**ACTION: upon a motion by Trustee Best and a second by Trustee Newland, the Board of Trustees unanimously approved Trustee Bill No 4, Series 2014 on 2<sup>nd</sup> Reading.**
- **Trustee Bill No. 6, Series 2014:** Mr. Schiller presented and the Board discussed an ordinance concerning the cultivation of marijuana in residential structures.  
**ACTION: upon a motion by Trustee Newland and a second by Trustee Menk, the Board of Trustees unanimously approved Trustee Bill No 5, Series 2014 on 2<sup>nd</sup> Reading.**

**NEW BUSINESS:**

- **2013 Audit:** Mr. Tempas and Mr. Mark Elmshauser presented the 2013 Financial Audit of the Town. Both noted the ongoing management comment noting the importance of strict oversight by the Treasurer because of minimal checks and balances due to limited administrative personnel. Including this comment, the auditors have given the Town a clean financial audit. They found no misappropriation, mismanagement or fraud in the handling of any funds by staff or management of the Town. They have filed the audit with the Department of Local Affairs with the State of Colorado.  
**ACTION: upon a motion by Trustee Best and a second by Trustee May, the Board of Trustees unanimously approved the 2013 audit.**
- **Board of Adjustments:** Trustee Best, noting the need to have a standing Board of Adjustments, recommended reappointing five past members and then begin interviewing between two to five additional persons to fill the remaining slots.  
**ACTION: upon a motion by Trustee Best and a second by Trustee Champion, the Board of Trustees unanimously approved reappoint the following five members immediately: Russ Diachok, Jon Leonard, Jere Maxwell, Jim McShane and Bill Weider.**
- **Willowcroft Wall Approval:** Greg Barbuto of Taylor Morrison proposed an optional product for the brick wall to surround the Willowcroft Development. The board expressed strong concerns regarding the visual appearance and ongoing maintenance of the precast product. The Board extended to Taylor Morrison another opportunity to present an improved product at a future meeting.  
**ACTION: no action was taken.**

- **Taylor Morrison Sign Variance:** Greg Barbuto of Taylor Morrison requested a sign variance to place a 4' x 8' marketing sign on the corner of Bowles and Middlefield, facing the intersection.  
**ACTION: upon a motion by Trustee Best and a second by Trustee Newland, the Board of Trustees unanimously approved the sign variance through 10/31/14.**
- **Pool Ordinance:** Mr. Schiller discussed with the board a recently discovered problem with an old pool ordinance in the Town Code. Based on existing set back requirements many pool applications would be denied. The aforementioned ordinance was written prior to the <half acre lots which are now prevalent throughout the town. Mr. Schiller proposed rescinding the existing ordinance and asked for direction from the Board.  
**ACTION: the Board directed Mr. Schiller to draft an ordinance for their consideration.**
- **Cypress Point Way:** Trustee Champion discussed with the board the concern of Burning Tree residence about the perceived expiration of Resolution #10, Series 2013 regarding the opening of Cypress Point Way for the purpose of the Wild Plum Farm development.  
**ACTION: upon a motion by Trustee Champion and a second by Trustee Best, the Board of Trustees unanimously approved reaffirming Resolution #10, Series 2013.**

**EXECUTIVE SESSION:** Upon a motion by Trustee Menk and a second by Trustee Champion, the Board unanimously approved entering into executive session at 8:10pm to approve the minutes of April 15, 2014.

**RETURN TO THE RECORD:** The Board returned to the record at 8:12 p.m.

**ADJOURNMENT:** There being no further business, the meeting was adjourned at 8:13 p.m.

Submitted by,  
J.D. McCrumb  
Town Administrator



**BUILDING COMMISSIONER'S MONTHLY REPORT****May-14**

<b>ADDRESS</b>	<b>PERMIT</b>	<b>PL REV</b>	<b>TAX</b>	<b>OS</b>	<b>TOTAL</b>
12 Fairway Lane New Roof	282.55		\$189.75	\$15.81	\$488.11
25 Wedge Way Window Replacement	159.70		\$85.03	\$7.09	\$251.82
14 Brookhaven Trail Swimming Pool	871.00	\$556.15	\$853.20	\$71.10	\$2,351.45
6 Niblick Lane Bath Remodel	440.50	\$286.33	\$330.00	\$27.50	\$1,084.33
13 Niblick Lane Water heater	74.50		\$1.92	\$0.16	\$76.58
64 Fairway Lane New Roof	684.05		\$600.00	\$50.00	\$1,334.05
14 Brookhaven Trail Pool Electric	142.15		\$67.50	\$5.63	\$215.28
<b>TOTALS</b>	<b>2,654.45</b>	<b>\$842.48</b>	<b>\$2,127.40</b>	<b>\$177.29</b>	<b>\$5,801.62</b>

TOWN OF COLUMBINE VALLEY  
 COMBINED BALANCE SHEET - ALL FUND TYPES AND ACCOUNT GROUPS  
 APRIL 30, 2014

	Totals	
	April 30, 2014	December 31, 2013
<u>Assets</u>		
Cash and investments	\$ 1,463,528	1,428,483
Other receivables	143,067	89,432
Property taxes receivable	121,741	301,465
Property and equipment, net	2,103,889	2,103,888
	<u>\$ 3,832,225</u>	<u>3,923,268</u>
<u>Liabilities and Equity</u>		
Liabilities:		
Accounts payable	\$ 72,425	28,186
Accrued liabilities	13,716	26,455
Deferred property tax revenue	121,741	301,465
Capital lease payable	-	-
Fund balance:		
Reserved - TABOR emergency	37,696	36,027
Conservation Trust	21,412	19,670
Arapahoe County Open Space	237,529	233,022
Unavailable - Fixed assets net of outstanding long term debt	2,103,889	2,103,888
Unreserved	1,223,817	1,174,555
Total equity	<u>3,624,343</u>	<u>3,567,162</u>
	<u>\$ 3,832,225</u>	<u>3,923,268</u>

TOWN OF COLUMBINE VALLEY  
 COMBINED STATEMENT OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCE  
 ALL GOVERNMENTAL FUND TYPES  
 BUDGET AND ACTUAL  
 FOUR MONTHS ENDED APRIL 30, 2014 AND 2013

Revenue	April Totals		Four Months Ended April 30, 2014		
	2014	2013	Budget	Actual	Variance
<b>Taxes:</b>					
Property taxes	\$ 55,830	51,171	135,659	179,724	44,065
Specific ownership taxes	1,723	1,598	6,584	7,149	565
Sales and use tax	25,748	21,610	93,332	99,115	5,783
Utility franchise fees	4,524	4,344	15,000	20,049	5,049
Cable television	6,301	-	6,250	6,301	51
<b>Permits and fines:</b>					
Permits, fees and services	4,775	2,539	16,668	33,123	16,455
Fines	7,524	7,319	30,000	24,889	(5,111)
<b>Intergovernmental:</b>					
Bow Mar IGA	-	61,466	125,390	62,695	(62,695)
State highway user's tax	3,953	3,698	14,500	14,480	(20)
County highway tax revenue	-	-	4,200	-	(4,200)
Motor vehicle registration fees	426	472	1,668	1,830	162
State cigarette tax apportionment	46	47	168	201	33
Conservation Trust Fund entitlement	-	-	1,500	1,734	234
Arapahoe County Open Space shareback	4,428	-	-	4,428	4,428
Interest income	85	149	1,668	316	(1,352)
Other	230	3	668	14,366	13,698
<b>Total revenue</b>	<b>115,593</b>	<b>154,416</b>	<b>453,255</b>	<b>470,400</b>	<b>17,145</b>
<b>Expenditures</b>					
<b>Current:</b>					
Public safety	41,144	44,125	217,621	186,768	30,853
Sanitation	5,613	5,397	21,668	21,804	(136)
Administration	25,836	26,523	129,145	136,686	(7,541)
Planning and zoning	(7,357)	7,049	10,000	12,109	(2,109)
Public works	2,913	4,623	130,000	18,727	111,273
Other - rounding	2	2	-	(4)	4
<b>Capital lease:</b>					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
<b>Capital outlay</b>					
Capital expenditures	28,345	-	49,000	37,130	11,870
Conservation Trust Fund expenditures	-	-	3,000	-	3,000
<b>Total expenditures</b>	<b>96,496</b>	<b>87,719</b>	<b>560,434</b>	<b>413,220</b>	<b>147,214</b>
<b>Excess of revenue over expenditures Major projects</b>	<b>19,097</b>	<b>66,697</b>	<b>(107,179)</b>	<b>57,180</b>	<b>164,359</b>
<b>Excess of revenue over (under) expenditures and major projects</b>	<b>19,097</b>	<b>66,697</b>	<b>(107,179)</b>	<b>57,180</b>	<b>164,359</b>
<b>Fund balance - beginning of period</b>	<b>1,501,357</b>	<b>1,781,355</b>	<b>1,584,852</b>	<b>1,463,274</b>	<b>(121,578)</b>
<b>Fund balance - end of period</b>	<b>\$ 1,520,454</b>	<b>1,848,052</b>	<b>1,477,673</b>	<b>1,520,454</b>	<b>42,781</b>



TOWN OF COLUMBINE VALLEY  
GENERAL FUND  
SCHEDULE OF EXPENDITURES - BUDGET AND ACTUAL  
FOUR MONTHS ENDED APRIL 30, 2014 AND 2013

	Four Months Ended				
	April 2014	April 2013	Budget	April 30, 2014 Actual	Variance
<b>Public safety:</b>					
Automotive expenses	2,320	2,462	14,882	13,341	1,541
Salaries and benefits	34,897	35,708	170,789	151,054	19,735
Municipal court	3,114	3,910	13,664	11,804	1,860
Other	813	2,045	18,286	10,569	7,717
	<u>41,144</u>	<u>44,125</u>	<u>217,621</u>	<u>186,768</u>	<u>30,853</u>
Sanitation	5,613	5,397	21,668	21,804	(136)
<b>Administration:</b>					
Legal	3,190	5,208	11,668	14,364	(2,696)
Accounting and audit	1,100	550	12,200	13,100	(900)
Inspection	3,482	3,910	8,332	14,610	(6,278)
Town administration	13,624	12,597	76,252	60,957	15,295
Insurance and bonds	99	1,549	6,000	9,746	(3,746)
Office supplies and miscellaneous	2,216	1,130	5,836	12,543	(6,707)
County Treasurer's collection fees	558	512	1,357	1,797	(440)
Rent and building occupancy costs	1,567	1,067	7,500	9,569	(2,069)
	<u>25,836</u>	<u>26,523</u>	<u>129,145</u>	<u>136,686</u>	<u>(7,541)</u>
Planning and zoning					
Engineering	(7,357)	7,049	10,000	12,109	(2,109)
<b>Public works:</b>					
Street repairs and maintenance	654	791	113,168	8,455	104,713
Street lighting	1,092	1,112	5,000	4,536	464
Weed and tree removal	385	125	5,332	385	4,947
Other	782	2,595	6,500	5,351	1,149
	<u>2,913</u>	<u>4,623</u>	<u>130,000</u>	<u>18,727</u>	<u>111,273</u>
Other - rounding	2	2	-	(4)	4
<b>Capital expenditures:</b>					
Public safety	28,345	-	39,000	28,345	10,655
Administration	-	-	10,000	8,785	1,215
Public works	-	-	-	-	-
	<u>28,345</u>	<u>-</u>	<u>49,000</u>	<u>37,130</u>	<u>11,870</u>
Conservation Trust Fund expenditures	-	-	3,000	-	3,000
<b>Total expenditures</b>	<u>96,496</u>	<u>87,719</u>	<u>560,434</u>	<u>413,220</u>	<u>147,214</u>
<b>Major projects:</b>					
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
<b>Total expenditures and major projects</b>	<u>96,496</u>	<u>87,719</u>	<u>560,434</u>	<u>413,220</u>	<u>147,214</u>

**TOWN OF COLUMBINE VALLEY**  
**SUPPLEMENTAL SCHEDULE OF GENERAL FUND EXPENDITURES - BUDGET AND ACTUAL**  
**FOUR MONTHS ENDED APRIL 30, 2014 AND 2013**

	April 2014	April 2013	Four Months Ended		
			Budget	Actual	Variance
<b>Public Safety:</b>					
Automotive expenses:					
Cruiser gas/oil/maintenance	2,320	2,462	13,332	10,241	3,091
Cruiser insurance	-	-	1,550	3,100	(1,550)
	<u>2,320</u>	<u>2,462</u>	<u>14,882</u>	<u>13,341</u>	<u>1,541</u>
Salaries and benefits:					
Salaries	27,706	27,387	129,808	114,904	14,904
Pension plan	2,854	2,299	12,981	10,400	2,581
Health/workman's comp insurance	4,337	6,022	28,000	25,750	2,250
	<u>34,897</u>	<u>35,708</u>	<u>170,789</u>	<u>151,054</u>	<u>19,735</u>
Municipal court:					
Municipal court - judge	750	750	3,000	3,000	-
Municipal court - legal	2,125	2,619	8,332	8,156	176
Municipal court - other	239	541	2,332	648	1,684
	<u>3,114</u>	<u>3,910</u>	<u>13,664</u>	<u>11,804</u>	<u>1,860</u>
Other:					
Uniforms	-	147	2,668	-	2,668
Education/training	-	-	2,500	-	2,500
Arapahoe County dispatch fee	-	-	6,450	6,450	-
Supplies/miscellaneous	813	1,898	6,668	4,119	2,549
	<u>813</u>	<u>2,045</u>	<u>18,286</u>	<u>10,569</u>	<u>7,717</u>
Administration:					
Town administration:					
Salaries - administration	10,199	9,399	51,923	40,478	11,445
FICA/Medicare - administration	821	1,267	4,154	4,418	(264)
Health insurance - administration	930	686	5,000	6,720	(1,720)
Pension - administration	450	470	2,163	1,801	362
Telephone/communications	411	398	1,668	1,649	19
Computer expense	201	377	3,832	1,002	2,830
Election expense	300	-	6,400	1,935	4,465
Dues and publications	312	-	1,112	2,954	(1,842)
	<u>13,624</u>	<u>12,597</u>	<u>76,252</u>	<u>60,957</u>	<u>15,295</u>
Office supplies and miscellaneous:					
Advertising/notices	57	-	168	147	21
Miscellaneous	2,040	777	4,000	9,982	(5,982)
Supplies - administration	119	353	1,668	2,414	(746)
	<u>2,216</u>	<u>1,130</u>	<u>5,836</u>	<u>12,543</u>	<u>(6,707)</u>
Legal	3,190	5,208	11,668	14,364	(2,696)
Accounting and audit	1,100	550	12,200	13,100	(900)
Inspection	3,482	3,910	8,332	14,610	(6,278)
Insurance and bonds	99	1,549	6,000	9,746	(3,746)
County Treasurer's collection fees	558	512	1,357	1,797	(440)
Building occupancy costs	1,567	1,067	7,500	9,569	(2,069)

TOWN OF COLUMBINE VALLEY  
 SUPPLEMENTAL SCHEDULE OF GENERAL FUND EXPENDITURES - BUDGET AND ACTUAL  
 FOUR MONTHS ENDED APRIL 30, 2014 AND 2013

	April 2014	April 2013	Four Months Ended		
			Budget	Actual	Variance
<b>Public works:</b>					
<b>Street repairs and maintenance:</b>					
Street/gutter maintenance	-	-	100,000	50	99,950
Snow removal	50	625	7,500	6,123	1,377
Striping	200	-	1,000	219	781
Signs maintenance	350	-	1,000	1,000	-
Vehicle maintenance	54	166	668	488	180
Other drainage	-	-	3,000	-	3,000
Street cleaning	-	-	-	575	(575)
	654	791	113,168	8,455	104,713
Street lighting	1,092	1,112	5,000	4,536	464
Ground maintenance	385	125	5,332	385	4,947
<b>Other:</b>					
Miscellaneous minor public works	125	1,854	2,500	2,316	184
Storm water permit process	-	-	2,000	813	1,187
Professional fees	657	741	2,000	2,222	(222)
	782	2,595	6,500	5,351	1,149
<b>Capital and Conservation Trust Fund:</b>					
<b>Capital expenditures:</b>					
Administration	-	-	10,000	8,785	1,215
Public safety	28,345	-	39,000	28,345	10,655
Public works	-	-	-	-	-
	28,345	-	49,000	37,130	11,870
<b>Conservation Trust Fund expenditures:</b>					
Miscellaneous	-	-	3,000	-	3,000
	-	-	3,000	-	3,000

**TOWN OF COLUMBINE VALLEY**  
**TOWN ADMINISTRATOR'S REPORT**  
**JUNE 2014**

**MUNICIPAL COURT:**

Court Revenue Total:	2012	\$106,839.17
	2013	\$84,804.73

<u>Court Revenue</u>	<u>2013</u>	<u>2013YTD</u>	<u>2014</u>	<u>2014YTD</u>
January	\$7,613.25	\$7,613.25	\$5,670.50	\$5,670.50
February	\$7,447.00	\$15,060.25	\$4,160.00	\$9,830.50
March	\$6,144.75	\$21,204.00	\$7,279.50	\$17,110.00
April	\$6,433.50	\$27,638.50	\$6,999.00	\$24,109.00
May	6,123.00	\$33,761.25	<b>\$9,258.25</b>	<b>\$33,367.25</b>
June	\$5,775.00	\$39,536.25		
July	\$9,162.98	\$48,699.23		
August	\$6,830.50	\$55,529.73		
September	\$10,312.50	\$65,842.23		
October	\$10,009.00	\$75,851.23		
November	\$3,450.00	\$79,301.23		
December	\$5,503.50	\$84,804.73		

Respectfully Submitted,  
 J.D. McCrumb  
 June 13, 2014



**Request for Board of Trustee Action**

**Date:** June 17, 2014

**Title:** Traffic Study Presentation

**Presented By:** Phil Sieber, Town Planner

**Prepared By:** Phil Sieber, Town Planner

**Background:** The Phase 1 Traffic Study for Wild Plum Farms has been completed. Phase 1 consists of an analysis of the existing conditions on Platte Canyon Road and selected internal intersections in the Town. The analysis includes average daily trips as well as turn movement analysis at key intersections.

The draft copy in your packets does not include the analysis of the selected Town internal streets. That information will be presented at the meeting.

A summary of the Phase 1 study will be presented by Elizabeth Stolfuss, President of Stolfuss and Associates, the Town's traffic consultant.

**Attachments:** Phase 1 Traffic Study – Draft Copy

**Fiscal Impacts:** N/A

**Staff Recommendations:** N/A

**Recommended Motion:** N/A

**TRAFFIC IMPACT STUDY**  
**FOR**  
**WILD PLUM FARM**

**Prepared For:**

Town of Columbine Valley  
2 Middlefield Road  
Columbine Valley, CO 80123  
(303) 795-1434

**By:**



Stolfus & Associates, Inc.  
5690 DTC Blvd, Ste 101W  
Greenwood Village, CO 80111  
(303) 221-2330

**DRAFT – June 3, 2014**

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## EXECUTIVE SUMMARY

The Town of Columbine Valley is contemplating a 100-acre residential development ("Wild Plum Farm") in the Town of Columbine Valley, Colorado. The site is located east of Platte Canyon Road and south of Fairway Lane. As currently envisioned, the development may consist of up to 200 single-family detached residential dwelling units. At the request of the Town, an alternate development having 100 single-family detached residential dwelling units was also evaluated. A one hundred unit development would be consistent with the Town's Master Plan.

Stolfus & Associates, Inc. was retained by the Town of Columbine Valley to prepare a traffic impact study for the Wild Plum Farm development. A summary of the study findings follows:

1. Two hundred (200) residential dwelling units generate approximately 1,990 vehicle trips per day, including approximately 149 and 197 trips during the weekday a.m. and p.m. peak hours, respectively. By comparison, a one hundred (100) dwelling unit scenario generates 1,050 weekday daily, 80 weekday a.m., and 105 weekday p.m. trips.
2. The characteristics of Hunter Run Ln make it an appropriate access to Wild Plum Farm: it is an underutilized access to Platte Canyon Rd; it functions as a collector roadway with few properties that directly access the roadway; and its proximity to Platte Canyon Rd minimizes out-of-direction travel and related impacts on neighboring properties. Fairway Ln and Middlefield Rd, other collector roadways in the Town, provide secondary access to the site as well as primary access for traffic to/from the east on Bowles Ave.
3. As a state highway, Platte Canyon Rd is under the jurisdiction of the Colorado Department of Transportation (CDOT). Wild Plum Farm will increase the volume of traffic accessing the highway at Hunter Run Ln by more than 20%, therefore a State Highway Access Permit will be necessary. The alternate scenario also distributes traffic to Platte Canyon Rd via Fairway Ln – resulting in the need for an access permit at that location as well.
4. The intersection of Platte Canyon Rd and Hunter Run Ln warrants a southbound left turn deceleration lane upon development of Wild Plum Farm. The existing southbound left turn lane does not meet current CDOT standards for a roadway with a NR-A access category. Platte Canyon Rd could be restriped to provide a longer deceleration lane; however this would impact the northbound left-turn lane for Coal Mine Rd which is a much more critical movement to overall traffic flow through the corridor. The study has concluded that vehicle queues for the southbound left turn movement will typically be one car length or less. For these reasons, no changes to existing left turn striping along Platte Canyon Rd is recommended.
5. The intersection of Platte Canyon Rd and Hunter Run Ln warrants a northbound right turn deceleration lane upon development of a 200-unit residential development (would not be warranted with a 100-unit development). Construction of a northbound right turn lane may result in substantial impacts to the adjacent property, including the need for property acquisition, utility relocation, elimination of mature landscaping, and reconstruction of a brick privacy fence. Proximity of the relocated fence to the residence would likely be unacceptable. The addition of the northbound right turn lane will do little to improve operations of the intersection and for this reason is not recommended.
6. Minor improvements to the Hunter Run Ln approach to Platte Canyon Rd are recommended to provide additional storage for left turning vehicles (approximately 100-ft of storage is required).

7. The study has concluded that the potential traffic impacts of the Wild Plum Farm development can be addressed by the transportation improvements outlined in this report.
8. Additional findings and recommendations related to internal Town roadways and the Platte Canyon Rd corridor are currently in development.

## EXISTING CONDITIONS

The Wild Plum Farm site is located in the Town of Columbine Valley east of Platte Canyon Road and south of Fairway Lane. The site is approximately 100 acres of mostly undeveloped land. A vicinity map is provided in **Figure 1**.

Major roadways in the vicinity of the site are described below:

**Platte Canyon Road** is a two-lane roadway with a speed limit of 45 miles per hour in the vicinity of the site. Signalized intersections exist at the intersections with Bowles Ave, Ponds Cir, Fairway Ln, Coal Mine Ave, and Mineral Ave. Platte Canyon Rd is also a state highway (SH 75B). The traffic signals at Bowles Ave and at Mineral Ave are under the jurisdiction of the City of Littleton while the remaining signals are under the jurisdiction of the Colorado Department of Transportation (CDOT).

**Bowles Avenue** is a four-lane urban arterial located within the City of Littleton. Signalized intersections exist at the intersections with Platte Canyon Rd and Middlefield Rd. Traffic signals along Bowles Ave are part of a coordinated signal system maintained by the City of Littleton.

**Mineral Avenue/Ken Caryl Road** is a four-lane arterial west of Platte Canyon and a six-lane arterial to the east. A signal exists at the intersection with Platte Canyon Rd.

**Hunter Run Lane** is a two-lane collector roadway located within the Town of Columbine Valley. The posted speed limit is 25 MPH. Currently, Hunter Run Ln provides access to Polo Meadows, a residential development consisting of 18 homes; and to two additional homes located near the roadway's end. Hunter Run Ln also provides access to the Wild Plum Farm property. Hunter Run Ln intersects with Platte Canyon Rd at an unsignalized t-intersection.

**Fairway Lane** is a two-lane residential collector roadway located within the Town of Columbine Valley. Fairway Ln borders the Wild Plum Farm property to the north and intersects with Platte Canyon at a signalized intersection. Fairway Ln, along with Middlefield Rd, provides primary access to the Columbine Country Club.

**Middlefield Road** is a two-lane collector roadway located within the Town of Columbine Valley. Middlefield Rd intersects with Bowles Ave at a signalized intersection.

Weekday morning (7:00-9:00 a.m.) and afternoon (4:00-6:00 p.m.) turning movement counts were collected on Wednesday, March 12, 2014 at the following intersection locations:

- Platte Canyon Rd & Bowles Ave
- Platte Canyon Rd & Village Ct
- Platte Canyon Rd & Fairway Ln
- Platte Canyon Rd & Coal Mine Rd
- Platte Canyon Rd & Hunter Run Ln
- Platte Canyon Rd & Mineral Ave

- Bowles Ave & Middlefield Rd

Based on the traffic count results, the weekday a.m. peak hour is from 7:15 to 8:15 a.m. and the p.m. peak hour is between 5:00 and 6:00 p.m.

Figure 2 summarizes the peak hour traffic count results.

At the request of the Town of Columbine Valley, additional traffic counts were collected on Wednesday, March 26, 2014 at the following locations:

- Fairway Lane & Wedge Way
- Fairway Lane & Club Lane
- Fairway Lane & Driver Lane
- Fairway Lane (48-hour count by direction)

Subsequent to the data collection, it was realized that the Town counts were collected during Spring Break. For this reason, an additional count along Fairway Lane was collected on Thursday, April 14, 2014.

## TRIP GENERATION

Trip generation for Wild Plum Farm was estimated using the industry-standard reference *ITE Trip Generation Manual, 9th edition*. Although a formal development proposal for Wild Plum Farm has not yet been made, a development of 200 single-family detached residential units was initially assumed. The results of the trip generation calculations are shown in **Table 1**.

**Table 1: Wild Plum Farm Trip Generation Estimate**

ITE Code	Land Use	Units	Weekday Rate	AM Peak Rate	AM Peak Entering	AM Peak Exiting	PM Peak Rate	PM Peak Entering	PM Peak Exiting	Weekday Total Trips	AM Peak Trips Entering	AM Peak Trips Exiting	PM Peak Trips Entering	PM Peak Trips Exiting
210	Single-Family Detached Housing	200 D.U.	9.94	0.75	25%	75%	0.98	63%	37%	1990	37	112	124	73

<sup>1</sup> Rates calculated from Fitted Curve Equations

As shown above, 200 single-family detached residential units will generate approximately 1,990 vehicle trips per day. During the weekday a.m. peak hour, 37 entering and 112 exiting vehicle trips are expected. During the weekday p.m. peak hour, 124 entering and 73 exiting trips are anticipated.

The Town of Columbine Valley requested that the traffic study also evaluate an alternative development scenario consisting of 100 residential dwelling units. Information pertaining to that evaluation is presented later in this report.

## TRIP DISTRIBUTION

Once the number of trips generated by the development are known, the trip distribution step determines the directions that they approach and depart the site. Development-generated traffic volumes are then assigned to the street system based upon the expected trip distribution.

Generally, the traffic generated by Wild Plum Farm is expected to be similar to the distribution of the larger residential community (the Town of Columbine Valley). For this reason, the existing traffic counts were used to estimate the trip distribution for Wild Plum Farm shown in **Figure 3**.

The results show that the majority of trips are expected to occur between Wild Plum Farm and points north and east. A much smaller percentage of trips will occur to/from the south and west.

## TRAFFIC ASSIGNMENT

Although a formal site plan is not yet available, it is anticipated that Wild Plum Farm will access both Hunter Run Ln and Fairway Ln. For this proposed access configuration, the 40% of traffic to/from the east on Bowles Ave will likely pass along Fairway Ln to Middlefield Rd and Bowles Ave. Hunter Run Ln to Platte Canyon Rd will provide the most expedient access for all other trips.

The traffic generated by the Wild Plum Farm (shown in Table 1) was assigned to the street network according to the distribution shown in Figure 3. The resulting project trips are shown in **Figure 4**.

Project trips were combined with existing traffic volumes to determine the Existing w/Project traffic volumes shown in **Figure 5**. Although build-out of the site will likely occur in phases and take several years to complete, for the purposes of this study it has been assumed that all development occurs in a single phase.

## FUTURE TRAFFIC FORECASTS

Over time, existing traffic volumes in the vicinity of the project may grow as a result of other area development. CDOT maintains a 20-year growth factor for all state highways, including SH 75B (Platte Canyon Rd). Because the immediate area is largely built out, CDOT's 20-year factor for Platte Canyon Rd is relatively low and ranges from 1.21 near Bowles Ave to 1.24 near Mineral Ave. Future (Year 2034) traffic volumes were estimated by increasing existing traffic volumes by CDOT's 20 year factor at the two major intersections and by increasing through volumes along Platte Canyon Rd accordingly.

Over the past 10 or so years, Average Daily Traffic (ADT) volumes along Platte Canyon Rd have ranged from a low of 17,114 vehicles per day (in 2010) to a high of 21,607 vehicles per day (in 2007). The most recent data from 2012 suggests that the current ADT is approximately 18,300 vehicles per day. In order to put CDOT's 20-year growth factors into perspective, existing volumes times a factor of 1.18 would adjust existing volumes to reflect the volumes experienced in 2007; a time when the economy was at its most recent peak.

Future (2034) Traffic Volumes are shown on **Figure 6**. Project trips were combined with future traffic volumes to derive the Future (2034) w/Project Traffic Volumes shown on **Figure 7**.

## TRAFFIC ANALYSIS

Traffic analyses were conducted using industry standard *Highway Capacity Manual* methodologies as implemented by the SYNCHRO software program.

Analysis included intersection Level-of-Service (LOS), which is a measure of the quality of traffic flow. LOS ranges from LOS A (nearly ideal traffic conditions with very little delay for motorists) to LOS F (poor traffic conditions with long motorist delays). LOS C is typically considered a "good" traffic condition. LOS

D or better conditions are typically desirable; however, LOS E conditions are not uncommon during peak periods. LOS F is also not uncommon for side street traffic movements at full movement, unsignalized intersections with high volume arterial roadways.

Table 2 provides a summary of the *Highway Capacity Manual's* LOS Criteria. Table 3 provides a summary of the intersection LOS for the various intersections and traffic scenarios considered in this study.

Table 2: Level-of-Service (LOS) Criteria for Intersections

LOS	Signalized Intersection Average Delay (s/veh)	Unsignalized Intersection Average Delay (s/veh)
A	<= 10	<=10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Table 3: Level-of-Service (LOS) Summary

Intersection	Existing		Existing w/Project		Future (2034)		Future (2034) w/Project	
	AM	PM	AM	PM	AM	PM	AM	PM
S Platte Canyon / W Mineral Ave	D	C	D	C	F	D	F	D
S Platte Canyon / Hunter Run Ln	C	B	D	E	D	C	E	F
S Platte Canyon / Coal Mine / Doral Ln	F	D	F	D	D	E	E	E
S Platte Canyon / Fairway Ln	B	A	B	A	D	A	D	B
S Platte Canyon / Village Ct	E	F	F	F	F	F	F	F
S Platte Canyon / W Bowles Ave	E	E	E	E	F	E	F	E
W Bowles Ave / Middlefield	B	B	B	B	B	B	C	B

Table 4 provides a summary of the 95<sup>th</sup> percentile queue length for intersections and movements potentially affected by Wild Plum Farm traffic. The 95<sup>th</sup> percentile queue length is derived on a probability basis, and represents a length of queue that is exceeded only 5 percent of the time on average. In other words, for 95 percent of the time, the queue length will be less than the number reported in the table.

Table 4: Queue Length Summary (95<sup>th</sup> Percentile, in feet)

Intersection	Movement	Existing		Existing w/Project		Future		Future w/Project	
		AM	PM	AM	PM	AM	PM	AM	PM
S Platte Canyon / W Mineral Ave	EB Left	91	60	92	65	168	#205	173	#208
	SB Left	#288	#226	#308	#250	#564	#350	#581	#381
S Platte Canyon / Hunter Run Ln	WB Left	1	0	15	21	2	0	32	74
	WB Right	2	1	9	6	2	1	14	8
S Platte Canyon / Coal Mine / Doral Ln	SB Left	1	1	2	5	1	1	2	6
	NB Left	44	144	48	148	51	#238	54	#248
W Bowles Ave / Middlefield Rd	NB Thru	502	314	545	334	#1033	319	#1081	336
	WB Left	27	19	41	34	45	13	#88	19
W Bowles Ave / Middlefield Rd	NB Thru/Left	28	53	28	53	41	57	39	57
	NB Right	41	41	49	49	87	44	143	62

#95th Percentile volume exceeds capacity, queue may be longer

The following provides a summary of the LOS and queue length findings for each analysis scenario:

**Existing Condition:** Currently, traffic conditions within the study area are good; with the exception of the Coal Mine Rd, Village Ct, and Bowles Ave intersections along Platte Canyon Rd. The traffic signal at Coal Mine Rd is currently "split phased" which means that eastbound and westbound directions have to occur sequentially rather than simultaneously; thereby reducing the efficiency of traffic flow. There is also a large eastbound to northbound movement that contributes to poor (LOS F) operations in the a.m. peak hour.

Village Ct is an unsignalized intersection with relatively low side street volumes; however, volume along Platte Canyon Rd at this location is high enough that there are infrequent gaps for traffic from the side street resulting in LOS E to LOS F conditions.

The Bowles Ave intersection experiences a high volume of intersecting traffic from both Platte Canyon Rd and Bowles Ave. As result, a few of the intersection movements are over-capacity, meaning that traffic demands exceed the intersections ability to process that demand.

**Existing w/Project:** This scenario includes the additional traffic from Wild Plum Farm, but assumes no changes to existing signal timings or physical improvements to the existing transportation system. Apart from the intersection of Platte Canyon Rd and Hunter Run Ln, very little changes with the addition of Wild Plum Farm traffic. At the Hunter Run Ln intersection, the LOS changes from C to D in the a.m. peak hour and from LOS B to LOS E in the p.m. peak hour. However, because side street volumes remain light, the 95<sup>th</sup> percentile queue lengths are less than one car length on average.

Otherwise, the addition of project traffic results in the 95<sup>th</sup> percentile queue lengths for other movements to increase by a car length or so on average.

**Future (2034) Condition:** For this scenario, no improvements were made to the existing transportation system; however, traffic signal timings were allowed to optimize. The LOS results indicate that growth in background traffic over time will understandably result in increased average delays at area intersections. In many cases, these delay increases result in changes to intersection LOS when compared to existing conditions. In the case of the Coal Mine Rd intersection, optimizing the existing signal timings resulted in improved operations when compared to existing conditions; generally suggesting that signal timing improvements would be beneficial to corridor traffic flow.

The queue length results indicate that at a couple of locations, queue lengths will exceed available storage. These include the northbound through movement at Coal Mine Rd, and the southbound left turn movement at Mineral Ave. During the a.m. peak hour, the northbound queue at Coal Mine Rd will on occasion extend south past the intersection of Hunter Run Ln; making left turns to and from Hunter Run Ln more difficult to execute.

**Future (2034) w/Project:** For this scenario, no improvements were made to the existing transportation system; however, traffic signal timings were allowed to optimize. Apart from the intersection of Platte Canyon Rd and Hunter Run Ln, very little changes with the addition of Wild Plum Farm traffic. At the Hunter Run Ln intersection, the LOS changes from D to E in the A.M. and from LOS C to LOS F in the P.M. Peak. However, because volumes remain light, the 95<sup>th</sup> percentile queue lengths

remain short - less than one car length on average for the westbound right turn lane and approximately 3 car lengths for the westbound left turn lane.

The queue length results indicate that the addition of project traffic results in the 95<sup>th</sup> percentile queue lengths for other movements to increase by a car length or two on average.

### STATE HIGHWAY ACCESS CODE

As a state highway (SH 75B), access to Platte Canyon Rd is governed by the *State Highway Access Code* (SHAC). The purpose of the SHAC is to provide procedures and standards to aid in the management of the State of Colorado's investment in the highway system and to protect the public health, safety and welfare, to maintain smooth traffic flow, and to protect the functional level of state highways while considering state, regional, and local transportation needs and interests.

The Wild Plum Farm development will increase the volume of traffic accessing SH 75B by more than 20%, therefore in accordance with the SHAC an access permit application will be required. In this case, the Town of Columbine Valley will be the Permittee for the application.

State Highway 75B has an access category of Non-Rural Principal Highway (NR-A). For this category of roadway, the auxiliary lane warranting criteria are as shown in Table 5:

**Table 5: State Highway Auxiliary Lane Criteria**

Auxiliary Lane	Warrant Criteria (NR-A Access Category)	Status w/Project
Southbound Left Turn Deceleration Lane and Taper with Storage Length	More than 10 left turning vehicles per hour	Met
Northbound Right Turn Deceleration Lane and Taper	More than 25 right turning vehicles per hour	Met
Westbound Right Turn Acceleration Lane and Taper	More than 50 right turning vehicles per hour, and posted speed limit greater than 40 mph	Not Met
Westbound Left Turn Acceleration Lane	Where it would benefit the safety and operation of the roadway.	Not Met

A southbound left turn deceleration lane currently exists, although it does not meet the geometric design requirements of the SHAC. The existing lane is approximately 320-ft in length and consists of a 160-ft of taper and 160-ft of storage. SHAC requirements for a NR-A roadway and a 45 MPH posted speed are a total of 535-ft consisting of 435-ft of deceleration and 100-ft of storage. This length of lane would overlap with the existing left turn lane for Coal Mine Rd. Based on the queue length information provided previously, the storage length at Coal Mine Rd is more critical than is the storage for Hunter Run Ln. For this reason, no changes to the existing lane striping is recommended. Because the SHAC design criteria is not met, a design waiver request will need to be included as part of the access permit application.

A northbound right turn lane does not currently exist; and in fact existing conditions make construction of a right turn lane problematic as it would likely require extensive right-of-way acquisition, relocation of an existing overhead utility, elimination of mature landscaping, and reconstruction of an existing brick privacy wall. It may also reduce the setback between the privacy wall and adjacent residence to a level unlikely to be acceptable to the homeowner. Based on the LOS results, a right turn deceleration lane

would do little to improve traffic operations at the intersection. If a right turn lane is not provided, a design waiver request will need to be included as part of the access permit application.

### ALTERNATE SCENARIO

Staff of the Town of Columbine Valley requested that the analysis also consider the following development scenario:

- 100 detached single-family residential dwelling units
- Access to Hunter Run Lane and Fairway Lane
- 65% split to Hunter Run and 35% to Fairway Lane

One hundred (100) dwelling units is approximately the number of units that are identified the Town's Master Plan.

### Trip Generation

**Table 6: Trip Generation (alternate scenario)**

ITE Code	Land Use	Units	Weekly Rate	AM Peak Rate	AM Peak Entering %	AM Peak Exiting %	PM Peak Rate	PM Peak Entering %	PM Peak Exiting %	Weekly Total Trips	AM Peak Trips Entering	AM Peak Trips Exiting	PM Peak Trips Entering	PM Peak Trips Exiting
210	Single-Family Detached Housing	100 D.U.	10.50	0.80	25%	75%	1.05	63%	37%	1050	20	60	66	39

Rates calculated from Fitted Curve Equations

The alternate scenario generates approximately 1,050 daily trip ends, which is a little more than half of the number of trips that would be generated by a 200 dwelling unit development.

### Trip Distribution

Trips generated by the alternate scenario were distributed to Platte Canyon Rd from both Hunter Run Ln and Fairway Ln. This represents a change compared to the original scenario whereby all traffic except for the traffic to/from the east along Bowles Ave was assigned to the Hunter Run Ln access. For the original scenario, traffic to/from the east along Bowles Ave was assigned to Middlefield Rd via Fairway Ln.



Traffic Analysis

The following Table provides a summary of the intersection LOS for the Alternate Scenario, as well as a comparison to the original scenario with 200 dwelling units:

**Table 7: Level-of-Service Comparison for Original Scenario versus Alternate Scenario**

Intersection	Original Scenario (200 dws)				Alternate Scenario (400 dws)			
	Existing w/Project		Future (2034) w/Project		Existing w/Project		Future (2034) w/Project	
	AM	PM	AM	PM	AM	PM	AM	PM
S Platte Canyon / W Mineral Ave	D	C	F	D	D	C	F	D
S Platte Canyon / Hunter Run Ln	D	E	E	F	C	D	E	F
S Platte Canyon / Coal Mine / Doral Ln	F	D	E	E	F	D	E	E
S Platte Canyon / Fairway Ln	B	A	D	B	B	A	D	B
S Platte Canyon / Village Ct	F	F	F	F	F	F	F	F
S Platte Canyon / W Bowles Ave	E	E	F	E	E	E	F	E
W Bowles Ave / Middlefield	B	B	C	B	B	B	B	B

As Table 7 shows, the alternate scenario generally has LOS results that are comparable to the original scenario. The location realizing the most benefit is the intersection of S Platte Canyon & Hunter Run Lane which would function at one LOS letter grade better than the alternate scenario in the near term with project.

**Table 8: Queue Length Comparison for Original Scenario versus Alternate Scenario**

Intersection	Movement	Original Scenario (200 dws)				Alternate Scenario (400 dws)			
		Existing w/Project		Future w/Project		Existing w/Project		Future w/Project	
		AM	PM	AM	PM	AM	PM	AM	PM
S Platte Canyon / W Mineral Ave	EB Left	92	65	173	#208	91	61	172	#213
	SB Left	#308	#250	#581	#381	298#	#239	#571	#354
S Platte Canyon / Hunter Run Ln	WB Left	15	21	32	74	6	6	12	26
	WB Right	9	6	14	8	7	5	10	6
	SB Left	2	5	2	6	1	4	2	4
S Platte Canyon / Coal Mine / Doral Ln	NB Left	48	148	54	#248	45	145	53	#253
	NB Thru	545	334	#1081	336	538	336	#1085	326
W Bowles Ave / Middlefield Rd	WB Left	41	34	#88	19	31	22	49	16
	NB Thru/Left	28	53	39	57	28	53	41	57
	NB Right	49	49	143	62	43	43	98	46

#95th Percentile volume exceeds capacity, queue may be longer

Table 8 reveals that the alternate scenario generally results in a shorter left turn queue for westbound Hunter Run Lane at S Platte Canyon Road, but that queues at other locations are similar for the two scenarios.

The following provides a summary of the LOS and queue length findings for each analysis scenario:

**Existing w/Alternate Scenario:** This scenario includes the additional traffic from Wild Plum Farm, but assumes no changes to existing signal timings or physical improvements to the existing transportation system. Apart from the intersection of Platte Canyon Rd and Hunter Run Ln, very little changes compared to the original scenario of 200 dwelling units. At the Hunter Run Ln intersection, the LOS and queue lengths are improved compared to the higher density scenario.

**Future (2034) w/Alternate Scenario:** For this scenario, no improvements were made to the existing transportation system; however, traffic signal timings were allowed to optimize. Apart from the intersection of Platte Canyon Rd and Hunter Run Ln, very little changes with the addition of Wild Plum Farm traffic. At the Hunter Run Ln intersection, queue lengths for the westbound left turn movement are 1 to 2 car lengths shorter on average.

State Highway Access Code

Table 9 summarizes the auxiliary lane warranting criteria for the Alternate Scenario:

**Table 9: State Highway Auxiliary Lane Criteria (Alternate Scenario)**

Auxiliary Lane	Warrant Criteria (NRA Access Category)	Status w/Project	
		Hunter Run Ln	Fairway Ln
Southbound Left Turn Deceleration Lane and Taper with Storage Length	More than 10 left turning vehicles per hour	Met	Met
Northbound Right Turn Deceleration Lane and Taper	More than 25 right turning vehicles per hour	Not Met	Met
Westbound Right Turn Acceleration Lane and Taper	More than 50 right turning vehicles per hour, and posted speed limit greater than 40 mph	Not Met	Not Met
Westbound Left Turn Acceleration Lane	Where it would benefit the safety and operation of the roadway.	Not Met	Not Met

For the Alternate Scenario, all of the warranted auxiliary lanes currently exist; however, the geometry is substandard.

## FINDINGS

The following summarizes the findings of the traffic impact study conducted for Wild Plum Farm:

1. Two hundred (200) residential dwelling units generate approximately 1,990 vehicle trips per day, including approximately 149 and 197 trips during the weekday a.m. and p.m. peak hours, respectively. By comparison, a one hundred (100) dwelling unit scenario generates 1,050 weekday daily, 80 weekday a.m., and 105 weekday p.m. trips.
2. The characteristics of Hunter Run Ln make it an appropriate access to Wild Plum Farm: it is an underutilized access to Platte Canyon Rd; it functions as a collector roadway with few properties that directly access the roadway; and its proximity to Platte Canyon Rd minimizes out-of-direction travel and related impacts on neighboring properties. Fairway Ln and Middlefield Rd, other collector roadways in the Town, provide secondary access to the site as well as primary access for traffic to/from the east on Bowles Ave.
3. As a state highway, Platte Canyon Rd is under the jurisdiction of the Colorado Department of Transportation (CDOT). Wild Plum Farm will increase the volume of traffic accessing the highway at Hunter Run Ln by more than 20%, therefore a State Highway Access Permit will be necessary. The alternate scenario also distributes traffic to Platte Canyon Rd via Fairway Ln – resulting in the need for an access permit at that location as well.
4. The intersection of Platte Canyon Rd and Hunter Run Ln warrants a southbound left turn deceleration lane upon development of Wild Plum Farm. The existing southbound left turn lane does not meet current CDOT standards for a roadway with a NR-A access category. Platte Canyon Rd could be restriped to provide a longer deceleration lane; however this would impact the northbound left-turn lane for Coal Mine Rd which is a much more critical movement to overall traffic flow through the corridor. The study has concluded that vehicle queues for the southbound left turn movement will typically be one car length or less. For these reasons, no changes to existing left turn striping along Platte Canyon Rd is recommended.
5. The intersection of Platte Canyon Rd and Hunter Run Ln warrants a northbound right turn deceleration lane upon development of a 200-unit residential development (would not be warranted with a 100-unit development). Construction of a northbound right turn lane may result in substantial impacts to the adjacent property, including the need for property acquisition, utility relocation, elimination of mature landscaping, and reconstruction of a brick privacy fence. Proximity of the relocated fence to the residence would likely be unacceptable. The addition of the northbound right turn lane will do little to improve operations of the intersection and for this reason is not recommended.
6. Minor improvements to the Hunter Run Ln approach to Platte Canyon Rd are recommended to provide additional storage for left turning vehicles (approximately 100-ft of storage is required).
7. The study has concluded that the potential traffic impacts of the Wild Plum Farm development can be addressed by the transportation improvements outlined in this report.
8. Additional findings and recommendations related to internal Town roadways and the Platte Canyon Rd corridor are currently in development.



**Request for Board of Trustee Action**

**Date:** June 17, 2014

**Title:** Willowcroft SIA

**Presented By:** Lee Schiller, Town Attorney

**Prepared By:** Lee Schiller, Town Attorney

**Background:** As a condition of the approval of the Willowcroft Final Plat and Final Development Plan, the developer, Taylor Morrison must enter into a Subdivider Improvement Agreement (SIA) with the Town. The purpose of the SIA is to contractually bind the developer to complete all required public improvements, warrant the same and provide an adequate security to insure completion of the public improvements

**Attachments:** None.

**Fiscal Impacts:** None

**Staff Recommendations:** Approve as presented

**Recommended Motion:** "I move to authorize to the Town Attorney to complete negotiations of the terms of the Subdivider Improvement Agreement with Taylor Morrison, and upon completion authorize the Mayor and the Town Attorney to execute the final agreement on behalf of the Town."



**Request for Board of Trustee Action**

**Date:** June 17, 2014

**Title:** Trustee Bill #7, Series 2014: Concerning Building Permits

**Presented By:** Lee Schiller, Town Attorney

**Prepared By:** Lee Schiller, Town Attorney

**Background:** In the past, it has been the practice of the Town Staff not to issue building permits without first having received project approval from the HOA committee responsible for architectural review. In a recent revision of the Columbine Valley Building Code, this provision was omitted.

Trustee Bill #7 reinstates this practice, in addition to granting the Planning and Zoning Commission the authority to review plans of projects that do not fall under the purview of a Columbine Valley HOA.

**Attachments:** Trustee Bill #7, 2014

**Fiscal Impacts:** None anticipated

**Staff Recommendations:** Approve as presented

**Recommended Motion:** "I move to approve Trustee Bill #7, 2014 concerning Building Permits in Columbine Valley."

TOWN OF COLUMBINE VALLEY

TRUSTEE BILL NO. 7  
SERIES OF 2014

INTRODUCED BY  
TRUSTEE: JEFF MAY

A BILL FOR  
AN ORDINANCE

CONCERNING BUILDING PERMITS IN  
THE TOWN OF COLUMBINE VALLEY

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF COLUMBINE VALLEY, COLORADO:

Section 1. Section 15.08.080 of the Municipal Code of the Town of Columbine Valley is hereby amended to add the following section:

Section 15.08.080(e) is hereby added as follows:

15.08.080(e). Included with each application for a building permit submitted in the Town shall be two (2) sets of plans and specifications approved for aesthetics by the appropriate architectural review committee of a homeowners association located within the Town. For those areas of the Town with an established architectural review committee, plans and specifications shall be submitted for approval to said committee. For all new residential construction within the Town, plans and specifications shall include landscaping. Whenever an application for a building permit is submitted, which is applicable to those areas of the Town not subject to an architectural review committee, then two (2) sets of plans and specifications shall be submitted to the Planning and Zoning Commission, which shall review the plans and specifications. All planning and zoning reviews may be pursuant to the criteria and rules and regulations established by the Planning and Zoning Commission, which have been approved by the Board of Trustees. Approval of said plans and specifications by the Planning and Zoning Commission or the appropriate architectural review committee, shall be a condition precedent to the issuance of a building permit by the Building Commissioner. The Building Commissioner may require plans and specifications to be prepared and designed by an architect or engineer licensed by the State to practice as such.

Section 2. Should any section clause, sentence, part or portion of this Ordinance be adjudged by any court to be unconstitutional or invalid, the same shall not affect, impair, or invalidate the Ordinance as a whole or any part thereof other than the part or portion declared by such court to be unconstitutional or invalid.

Section 3. The Town Clerk shall certify the passage of this Ordinance and cause notice of its contents and passage to be published.

Section 4. This Ordinance shall be in full force and effect upon the expiration of thirty (30) days after the publication of this Ordinance in the Littleton Independent, Littleton, Colorado, said newspaper being a weekly newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

Introduced as Trustee Bill No. 7, series of 2014, at a regular meeting of the Board of Trustees of the Town of Columbine Valley, Colorado, on the 17<sup>th</sup> day of June, 2014, passed by a vote of \_\_\_\_\_ for and \_\_\_\_\_ against, on first reading; passed on second reading at a regular meeting of the Board of Trustees held by a vote of \_\_\_\_\_ for and \_\_\_\_\_ against on the \_\_\_\_\_ day of \_\_\_\_\_, 2014, and ordered published in the Littleton Independent on the \_\_\_\_\_ day of \_\_\_\_\_, 2014.

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Gale Christy, Mayor

TRUSTEE BILL NO. 7  
SERIES OF 2014

ATTEST:

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JD McCrumb,  
Clerk of the Town of Columbine Valley

