

## TOWN BOARD REGULAR MEETING AGENDA

## Location: Hybrid South Metro Fire Protection District Station #42 7320 South Parker Road

Or

Meetings | Town of Foxfield (colorado.gov)

## Thursday, June 5, 2025: 6:30 p.m.

#### Call to Order

- 1. Pledge of Allegiance
- 2. Roll Call of Board Members
- 3. Audience Participation Period (limit 4 minutes per speaker)
- 4. Consent Agenda
  - a. Approval of Minutes May 1st, 2025
- 5. For Discussion
  - a. Speed Mitigation
- 6. For Possible Action
  - a. 2025 Pavement Patching, Crack Sealing & Surface Treatment Bid
- 7. Reports
  - a. Members of Town Board
  - b. Staff

- 8. Future Agenda Items
  - a. Tunnel and sidewalk repairs
  - b. MHFD public outreach
  - c. Culvert Clean-up
  - d. Land Use Code Final Draft
  - e. Speed Mitigation
  - f. Wards Discussion
  - g. Home Rule
  - h. Social Committee
- 9. Adjournment

STUDY SESSION: LUC Definitions and Final Review



## BOARD OF TRUSTEES MEETING MINUTES

May 1<sup>st</sup>, 2025

#### Call to Order

The meeting was called to order at 6:30 p.m. via Microsoft Teams.

- 1. Pledge of Allegiance
- 2. Roll Call

The following Trustees were present in person: Mayor Jones, Trustee Cockrell, Trustee Hodge, Trustee Lawrence, Trustee Pakanati, Trustee Schultz, Trustee Thompson.

A quorum was present.

- 3. Audience Participation None
- 4. Consent Agenda
  - a. Fix Josie's comment in the minutes. Mayor Jones moved to approve the Consent Agenda, with a second from Trustee Shultz. The motion passed unanimously.
- 5. For Possible Action
  - a. Revenue Presentation by South Metro Fire on Possible Ballot Measure South Metro Fire provided a presentation with information regarding funding challenges, areas serviced, request for a review of mills, and increased demand for service. Trustees asked questions about fire services provided, ambulance services, advanced life support, and social worker service. South Metro Fire explained rising costs in common equipment used, engines, fire stations that have been rebuilt, and the shortfall that is coming in 2026. Trustees discussion included where revenue could be drawn from, different options concerning sales tax and property tax, false alarm reduction, and community risk reduction.
- 6. For Possible Action
  - a. 2024 Audited Financial Statements

Ms. Proctor gave a brief statement of the Audited Financial Statements. Trustee Thompson asked about allocating more money to the Road Maintenance Fund. Ms. Proctor stated that we could discuss this as part of the next budget meeting. Mayor Jones moved to approve the 2024 Audited Financial Statements as presented, seconded by Trustee Thompson. Passed unanimously.

b. Engineering Fee Estimate for 2025 Pavement Repair and Surface Treatment Program

Ms. Proctor gave a breakdown of the original estimate and the new estimate. Mayor Jones moved to approve the SEH Fee Estimate for 2025 Pavement Repair and Surface Treatment Program. Seconded by Trustee Cockrell. Passed unanimously.

#### 7. Reports

- a. Members of Town Board
  - Trustee Pakanati asked about the final road work for the road patches. Ms. Torres gave an update on the contractor's responses. Trustee Pakanati asked for an update on the shoulder project and speed mitigation. Ms. Proctor stated that Terracare will be doing the shoulder repairs and that we will discuss speed mitigation at the first meeting in June.
  - ii. Trustee Cockrell provided information she received from a contact she has that is a part of a fire fighting organization. She has some resources that she can pass on to the Town and stated that individual education is more important than overall community tips. Discussion included common things that Trustees see in the community that could cause concern in terms of fire mitigation.
  - iii. Trustee Thompson updated the board on event volunteers, trash date, gate incidents, graffiti in tunnel, and the Terracare mow schedule.
  - iv. Trustee Hodge asked about the gate signs. Ms. Proctor stated she will provide an update in her report.
- b. Staff
  - i. Town Administrator Proctor
    - 1. Ms Proctor asked if June 14<sup>th</sup> would be the clean up day and Trustee Thompson confirmed. Ms. Proctor said she visited the gates. She will order signs, and Frank has volunteered to put the signs up. Ms. Proctor mentioned the contractor suggested the colors for the signs to be white, black, and red. Ms. Proctor informed the board of some suggested maintenance at the gates made by CIRSA. Frank and some of the gate workers will do maintenance on gate arms and gate area. She provided an update on the MHFD letter and explained the delays. MHFD will go over the letter this week and will give the Town an update when the letter goes out.
  - ii. Town Clerk Torres
    - 1. Ms. Torres updated the board on accessibility remediation on the website.

- 8. Future Agenda Items
  - a. Tunnel, sidewalk repairs
  - b. MHFD public outreach
  - c. Culvert Clean-up
  - d. Land Use Code Final Draft
  - e. Speed Mitigation
  - f. Ward discussion
  - g. Home Rule
  - h. Social Committee
- 9. Adjournment

Mayor Jones adjourned the meeting at 8:55 pm.

Monica Samos

Monica Torres, Town Clerk

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Lisa Jones, Town Mayor



## MEMORANDUM

TO: Mayor Jones and Members of the Board

FROM: Karen Proctor, Town Administrator

DATE: June 5, 2025

RE: Speed Mitigation

#### **DISCUSSION:**

The Board approved \$40,000 in the 2025 budget for speed mitigation work.

In 2018 the Traffic Committee studied speed humps and provided some recommendations. Attached is the original report for the Boards information and reference. The recommendations and assumptions (page 11-12) would still be valid for the design. Cost estimates (Appendix C, page 55) from fall 2018 are included but would need to be updated to current prices.

Ken Brubaker, SEH Traffic Engineer (Resume attached as Exhibit A), and Erica Olsen, SEH Principal will be in attendance at the meeting to discuss the goals of the Boards regarding speed mitigation, answer questions and provide their input.

#### Exhibits:

Exhibit A: Ken Brubaker SEH Traffic Engineer Resume Exhibit B: 2018 Town of Foxfield Traffic Committee Recommendation Report



#### EDUCATION

BS, Civil Engineering, University of Minnesota

#### REGISTRATIONS/ CERTIFICATIONS

Professional Engineer in CO (#0047611), MI

#### TRAINING/SKILLS

Subject matter expert on bicycle and pedestrian transportation, CDOT



three primary trainers for this effort between 2014 and 2019. Ken developed course content and curriculum and helped deliver trainings to over 1,000 attendees.

# ACCESSIBLE CURB RAMP INITIATIVE (COLORADO DEPARTMENT OF TRANSPORTATION) – STATEWIDE

In 2017 CDOT initiated an \$85M program to bring all curb ramps into alignment with ADA and PROWAG standards over 5 years. Ken served as the technical lead for this initiative where he performed design and construction oversight, prepared updates to CDOT M-Standard drawings, and developed specifications. Furthermore, Ken led a partnership with ESRI to develop a mobile curb ramp inspection application to track progress and compliance of newly constructed or replaced curb ramps. The percentage of accessible curb ramps within the CDOT inventory went from 13% in 2017 to 54% in 2022.

#### CDOT ROADWAY DESIGN GUIDE (COLORADO DEPARTMENT OF TRANSPORTATION) – DENVER, CO

Ken served as the project manager for the most recent revision of Chapter 14 of the CDOT Roadway Design Guide (Bicycle & Pedestrian Facilities) in 2015. This design guidance was very progressive for a state D.O.T at the time and provided insight on items such as buffered bike lanes, two-stage bicycle turns, and accommodating bicyclists at complex intersections and interchanges. Ken was also the primary author and content developer for the Accessible Pedestrian Design (ADA) Chapter which was incorporated into the Roadway Design Guide in 2017.

#### ADDITIONAL EXPERIENCE

- Non-motorized Traffic Monitoring Program (Colorado Department of Transportation) – Statewide
- High-Demand Bicycle Corridor Identification (Colorado Department of Transportation) Statewide
- I-70 Genesee Bike Path (Colorado Department of Transportation) – Genesee, CO
- US-12/US-23 Reconstruction (Michigan Department of Transportation Brighton TSC) Pittsfield Twp, MI
- USA Pro Challenge & Colorado Classic Professional Bike Races (Colorado Department of Transportation)
   Statewide
- MDNR Recreational Trails Program (Michigan Department of Transportation) Statewide

# KEN BRUBAKER PE

MULTIMODAL LEAD

Ken is a project engineer with experience in transportation projects for both the public and private sectors. He is passionate about building communities through the development of complete transportation systems. By using the skills he has developed performing traditional roadway planning and design, Ken strives to provide options for bicyclists, pedestrians, and transit users in addition to the traditional motorist. He has served as the subject matter expert on bicycle and pedestrian transportation for the Colorado Department of Transportation and has chaired the AASHTO Technical Committee on nonmotorized transportation. Ken's example responsibilities include:

- Subject matter expert on bicycle and pedestrian design
- Design, roadway geometric design
- Design and construction oversight
- Transportation planning
- Design variances and exceptions coordination

#### FEATURED PROJECT EXPERIENCE

#### AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS - AASHTO (COLORADO DEPARTMENT OF TRANSPORTATION) – DENVER, CO

From 2016-2019 Ken served as one of CDOT's appointees to the AASHTO Committee on Design. During this time Ken chaired the Technical Committee on Non-motorized Transportation which is the group responsible for the development and production of the AASHTO Bicycle and Pedestrian Design Guides. As the technical committee chair, Ken lead the development of the 2nd Edition of the Guide for the Planning, Design, and Operation of Pedestrian Facilities released in 2021, as well as revisions which are still currently underway to the Guide for the Development of Bicycle Facilities.

#### BICYCLE/PEDESTRIAN/ACCESSIBLE DESIGN TRAINING CLASSES (COLORADO DEPARTMENT OF TRANSPORTATION) – STATEWIDE

The CDOT Multimodal Planning Branch provides training to engineers and planners on the intricacies of accommodating bicyclists and pedestrian during transportation project design. Ken served as the CDOT team technical lead and as one of

# Town of Foxfield Traffic Committee

# Recommendation to the Foxfield Board of Trustees

# October 4, 2018

Prepared and submitted by:

- Josie Cockrell, Committee Chair Bill Barnett Lu Tom Cox Ju Wayne Chambers Le Debby Farreau H Dan Levad Je
  - Luann Levad Judee Mikulka Leigh Otto Holly Taylor Jerry Zoellner

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## **Executive Summary**

The Traffic Committee was formed in May of 2018 with the goal of identifying Foxfield's traffic challenges and formulating solutions based on research and resident feedback. The focus of the Committee has been solving the speeding and traffic volume issues within our community. We presented our research findings to the community on August 23, 2018 and followed up with a mail-in survey. The Traffic Committee is submitting our formal recommendation, based on our research and the results of the community survey, for the consideration of the Foxfield Board of Trustees.

### **Community Survey Results**

A survey was mailed to each household in Foxfield to be mailed back by September 12, 2018. A total of 161 households (181 individuals) responded to the survey, giving a response rate of 58.3%. All three wards were well represented. The complete, compiled results and survey comments can be found in Appendix A.

While 48.3% of residents classified their personal driving experience as Easy or Very Easy, a significant number clarified that that was entirely dependent on the time of day when they were attempting to drive. However, when asked about pedestrian activities, such as walking, biking, or riding a horse, only 31.3% of residents found their experience to be Easy or Very Easy. The comments contained many concerning stories of being pushed into the ditch by drivers and generally being too afraid of road conditions to either walk during rush hours or at all. The lack of sidewalks was a common theme as well.

When asked about road conditions in our community as a whole, residents expressed a strong concern over both issues: volume due to cut-through traffic and speeding. A total of 84.4% of respondents believe that Foxfield has Significant or Very Significant traffic volume, and 73.9% of respondents believe that the speeding is Significant or Very Significant. When the Committee compared the responses to their addresses, it was interesting to note that even respondents that don't live on Foxfield's busier streets believe that traffic is a major issue for our community that needs to be addressed.

The survey showed strong support for the Traffic Committee's proposed solutions of installing traffic control gates (78.7% in favor) and speed humps (64.7% in favor). The comments about traffic control gates were generally brief (ex. "Great idea" and "Yes!"), with a handful of logistical questions that will be addressed during the implementation process. Comments about the humps frequently mentioned using them only as necessary, which is reflected in the Traffic Committee's speed hump recommendation. Those in opposition to the speed humps noted that they can be bothersome to residents, horse trailers, and vehicles.

Finally, there was very strong support (83.8%) for funding this project using money from Foxfield's General Fund. There were an equal number of comments specifying "no increase in taxes" and a willingness to explore other funding options. Many commenters also specified funding for one proposal or the other only. Most respondents who marked "No" added a clarifying comment that they were opposed to the proposed projects in general.

## Recommendations

The Traffic Committee recommends taking a two part approach to address the volume and speeding issues impacting our community. We recommend starting by installing traffic control gates, one on S Richfield St, south of E Hinsdale Ave, and one on E Fremont Ave, just east of Parker Rd. These gates are designed to reduce traffic volume by blocking cut-through vehicles during rush hours. We recommend beginning the process to implement gating as soon as possible.

The second part of the solution is the installation of speed humps. Speed humps are a very effective way to reduce speeding on residential roads. Several months after the installation of gates, new traffic data should be taken.

We expect traffic patterns and habits to shift after the installation of gates so new data is essential. We recommend that the Town work with a traffic engineer to identify locations where the speed humps will have the most impact.

The Traffic Committee recommends budgeting \$100,000 in the 2019 Budget for the installation of traffic control gates. It further recommends waiting until the 2020 Budget to include funds for the installation of speed humps. There is not enough information available at this time to provide a useful figure for the total cost of speed humps.

## Implementation

The Traffic Committee recommends beginning implementation as soon as possible. As described in the traffic control gate and speed hump sections, there are many steps to be completed before gates or speed humps can be installed. The expertise we have acquired during the time we have worked on the Traffic Committee, about our traffic issues and about the community, make us ideal to assist as an Advisory Board. Members of the Traffic Committee will continue to attend Board Meetings and be available to answer questions. Traffic Committee meetings will continue to be held on an "as needed" basis until the traffic problems have been resolved to our community's satisfaction.

# **Traffic Control Gate Recommendations**

## Purpose: reduce volume by eliminating rush hour cut-through traffic

The majority of Foxfield's traffic volume problem can be directly attributed to cut-through traffic from neighboring communities. Traffic data shows a clear pattern of volume increase during morning and evening rush hour times, which supports that most of this traffic is commuters. By adding traffic control gates at two of Foxfield's entrances, cut-through traffic can be eliminated during rush hours. The entrances off of Arapahoe Road and from the Chapparal neighborhood would remain open at all times. Foxfield will continue to be open and welcoming to those that come here as their destination. The intent is to block those drivers who would use our community and roads as a quick, convenient alternative to the surrounding larger roads that are better designed to accommodate commuter traffic.

## Highlights

- Physical barriers, such as gates, prevent cut-through traffic. Therefore we recommend installing traffic control gates at two strategic locations.
- Reduced traffic volume will return rural residential feeling to Foxfield.
- Residents maintain full-time access to all of Foxfield's entrances with RFID stickers on vehicles. RFID stickers are a less expensive option for residents needing access for multiple vehicles and cannot be lost or transferred to unauthorized users.
- Gates open in under 2 seconds, preventing back-ups in front of the gates and minimizing inconvenience to residents.
- Gate closure times will be limited to only busiest, most impactful times of the day. Gate schedules are easily adjustable to meet the current needs of the community.
- Emergency services can easily open the gates, preventing any delays in response time. South Metro Fire District is very familiar with accessing residents within gated communities and did not foresee any challenges with our far less substantial, proposed traffic control gates.
- RFID stickers can be provided to ACSO to give the police access at minimal cost.

## Locations

Foxfield's eight entrances make it nearly impossible to fully gate the town due to terrain and existing infrastructure challenges as well as lack of adequate right-of-way to provide adequate space for turn-arounds. There are a variety of routes through town that drivers take but the common destination is the south exit from Foxfield, on S. Richfield St., to access the light at Broncos Parkway. By focusing on blocking access to this common destination, gating the entrances connecting to Arapahoe Rd and Chapparal becomes unnecessary.

#### S Richfield Street Gate

The Committee recommends installing a gate on S Richfield St, just south of E Hinsdale Ave, at the existing median (see Figure 1). Cars approaching the gate from the north would be warned of the closure with signage and could turn east or west on E Hinsdale Ave to avoid the gate. Cars approaching the gate from the south would also be warned with signage. A turn-around would be constructed south of the gate to be located on the Chenango bridle path in the city of Centennial. Chenango has already been approached by the Traffic Committee and has shown interest in allowing the use of their bridle path land. They have also suggested that they would consider sharing the cost of paving the turn-around, since the presence of a gate would be mutually beneficial. After paving, the city of Centennial would manage maintenance of the turn-around.



Figure 1: Proposed turn-around location on Richfield St, south of Hinsdale Ave, on the Chenango Bridle Path

#### E Fremont Avenue Gate

A second gate blocking the exit at E Fremont Ave would be necessary to prevent rerouting traffic. Without it, drivers could exit Foxfield at this location, then make a left onto southbound Parker Road to access Broncos Parkway. Due to the lack of traffic light at this intersection, this would create both a safety issue and back-ups as drivers tried to make a left across a highway during rush hour, to go south to access Broncos Parkway. In the evenings, cut-through traffic entering at Fremont would also be blocked. The exact placement of this gate would need to be determined by a traffic engineer and subject to approval by CDOT, depending on its proximity to Parker Road.

Two locations have been proposed by SEH. Figure 2 places the gate nearest to Parker Road. Less, but still adequate, cuing space would be provided and the gate would be clearly visible from Parker Road, discouraging drivers from turning onto Fremont when the gate is down. The grade at this location is also much flatter and the existing median could be utilized to place the gates. This location is in CDOT's right-of-way, however, and would be subject to a more extensive permitting process.



Figure 2: Proposed location of traffic control gate on Fremont Ave, closest to Parker Road

Figure 3 shows the gate located on E Fremont Ave, about half-way between Parker Rd and E Easter Way. While this location provides more room for cars to safely cue off of Parker Road, the grade is about 7% at this location which could cause problems for vehicles in winter conditions. On the rare occasions that Fremont is experiencing snow pack, the gate could simply be left open to avoid forcing cars to stop on a slope. We do not foresee needing a large cuing area since all of the gates being considered open in under 2 seconds.



Figure 3: Proposed location of traffic control gate on Fremont Ave, east of the median

## **Survey Findings**

The vast majority of respondents, 84.4%, believe that we have a 'Significant' or 'Very Significant' problem with volume and cut-through traffic in our community. The survey results were overwhelmingly in favor of installing traffic control gates (78.7% in favor, 20.7% opposed).

Comments were generally brief. A few expressed interest in expanding the number of locations or hours of operation and some concern was expressed over the durability of the gates, seeming unwelcoming and the gates' ability to block cut-through traffic. Given the large response to the survey overall and the clear results, we recommend that the Board not hesitate in beginning the process to implement gates before the close of 2018 so that gate installation can be completed by early 2019.

## **Gate Detail Recommendations**

Each of these final details will be up to the Board's discretion to decide, however, the following are the recommendations of the Traffic Committee, based on our research and findings from the community survey. Please see Appendix B for specific examples of gates and cost estimates.

Style: Traffic Control Gate



This simple and functional style of gates would meet our community's needs. The gates open quickly to minimize inconvenience to residents and minimize necessary cuing space. They are cost effective and avoid the ornate style that many residents felt was incongruous with the feel of our rural residential community. In the event that the gate is hit, the arm snaps off and is fairly inexpensive to replace. Adding cameras to the gates would allow the Town to recoup the damage expenses or even implement a fine for tampering with the gates. There are many options and upgrades available for these types of gates,

as discussed in the following sections, which make them both convenient and effective.

Openers: RF ID Stickers, no key pad

The Traffic Committee recommends using RFID stickers that are directly attached to the vehicle as the method of opening the gates. There are several companies that manufacture RFID stickers and their readers. One estimate we have received was for \$8 per sticker, direct cost from the manufacturer. We recommend providing two free RFID stickers per address and charging residents \$10 per sticker for additional vehicles. RFID stickers must be registered in a database to specific cars so we recommend hosting a few events to distribute the stickers. Residents would need to show their vehicle's registration with a Foxfield address and be able to drive the car to the event location to receive their RFID stickers. Stickers should be placed on the cars at the event to insure that they are on the correct vehicle. These stickers are non-transferable and designed to come apart when removed. Individual stickers can also be deactivated by removing them from the database. This is useful if residents move or sell their vehicles.

The Traffic Committee recommends not installing a key pad with pin to access the gates. We feel that there is a high likelihood that the key pad will be abused for access by cut-through traffic. Since there will always be access to town available from Arapahoe Road, among other options, allowing key pad access to the gates is unnecessary. If the Town finds that not having a key pad is causing a significant hardship to residents, they are easy to add at a later date.

#### Schedule: Rush Hours & Late Night Hours

Traffic control gates can be fully scheduled and adjusted easily. Initially, we recommend that the gates remain closed 24 hours a day during the week and from midnight to 6 am over the weekend. After at least a month, the closed hours can be gradually weaned back until reaching a final use schedule of approximately midnight to 9 am and 3 pm to 6 pm weekdays and midnight to 6 am on weekends. Adding overnight hours was in response to community member suggestions that the gates may help deter crime. We do not have specific data or evidence to say whether we expect to see an effect. However, we see no reason not to include overnight hours, at least on a trial basis. Currently, Foxfield does not experience a large volume of traffic during the day and late evenings so we do not see a reason to leave the gates down full time. However, if community needs or preferences change in the future, the gate closure schedule can easily be adjusted.

#### Openers for Surrounding Communities: No, with a few exceptions

The goal of installing traffic control gates is to reduce the volume of traffic cutting through Foxfield. To do this successfully, we must limit access to the gates as much as possible. Our neighboring community to the south, Chenango, experiences a significant negative impact from cars that cut-through Foxfield into their community. Because they are unable to gate their community, they have expressed interest in partnering with Foxfield to support our installation of a gate on Richfield by allowing the turn-around to be paved on their land. Allowing all of Chenango to access the gate would create both a logistical issue and potentially defeat the purpose of the gate itself by allowing too many vehicles in. The gate is expected to greatly reduce the number of vehicles traveling along their section of Richfield and the west section of Jamison. Since a moderate number of Foxfield residents will still have access to cut through that section of Richfield and Jamison *only* be given the option to open the gate.

The Traffic Committee believes that a significant amount of the cut-through volume experienced in Foxfield is Chapparal residents, especially along the route on Hinsdale Ave connecting Chapparal to the exit on Richfield and the Broncos Pkwy light. It would run counter to our goal of reducing cut-through volume to provide gate openers to the residents of Chapparal. In addition, unlike the community of Chenango, Chapparal would not be making a financial contribution to support the installation costs of the gates or the maintenance costs of Foxfield's roads. Therefore the Traffic Committee believes that it would not be in the best interest of the residents of Foxfield to offer access to Chapparal residents or residents of any other surrounding communities not discussed.

It should be pointed out that, because the gates are only expected to be down during rush hours, only commuter traffic using our streets as a quick detour will be blocked. Residents of neighboring communities will still have access and be welcome to come into Foxfield to visit residents, enjoy the view and rural atmosphere, walk in the open space, etc. We do not expect blocking commuter cut-through traffic to create a sense of unwelcome or un-neighborliness toward our surrounding communities.

#### Power Source: No Preference

The Traffic Committee researched this topic extensively and found that installers and manufacturers have different preferences for power source. There does not appear to be a consensus on the issue. Gate manufacturers seem to generally recommend the use of solar panels. Solar panels designed for use with gates can typically handle thousands of lifts per day, well exceeding the needs of the Foxfield gates. They are considered by the manufacturer to be very reliable and are warrantied for at least 2 years. Solar power comes with no additional cost and are the most common way to power residential gates.

Installers generally seem to recommend hardwiring the gate. Hardwiring the gate would also be a very reliable option. We have received a bid to install the connection at both gates for under \$10,000 (see Appendix B for details) so we feel that either option would be suitable and cost effective.

#### Signage: Non-flashing warning signs

The Traffic Committee originally suggested utilizing flashing signs to warn drivers when the gates are down. At this time, we recommend using only regular, non-flashing signs to warn drivers of the gates. There were several reasons for this update. Flashing signs cost around \$5,000 each so even just a few would add significant expense to this project. In addition, concerns were expressed that flashing signs would notify drivers of the availability of the cut-through route when the lights were not flashing. Flashing signs can also cause a significant nuisance to residents if placed in a manner that shines into a residence. Instead, we recommend focusing on posting a larger number of signs to warn of the gates' existence but to have those signs not flash or indicate whether the gate is currently open or closed.

#### **Cameras:** Four on each gate (Two pointing in each direction of travel)

The Traffic Committee recommends installing four cameras at each gate, one for the driver and one for the vehicle license plate on each direction of travel. Video footage is recorded and saved in the gate itself (no wifi or internet connection needed) and would only be retrieved on an as needed basis. Cameras allow the town to record evidence and prosecute individuals who tamper with or damage the gates and recover repair costs. Other communities have established a fine of \$1,000 for tampering with or destroying the gates and we recommend that the Board establish this fine as well. This fine will allow the Town to minimize maintenance costs and prosecute those that vandalize the gate or attempt to open it manually.

## **Cost Breakdown**

Double-sided traffic control gates:	2 @ \$5,000 - \$17,000 = \$10,000 - \$34,000
Installation:	\$4,000 - \$8,000
Notification signs:	10 @ \$100 - \$300 each = \$1,000 - \$3,000
RFID Stickers Reader System:	2 @ \$2,750 - \$4,000 = \$5,500 - \$8,000
RFID Stickers:	560 @ \$8 each = \$4,500
Opticom System:	\$500 - \$15,500
Turn-around on Fremont	\$10,000 - \$15,000
Turn around at Chenango Bridle Path	\$10,000 - \$15,000
Engineering Fees	\$5,000 - \$7,500
Total	\$50,500 - \$110,500

## **Process to Implement**

- 1. Foxfield Board discusses proposal and approves moving forward on project, including adding funding for gates in the 2019 budget.
- 2. Town Staff are directed to put out an RFP (request for proposals) for gates and paving work.
- 3. SEH and/or the selected contractor prepares final design for turnarounds on Chenango's bridle path turn and on Fremont.

- 4. SEH and/or the selected contractor works with CDOT to determine the Fremont gate and turn-around locations. Any applicable permits are applied for.
- 5. The selected contractor applies for gating permit from SMFD.
- 6. Review proposals for the Richfield/Bridle Path turn-around with Chenango. Apply for approval from the City of Centennial for installation of turn-around.
- 7. Install turn-arounds. City of Centennial assumes responsibility for Chenango's Bridle Path turn-around after inspection is complete.
- 8. About a month prior to operation, post notices that gates will be installed about a month prior to operation.
- 9. Host several community events to allow residents to pick up RFID stickers for vehicles.
- 10. Install gates and signs. Gates should be kept closed 24/7 for at least a month after installation. Closure hours can be slowly weaned back to final schedule after initial month.

# **Speed Hump Recommendations**

## **Purpose:** to reduce speeding

The Town of Foxfield currently has several roads on which the 80<sup>th</sup> percentile speed is at or exceeding 5 mph over the posted speed limit of 25 mph. Since the Town does not have any sidewalks, pedestrians, equestrians, children, and cars all must share the road. As speeding increases, the roads become less safe for all activities.

Speed humps are designed to cause the driver to slow but not come to a stop. When designed and placed correctly, they can be very effective at reducing speeding. Speed humps are not designed or intended to address cut-through traffic and we do not suggest attempting to use them in that manner. Instead, the Traffic Committee recommends installing traffic control gates first and waiting several months for new traffic behaviors to be established. After this period, new traffic data should be taken and accessed before proceeding with speed humps. We recommend completing the speed humps portion of Foxfield's traffic calming project in 2020.

## Highlights

- Speed humps are very effective and one of the most common ways to reduce speeding.
- They are self-enforcing. Speeding in Foxfield does not seem to follow a predictable schedule, such as with cutthrough traffic, so speeders can be very difficult to catch.
- Reducing the speed of traffic would better utilize existing dips by preventing cars from reaching speeds high enough to cruise over them without being jolted.
- The installation costs are fairly low and maintenance costs are minimal.
- Emergency vehicle grooves prevent emergency vehicles from being delayed by providing a path where they do not have to slow to go over the speed humps.

## Locations

The Traffic Committee does not recommend any specific locations at this time. Instead, we specifically recommend that the locations of any speed humps installed be determined by a traffic engineer using the most up to date traffic data available. Speed humps are only effective if spaced and located optimally. The Committee recommends waiting several months after the installation of gates to let drivers settle into their new driving routes and habits before attempting to access speed conditions. Data should be taken during the school year to capture the habits of as many drivers as possible.

## **Survey Findings**

On the survey, residents expressed a strong concern about road conditions for pedestrian activities, such as walking, biking, and horseback riding (43.0% selected either Difficult or Very Difficult), and vehicle speeds on our community's roads (73.9% selected either Significant or Very Significant). A strong majority of survey respondents favored the installation of speed humps (64.7% in favor).

In addition, there were several interesting themes within the comments. Many residents described changing or reducing their walking hours due to unsafe road conditions and several near-miss experiences were described. One resident described being hit by a cut-through driver and one comment mentioned a dog being hit. Many residents commented on the lack of sidewalks and expressed interest in pursuing that project in the future. Finally, even among those in favor of installing speed humps, many comments suggested using moderation when add humps to our roads.

## **Speed Hump Detail Recommendations**

Each of these final details will be up to the Board's discretion to decide, however, the following are the recommendations of the Traffic Committee, based on our research and findings from the community survey. Please see Appendix C for specific examples of speed humps and cost estimates.

#### Style: Speed Humps

This style of hump is made of asphalt and extends the entire width of the road, has a travel length of about 12 feet, and is about 4 inches tall at the peak. Cars should only have to slow to about 15-20 mph to safely cross them. They are designed to be a gentle reminder to stay within the speed limit, not to damage cars or cause discomfort to vehicle passengers. However, speeding over them does not produce the same minimized jolt that occurs when drivers speed over the dips. More aggressive designs (larger peak height with a short travel distance) are called speed bumps and are not considered by traffic engineers to be appropriate for residential street applications. The Town would open itself up to liability by installing these types of bumps against the recommendations of traffic engineers.

#### Emergency Vehicle Cut Outs: recommended

Emergency vehicle cut outs are designed to match the larger wheelbase on firetrucks so that those types of vehicles can cross the speed hump without needing to slow. We recommend one set of cut outs per hump, centered on the road, to allow emergency vehicles to briefly straddle both lanes to use.

The exact width needed for the cut outs should be verified with the local fire department. Some larger consumer vehicles have similarly wide wheel bases so it is essential that the Town hire a high quality contractor to pour the speed humps so that the cut out locations are precise and can only be utilized by emergency responders.

#### Driver Notification: signs, thermoplastic striping, reflective poles

Speed humps must have a sign before the hump and striping to warn drivers of their presence. Thermoplastic striping paint is more expensive but has far superior longevity so we would recommend its use for this application. In addition, we recommend placing a small reflective pole, such as those used by Terracare to mark the edge of the road along turns, to identify the hump in the event that it is obscured by snow.

#### **Cost Breakdown**

Asphalt Speed Hump:	\$1,700 - \$4,000 each
Thermoplastic Striping:	~\$500 per hump
Sign and pole:	2 per hump @ \$100 - \$300 each
Total	\$2,400 -\$5,100 per hump

## **Process to Implement**

- Use Foxfield's radar signs to take new traffic data along routes likely to have a speeding problem. If at all
  possible, data should be taken during the school year. We recommend using a threshold of an 80<sup>th</sup> percentile
  speed at 5 mph over the posted speed limit to determine if a road is a candidate for consideration.
- 2. Foxfield Board discusses proposal and decides to move forward on project, including adding funding for speed humps in the 2020 budget.

- 3. SEH determines locations for speed humps.
- 4. Town Staff are directed to put out an RFP (request for proposals) for paving work and striping.
- 5. Install humps, striping, and signs.

# **Appendix A: Community Survey Results**

# **Traffic Committee Survey Results**

\*All responses and comments were included and input exactly as written. Results were verified by Town Clerk, Randi Gallivan.\*

#### 1. What is your name and address? 161 households responded; 181 individual responses

2. On a scale of 1-5, how would you describe your typical experience driving in the Town of Foxfield?



#### **Comments (38 responses):**

Positive Experiences

- No difficulties. The need for 4-way stops vs 2-way is not evident. To us unless it in some way reduses speeding. We also dislike speed bumps or dips unless necessary to control speeding.
- Only "Easy" because most of our commuting is done "off" hours.
- Even with the high volume of cut thru traffic, I have never had problems driving- still want to minimize the cut thru traffic
- Overall ok. The right turn from Parker Road after firestation could be better

Negative Experiences:

- During busy times, it's very backed up at the Richfield light to either turn left on Arapahoe or straight to Buckley. Some driveways get blocked by cars in line.
- Except trying to get onto Arapahoe Rd during rush hr; Have waited through 2 or 3 light cycles
- Sometimes we have a hard time getting out of our driveway. Also many cut-through tailgaters
- I have to leave early to get out of our neighborhood
- Nightmare during cut through traffic
- Traffic in morning is extremely challenging. People are speeding.
- I am usually coming & going during rush hour. It is VERY difficult to get on Parker Rd off Fremont.

#### Current Road Conditions:

- To damn many STOP signs
- Too many dips, stop signs
- wish there weren't so many stop signs/dips
- Speed limits need to be raised
- Too many stop signs on Easter now!

#### Time Dependent:

- During indicated hours
- fine during the day- a mess during rush hour/ heavy traffic on Parker or Arapahoe
- Good overall except during rush hours in morning & afternoon
- It depends on the time of day. Rush hour makes it really difficult.
- (both 2 and 4 were marked) 2- during rush hours; 4- during day
- Traffic congestion during rush hour
- Location & time of day varies from easy to difficult
- (marked 2 & 3) depends on the time of day
- depends on the time
- Overall its 3. During time of traffic its Very Difficult
- durg rush hours- otherwise easy
- Difficult during rush hour
- (difficult, neutral, and easy all marked) Depends on the time of day. :( morning & evening rush, traffic issues
- Really depends on the time and day of week
- At rush hours
- (Marked both 2- evening rush hour and 4- during day)
- Only in the evening- can't get out onto Arapahoe due to back ups on long lines of cars
- Depending upon the time of day!
- with the exception of morning & afternoon cut-thru traffic

#### Other:

- JW Church traffic
- I don't like this question because we all would prob. agree that it's easy much of the time. However, it's a nightmare during rush hours (am/pm) & when the churches are in session. The JW Church is just constant in the mornings & evenings & most all of Saturday & Sunday.
- We are retired



#### **Comments (55 responses):**

Positive Experiences:

- Other than the speeding of cars, the traffic doesn't much affect our walking/running. We don't bike much and we have no horses.
- No problems walking or biking.
- Any time I have walked, drivers have been courteous and careful.

Negative Experiences:

- I had one bad experience while walking that I was run off the road into a ditch by a driver speeding to get to the church.
- It seems that most visitors to FF have no idea about speed and how to behave around pedestrians. I have had scary experiences.
- I was nearly hit by vehicle from Chapparal
- I walk in in the AM & the cut throughs are speeding and I have literally had to go into the ditch because they don't move over

- Very dangerous when walking & bike riding
- 2- a pain when people speed, actually very annoying & scaring
- I wish drivers stopped at stop signs!
- Cut through traffic makes biking and walking along the roads dangerous
- Some people fly by and do not move over very far
- Traffic- to include honking horns & speeding by horse and sometimes yelling
- Cars do not slow down, extreme volume of traffic; Scared for my 6 yr old to walk on street w/o an adult.

#### Sidewalks/Trails:

- No sidewalks are a concern
- No sidewalks
- Whatever happed to the trails Peds share road w cars/traffic; Lack of TRAILS
- Whatever happened to the trails??
- Horseback riding: When I had my horse (no longer have one) it was very difficult riding in Foxfield due to traffic and unkept ditches. It would be great if at some point Foxfield could have bridle paths or an arena for us horse lovers!
- We definitely avoid walking during rush hours due to the increase in cars on the road. I would feel so much safer though at any time of the day if we had trails. There are several blind hills around our house.
- We never walk in Foxfield. Too spooked by walking in same areas as cars.
- Our horse path we were promised when we paved the roads never materialized.
- (marked both 2 & 3) Because there are no sidewalks, and many speeders, I have to be very careful during the day, and do not even consider walking @ night.
- only because of no sidewalks or pathways.
- When the measure was passed to pave the roads we were promised a walking/riding path around Foxfield. which was built into the cost of paving the roads. -It was never done! We voted and paid for it.

Changing/Reducing walking hours:

- We walk outside of our work schedules which is around rush hours. We have to dodge cars constantly. We have had incidents with drivers cutting through, so have had to pull back our walking. We are having to stop because of all of the speeding & traffic during rush hours & on weekends due to JW church.
- Depends: I won't walk between the hours of 4:00 pm to 6:30 pm due to cut through traffic. Early mornings are ok.
- (circled walking) I walk in the early morning hours. That is the only time walking can be tricky with traffic
- Most walks/rides are peaceful. I avoid walking/riding around rush hour because it is too dangerous. Town residents know to give us room. Others don't.
- I don't walk on our streets for fear of getting hit by a car
- If I'm working I have to ride my bike after work. Impossible during rush hour! Daylight is waning, soon no chance to ride.
- again time of day I avoid riding my horse on Easter & Richfield in the late afternoon
- time it appropriately

Time Dependent:

During indicated hours

- Depending on the time of day
- Only during peak hours (AM/PM comute
- 4:30 6:00 pm & 7:30 8:30 am
- (marked 2 & 3) again depends on the time of day.
- depends on the time of day & the courtesy of the drivers safety is always a concern
- Depends upon the time of day.
- Especially during rush hours
- during rush hours otherwise easy
- Very difficult at rush hour
- Depends on the time of day
- At rush hours
- I have to be careful if it is after 5 pm- lots of traffic
- during rush hour

#### Other:

- (added option "OK" between Neutral and Easy)
- (Both 1- Very difficult and 4- Easy were marked with no other comment)
- Too much cut through traffic & fast cars
- I don't do any of these activities
- But if traffic backed up on Arapahoe Rd or Parker our answer goes to Difficult
- On Richfield
- Overall its 3. But when traffic backs up its not fun
- High volume due to cut through traffic
- Large amount of church traffic

4. How significant a problem do you believe the following to be for our community as a whole?

#### Volume and Cut-Through:



#### Speed:



5. If you're affected by volume of traffic, what time of day is the cut-through traffic a problem for you? Circle all that apply.



#### Exact Times (92 responses):

Specific Times:

- 3:30 PM 6:30 PM
- 7:30 8 AM
- 7:00 9:00 PM; 4:00 6:30 PM; Sunday AM
- 6:30 9:00 AM; 4:00 6:30 PM
- 7:45 AM 4:30 PM
- 7-9 am 4-7 pm
- betw 5 & 6 p
- 3-6 pm
- sometimes lights will not change Buckley Richfield; 6:30 am 8 am; 3:45 pm 6 pm
- Once in a while, get stuck at NB Richfield light for a while; 5-6 pm
- 7:30 am; after 5 pm

- 7:30 8:00 AM
- 5:30 10:00 am; 4:00 7:00 pm; Sat & Sun JW Church
- between 7-8:15 am; 4:15-6 pm
- 7-9 (marked morning)
- 3:30 5:00 pm
- 8 AM; 6 PM
- 8:00 10:00 AM; 4:00 6:00 PM
- 4:00 6:00 (marked evening)
- 6:00 9:00 AM; 3:30 7:00 PM
- 5-6 pm
- 7-9 am; 4-6 pm
- 6:30 8:00 am; 4:01 6:30 pm
- Mon thru Fri 6:30 8:30 AM 3:00 7:00 PM; Sunday- 9:00 AM 1:00 PM
- Morning 7:30 AM 9 AM; Evening after 4:30 PM
- 7 AM 9 AM
- 4:30 6:30 PM; 7:30 9:00 AM
- 7-8 (morning); 4:30 6:30 (evening)
- 8-9 am; 3-6 pm
- 7:00 am 9:00 am; 4:30 pm 6:00 pm
- 4-5:30 evening; 7-8:30 morning
- 5 pm 630 pm
- 7 8 a.m.
- 5-6 pm
- Usually from 4:30 pm 6 pm. It's really bad if there is an accident on Parker/Arapahoe.
- 8:30 am/ 4-6 pm
- 8-9 am; 3-6 pm
- 6:30 am 8:00 am; 3:30 pm 6:00 pm
- 8-9 am
- 5-6 pm
- 5-6 pm
- 7-8 am; 5-7 pm
- 7-9 am/4:30-6:00 pm
- 7-9 am; 4:30-6:00 pm
- 7:30 a.m. 9 a.m.; 4 p.m. 6:30 p.m.
- Early eveng walk (4 pm- 5)
- 7-8 am; 5-6 pm
- 7:30 8:30 am; 5 6:30 pm
- 4:30 6:00 PM
- 5-6 pm
- 5-6:30 pm
- 7:00 am 8:00 am
- 7-8 am; 5-7 pm
- 4:30 to 6:00 pm

- 7:30 am; 5 pm
- 5 pm 6 pm weekdays
- 5-6 pm North Bound Richfield

#### General Times:

- During accidents
- Rush hours
- rush hours
- evening occas.
- church traffic
- Church on Costilla; when Church gets out & Thursday evenings (meetings)
- Church time
- Rush hour each
- rush hour
- Rush hour- morning; rush hour in afternoon sometimes blocks our driveway
- Sunday all day
- Sunday from JW Church
- afternoon rush
- Time when people assembled in church on Castilla

#### Not Affected:

- N/A
- N/A
- not
- Not at all
- Rarely affected
- Not affected
- Not affected; My commute begins at 04:30 AM
- n/a
- n/a
- none
- n/a
- not affected
- not affected
- Not affected.
- Not affected at all

#### Other:

- (crossed out "cut-through traffic a problem for you") Ours is more the church (Latter Day Saints) now everyday but more on Wed. & wknds
- Not often, unless a big accident on Parker & Richfield is jammed.
- Volume has never been a problem... just a nuisanssance. And the volume is wearing out our roads.
- Whenever an issue exists on Arapahoe/Parker Rds

- Occasionally traffic is pretty bad leaving through Chenango (accidents on Parker or Arapahoe)
- accidents or light outages on Parker affect.

6. Are you in favor of installing traffic control gates, such as the one pictured, for use during weekday rush hours to deter cut-through traffic?



#### **Comments (43 responses):**

Supporting/Positive:

- adamant
- (underlined "during weekday rush hours")
- Absolutely!
- gates would be my 1st choice
- ! (marked yes)
- Couldn't happen fast enough. Must get Board to act!
- Great idea!
- Add more if needed
- In favor of 24/7 use of gates.
- Great idea!
- Very in favor
- Definately! Do it now.

- definitely!
- I think the gates should be put up also when the race guys are around.
- I would add third gate @ Richfield & Arapahoe
- Not @ locations proposed but yes @ other locations
- I would prefer gated community
- Absolutely
- On all entry points especially East Easter
- Gates are the ONLY way to prevent cut-through traffic. We don't owe any of the neighboring communities access to roads that Foxfield residents paved and continue to pay to maintain. Block them out.
- Only during rush hours- right?

#### Opposing/Negative:

- ridiculous
- they are tacky and won't slow down cut throughs
- These will be broken and ran through very quickly
- Little Government trying to act like Big Government
- P.I.T.A.
- Inconvenient to owners- loss of control device!!??
- They require to much maintenance.
- Not a welcoming community when you put up gates.

#### Other:

- Not sure
- How will we let visitors in? Don't have a strong opineon
- Not opposed but seems a huge expense for a few hours a day
- "Fast Pass" RFID/Vehicle Scan
- What about visitors/cleaning ladies etc
- Only concern is if gates break down or controller does not work
- I am not opposed to the gates, but think the gate on Fremont will be problematic for traffic flow off of Parker. Between Parker & Easter Way, there's little room for cars to backup waiting for the gate to open... if they have a tag, or to back up & turn around if they don't. On Northbound Parker in particular, where there is no turn lane, cars stopping on Parker because there's a back-up at the gate could create a dangerous situation. Similarly, it's hard enough to turn left into Fremont during rush hour. Waiting for the area to clear far enough to turn safely could take forever, esp. with other people filling the space from Parker Northbound. Recommend reconsidering the location of this gate to the top of Fremont or, better, Easter Way & Easter. Yes people could get a ways into Foxfield before finding out there's a gate (signs would help)... but they'd only do it once, then change their pattern!
- Maybe
- Foxfield residents would be able to access Long drive and the light on Parker rd to easily go south. Would we offer any Chenango residents transmitters so they could access Arapahoe rd or Buckley to go north?
- Need to add one farther north on Richfield. Maybe one also more east on Easter
- I'm neutral. I have some concerns on maintenance, repair (someone hits hit), and appearance of being unneighborly

- Only if they significantly reduce the problems other residents experience. They would annoy us.
- Delay speed bumps
- There is no point in installing gates unless you gate all 8 entrances



#### **Comments (59 responses):**

Supporting/Positive:

- if needed
- ! (marked yes)
- For the safety of my family and community- yes!
- In selected areas
- Not humps but road dips like we currently have.
- Very in favor
- Absolutely
- But much more spacing between them
- Within reason- esp on blind curves like Yampa Cir. & Yampa/Hinsdale transition
- Maybe speed humps first and if not effective then do the gates.
- I'm definitely in favor of installing speed humps. I would like to see one on Hinsdale, between Richfield & Telluride, for two reasons:
There is a dangerous visual blindspot at my property. Drivers heading east on Hinsdale from Richfield would not see a child in the road until they crested the nearly-imperceptable hill in the pavement at my circle drive. Depending on placement of traffic control gates, traffic may increase on Hinsdale. (\*Please place gates to prevent that- thank you.)

- But limited as much as possible
- (marked yes) We live on the speedway known as Hinsdale Ave.
- In moderation!
- In favor but we need to be very thoughtful about where they go. Humps are both obnoxious and permanent so they need to be placed where they will have a true impact on the speeding.
- Same reply as #6 above. (Only if they significantly reduce the problems other residents experience. They would annoy us.)

Opposing/Negative:

- We already have plenty of speed bumps & stop signs.
- Speed humps with emergency notch-outs are ineffective. I previously worked for the Town of Castle Rock for the public works department. We installed multiple speed humps. Traffic ignores double yellow line and utilizes emergency notch-outs instead. Unless monitored by authorities these are ineffective.
- have enough
- dips already exist
- Traffic/cars will still cut thru
- Still have cut thru traffic. Usually they are the ones speeding
- Too hard on vehicles. Snow removal is difficult.
- Too bothersome to residents
- They don't help
- Not sure they will help
- Get rid of dips. They are ineffective. Humps... No thanks!!!
- They are a PITA. I believe speeders are mostly residents and a small %.
- Then we have the annoyance of bumps
- absolutely NOT; terrible for horse trailers!
- They are awful!
- In our experience, speed humps haven't been very effective to reduce speeding.
- Please remove existing speed humps.
- This is by far more of a nightmare for residents than cut thru traffic.
- Another item to maintain & could cause problem for snow plows.
- Too much maintenance/ repair in and around them
- Seems like there is enough in our area
- would prefer to keep residents responsible
- We already have dips.
- We have dips
- There is already dips that reduce speeding. I don't see a problem with speeding. Most people drive close to the speed limit.

### Other:

- lets wait and see if gates resolve
- haven't seen any speeding cars
- We've talked about this forever & nothing happens.
- Cars who hit bump make noise
- Can add suggestions/ prior residence had speed humps
- Not sure
- Speed bumps won't deter people from cutting through Foxfield
- (nothing marked) Maybe; If gates are not an option, then yes
- Gates will alleviate need for humps.
- I have not noticed the bumps reducing speeds in Antilope. Drivers just speed over them. I believe the bumps need to be significantly higher than Antelope's.
- perhaps later- if the gates cut down through traffic, that may be the speeders
- Maybe. Would like to see how the gates work first.
- First of all, I oppose speed humps as these are a nuisance for residents. I do not care for the humps at all in Antelope. It is annoying to maneuver through the Antelope community.

Therefore, I am in favor of traffic control gates. The area entering off of Parker Road from Fremont Street accessing Easter Way is a PERFECT location for traffic control gate(s). At 8:45 a.m. this morning there were several automobiles driving over the posted speed limit and traveling too close to me as I was walking my dog. No one bothers to slow down or move over; esp. a truck motorist.

Another proposed traffic gate location off of Richfield Street south of Hinsdale Avenue would deter motorists at the end of the community as well. Another area to consider a traffic gate would be Arapahoe Road at Richfield Street and Arapahoe Road at Waco Street.

I would like to make other traffic suggestions re: sign maintenance within Foxfield; among other issues. There are several intersections where the 4-way stop signs have faded and need to be replaced. As well as areas that could use a yield sign (instead of a stop sign) and other areas where stop signs are not necessary. I witnessed an almost wreck involving three cars last week at a recently installed stop sign while I was bike riding. If a position would become available, I would apply.

- Maybe
- undecided
- Also, take out the useless stop signs- they are just a nuisance to residents
- What about snow plows w/ humps?
- Gates would impede friends, family, & deliveries that do not have RF controler!

8. Do you support investing in our community by using General Fund money to fund traffic control gates and speed humps?



## **Comments (42 responses):**

Specified Gates or Humps Only:

- Bumps
- no speed humps/more control gates
- Speed bumps only!
- No gates
- Gates only
- Yes for gates... none for humps
- (marked both yes and no) Yes- gates; No- speed humps; No speed humps. Gates- yes!
- (marked both yes and no) Yes- gates; No- speed humps
- Only gates.
- Yes for speed humps; unsure re traffic control gates
- We support traffic humps. Need more information about gates.
- Yes traffic control gates No; No; No. speed humps

- Just the humps and a park
- Speed bumps just damage your car; gates would greatly reduce traffic and speed

## Supporting:

- It will help the Town maintain its culture
- Absolutely!
- Pending costs?
- Pending cost!
- Don't want taxes to go up to support it.
- ONLY available funds; No debt or tax increases
- We see no other acceptable way to fund them. However money must be available for all other community needs (road maintenance, right-of-way maintenance, community cleanup, etc.).
- No increased taxes!
- There's plenty of money in the budget.

# Opposed:

- have enough
- waste of funds- people will still continue to use roads & speed
- Spend on road maintenance instead of adding more items to maintain.
- I would rather have the money spent on sidewalks or a park.

Supporting Additional Options:

- I'm also not opposed to increased taxes or fees in the community to warrant these or other solutions irrespective of costs.
- We would also support other methods of paying. We do not want the money in the GF to go to roads maintenance, until traffic on our roads is significantly reduced. Residents' roads are being damaged by the cut-through & church traffic & residents should not be responsible for this.

## Other:

- ?
- We have 5 vehicles. How much would the RF transmitter cost?
- (marked both yes and no) Yes depending on cost. Cant have an open checkbook.
- Maybe if they are large steel gates not some flimsy 2 x 4 and... all entrances gated.
- Not sure
- Foxfield is located in Denvers Suburbs Denvers Suburbs has traffic! It's part of life.
- (marked both yes and no) I have mixed feelings as I have mixed feelings about these control measures
- Outstanding research into an ever growing problem. Thank you!!!
- See comments on reverse
- We voted and paid for an estimate to make walking/riding paths. That would have alleviated problems of people walking on the road. Frankly that is the only reason the measure passed.
- Maybe
- (marked yes and no)
- However have not seen cost to install and annual maintenance

## 9. General Comments: 76 responses

- I believe according to info the gates will resolve the speeding
   I also believe we should change time in morning to 6:00 to 9:00 for gates
- (1) Why just rush hour? Lets prevent any extra traffic since they are private roads.
  (2) Since there is a rather steep hill on Fremont, the gate will be located halfway up. Therefore during winter there could be a issue getting started again. Don't know the answer. Has to be there
  (3) I will bet Chanego will contribute to the one on Richfield, this has to be an issue with them also.
  \*No big deal, but about 80% of town people run the sign at Buckley & Hinsdale. Some slow down, some don't slow down at all. (Not sure why there is a sign there anyway)"
- -Don't spend money installing random stop signs or traffic control gates, especially right next to existing speedbumps.

-\$200 speeding tickets should be a significant disincentive making these other projects unnecessary.

• "Speed Humps" are OK and are effective. I drive through Antelope frequently and find theirs a minor nuisance and might slow traffic and will support their use.

But, I would NOT want a speed hump in front of my house. The noise from a car just driving by is minor but to constantly hear cars slowing down then speeding up after passing over the hump would be irritating. A former Foxfield resident who now lives in Chenango found the installation of a stop sign near his house to be very disturbing.

"Gates" should not be installed for several reasons. I don't want my friends who like to come by, often after work, to turn off Parker road and come to a halt at a closed gate. Back-up and turn around with cars behind them?

I don't want my wife (or me) to be blocked at the gate because my "clicker" was in the "other car" (do I get one for each of my several cars?).

Would all who would block "cut through Foxfield traffic" make the commitment to never "cut through Chenango"?

The list goes on - how do we get the space needed for the four "turn around" that will be needed for two gates - what is the cost of design and installation including providing electrical power - who maintains them and what happens when they don't work- have the additional "stop signs" been effective in reducing traffic and speeds (radar sign data analysis) - gates don't just block commuters seeking a quicker route, they also block family, friends, and business use.

We all decry the loss of civility in our government and our lives - let's not contribute to that loss by saying "go away - you are not welcome here".

- The gate on Richfield/Hinsdale should be at the bottom of the hill Especially for winters it gets slippery
- Ambulance vehicles have to slow significantly when patients are on board, which delays those patients in getting to the hospital. Humps and gates would do the same.

Our cut-through traffic is minimal compared to traffic on the roads around us. I cut through the Farm to go to the public library. I cut through Chapparal to go to Creekside Elementary. \*I don't see them installing dips or humps or gates to go through their communities. How about just being good neighbors to those who live around us and stop spending our money on issues like this. If people want to live in a gated community, there are plenty around for those people to move to; we live in a town. A town should be open and welcoming to anyone who comes here.

\*Insert: I cut through Chenango to go to Costco or the gas station.

One last comment: The dip at Yampa St & Easter is very badly placed! One barely clears the dip before having to stop at the stop sign on Easter. Was that really a good use of our town funds?

• Excellent work and proposal.

I prefer stop signs to speed humps. If the speeding problem continues after gates are in place, then I support trying stop signs. We live next to one of the new stop signs, and have observed that over 95% of the cars do not run the stop sign.

Use speed limit signs with cameras to catch and prosecute speeders.

Try using sheriff's department to control emergency gate openings to avoid requiring Foxfield to have an employee/official on call 24/7, but only if Foxfield can revoke authority if it is mis-used. Explore possible solutions to noisy vehicles.

• This whole conversation has been going on far too long & the Board does nothing. We need an implementation group from the Committee to carry the ball forward or nothing will get done. Too many people in FF are being negatively affected by all of this traffic, & all of FF needs to support getting

things under control- this is what a community is about.

The JW church as a whole has substantial funds. We need to talk to them about the effect they are having on our residents quality of life, & encourage them to work w/ CDOT to gain access from Lewiston & not have to cut through Town. Neither church should be given clickers to the parishoners.

Chapparal is NOT part of our community. Neither is most of Chenango. Both are a huge part of our traffic problem & should be blocked via our gates.

- I do not think the "cut throgh" traffic is a material problem requiring the use of funds at this time. Please not that a majority of Foxfield Residents "cut throgh" Chenango to access Bronco Parkway. Do not give them a reason to block us from this access.
- Concern over cut-through traffic coming in on Arapahoe & Richfield, this is a huge area of concern. Without gate here, there would still be a high volume of cut-through traffic.
   Question- Does the proposed gates require the RF controller to enter and exit?
   Question- Will there be another meeting to review the results of survey?
- Install control gate at Arapahoe & Richfield This would stop cars in the morning which is fastly becoming a issue. Cut thru cars @ Arapahoe & Richfield in the morning is crazy
- Item 1. We don't appreciate the 25 MPH speed limit. It's too slow. It's retarded. There is at least 50 yards visual space on either side of the roadway at almost all times.
   Item 4. Volume of cars, ""cut-through traffic"". We access Foxfield only through Fremont and Waco, rarely

traveling on Richfield or Hinsdale. "Speed of cars". Seems to us the town is fixated on cars moving at crawl speed in spite of the large visual range on either side of Easter. We've heard some board members proclaim about "speeders whizzing past pedestrians". We've been here 7 years and have NEVER SEEN THAT. Not even once. What we see is cars slowing down dramatically from even the 25 MPH speed limit and giving a wide berth to pedestrians.

Speed policy we would endorse... (1) "Speed limit of 35, with notation of 25 when pedestrians or horses are present", (2) removal of the newly installed (superfluous) stop signs at 3-way stops on Easter, and (3) no humps/bumps on Easter.

Item 7. "Humps and bumps". We are 100% AGAINST any humps and bumps on Easter and Waco. It's hassle enough to keep the speed to a ridiculous 25 MPH. The humps/bumps will only make things worse. (a) Even more ridiculous and annoying slowing of speed, (2) wear-and-tear on vehicles... brakes, shocks, suspension, squeaks and rattles, (3) lowering property values. If there had been humps and bumps on the roadways in Foxfield, we would not have bought a house here... bad idea all around. Item 8. Traffic control gates... Seems everybody who travels Richmond regularly thinks this a good idea, so we support.

Humps and bumps... We do NOT support for Easter and Waco, but those are not the "cut-through" streets. If the town must install humps and bumps, they should be limited to Richfield!

• I am more concerned with tackling the increasing crime we seem to be having in Foxfield as opposed to traffic & speeding.

I would be in favor of full time traffic control gates (but not just rush hour) to keep all non-residents (except authorized visitors) out (ie complete gated community) - I am tired of being worried about my mail being stolen and/or potential more serious crime.

That being said If rush hour traffic control gates /or speed bumps are considered need something at the east entrance to Foxfield on Hinsdale Ave (traffic coming to/from Chaparrel subdivision can be significant & many are speeding). My preference would be force Chaparrel residents to go north directly to Arapahoe Rd as opposed to using Hinsdale to cut through Foxfield.

- Exiting Foxfield to Arapahoe Rd without a green arrow is a huge danger & has resulted in many accidents. The county denies this & the street isn't wide enough like at Waco to do anything. It's almost impossible to get out of the neighborhood safely at Buckley/Arapahoe.
- Prefer to have regular patrols/drive throughs by sheriff's dept. Traffic is controlled AND crime prevention...
- The speeding of vehicles is more significant than the volume. However, the volume has increased significantly in the last few years.
- Traffic from people going to the church on Costilla is horrible. It's a steady stream of cars of which I believe 70% of them are speeding, pausing at stop signs, and disrespecting our town laws.
   Cut-through traffic is bad daily and extreme if there is an accident on Parker Rd.
   I have recently heard of an increase in accidents within Foxfield caused by people that don't live here.
- You've done an excellent job. Thank you so much.
- Thank you!!
- We do not walk our dogs very often anymore being as there is too much traffic. We have almost been hit walking our dogs around 5:30-7:00 pm. There is no reason for people that do not live in our community to cut through.

We don't care to ride our bikes much in the neighborhood either.

• Getting school kids on the bus in the morning is a problem.

At the traffic meeting the committee discussed closing the gates in the morning and at night. I would be in favor of leaving the gates closed at all times.

Please install speed humps on all the roads used in cut through traffic.

Thank you all for taking on the issue of our cut through traffic.

- Thanks for your work on this.
- We are very much in favor of the suggested gates. Install NOW! And consider longer hours, and possibly weekend hours, of closure.

Before you consider speed humps, install the gates and then do an extensive, lengthy study to determine if, with fewer cars, the speeding is a problem major enough to merit the humps.

With cut thru traffic minimized, we desire no humps, no dips, and get rid of many of the extra stop signs installed in the past couple years.

• The installation of gates would help to reduce volume and speed of traffic as well as help to hopefully reduce mail theft etc as well as help our property values! Thank you so much! • Make all intersections four way stops.

Try gates on just Richfield first. Analyze and respond once we see impact.

I can live with the occasional person driving too fast more than I can the speed bumps. The bumps impact my quality of life everyday I rarely have had an impact by someone speeding. How many accidents have we had in the town whos cause was speeding? What problem are we solving except a bunch of old people in their front yard yelling slow down! Hey I do it and my neighbor still drives too fast. It hurts my sensibilities perhaps but nothing more. I completely understand the frustration of everyone that lives on Richfield and Easter. I completely hate the idea of a speed bump in front of my house and will make Shari lay on the road in front of any construction crew. :)

• If we are out in afternoon and come back through town, we are amazed at # of vehicles cutting through Foxfield to get to either Arapahoe or Parker Roads. Gates during rush hour may be the answer to the pass through vehicles.

I would recommend speed dips vs speed humps. Snow removal can be easily done with dips, not sure how snow blades would react to humps. Dips would be great to slow down speeders.

• I get all kinds of non stop traffic going to and from church at least 3-4 times per week. And most days theres more than 1 service. So are we going to get remotes for all people in church too. The daily traffic does not affect me. It church traffic 3-4 times a week multiple times. Why there isn't an entrance off Castillo is beyond me. That road needs to be shut at Norfolk and seperate intrance for the church.

-Further more. Most of the speeding in this area is done by my neighbors. And most of them have lived in the area for quite some time. I dont know if they feel entitled or what but its them, the same people who are crying about safer roads and traffic are the ones speeding.

- Great idea- sooner the better
- Questions

What happens when visitors are coming to your home?

What about deliveries?

What about maintenance workers for your home?

- If no traffic solution, then homes on Richfield should be allowed to have 6' privacy fences. Need trails also for safety walking.
- 1. We would benefit from speed bumps to discourage speeding on S Sedalia, especially around the curve. It's surprising how much traffic there seems to be on the stretch between Easter & Richfield, possibly from drivers wishing to avoid the speed dips on Richfield.

2. A stop sign on Richfield at Sedalia would be helpful as well as it is difficult to see on coming traffic from the north side while coming up the hill.

3. Would it be possible to ask for a left turning signal at the light at Richfield & Arapahoe? It can be challenging at times to turn left at that light, especially since there are two lanes able to turn right coming from the north (evidenced by all the glass frequently seen).

4. Logistical questions about traffic control gates concerning school busses, deliveries, neighboring communities, drivers turning around after encountering closed gates, maintenance, etc.

• My biggest concern is asking my kids' music teachers, who schedule their lessons back-to-back, to come all the way around Foxfield to get to my house (which is very near Richfield & Hinsdale). Would there be an option that could allow them access thru the gates?

Also, I think 25 mph is a bit slow for our roads. Chaparrall & Chenango have 30 mph roads. And our homes (i.e. kids) are even further back from the street in many cases. Just my two cents :)

- I know this may not be related, but the number of accidents on Richfield/Chambers and Arapahoe Road is
  ridiculous. I think it mainly due to (1) the double right turn around the triangle median, (2) speed of cars
  approaching the intersection southbound.
  What can be done?
- We need the gates immediately. The humps just punish those of us who live here. Horses have a terrible time keeping their balance in a trailer going over them.
- I've been to antelope to check out the speed humps and they are awful!
- I have been pushed to the ditch a few times by speeding cars AND by cars passing other cars!
- Would like to see four way stop signs at Easter & Sedalia St
- Thank you for your efforts to keep Foxfield a quiet & safe place.
- (1) An unmonitored gate is a target not an impediment.

(2) I am concerned that the present generation of police officers issue warnings versus tickets.I am hopeful the implication of this proposed action has been fully and appropriately coordinated with our neighbors to the east and the south.

• 1. Gates (no) - I'm not convinced the unintended consequences have been fully explored or that our neighbors to the East have been consulted thoroughly.

2. In the past, warning tickets were not issued with one noteable exception (Von Miller) - why has this changed? In the past, our off duty officers were invested in the safety of our Town & if you were stopped, a ticket was issued - period.

- Please stop trying to litigate morals!
- Has the committee thought about traffic circles at all intersections.
   Will there be a key pad for guests? Is there another plan for Foxfield guest & family during gate closure times.
- Frequent zipping through stop signs!

The traffic light at Richfield & Arapahoe is open to Foxfield far too long! During morning rush hour in particular, a dozen cars make it through!

The reverse in the afternoon. We can count cars in line all the way to the dip, and beyond.

Cars are STILL turning around in private driveways the length of Richfield to Davies.

We/I observe way too many cars not yielding to pedestrians. If opposing cars are approaching a walker(s), neither one yields and the walker ends up walking in the grass/ditch. Worse in the winter when snow is in the ditches. Unsafe for the walkers.

• We just had a stop sign installed in front of our house. Easter/Quintero

It has been a conversation piece, since installed. I have only counted 4 vehicles that have actually STOPed, out of several hundred. Some don't even hit the brakes and are going at 35-40 mph. Most slow down but not even the neighbors STOP.

One concern w/ gates is that Waco St & Richfield will have incoming traffic especially in the mornings when an issue exists on Parker/Arapahoe Rds. What will be done to prevent the incoming vehicles? Thank you!

• I don't think we should have flashing lights on Arapahoe that flash when the gates are closed. They would be like green lights for people to cut through when they flash. Start flashing for a couple months so people know, then take the lights out completely.

Also, thank you for addressing this!

• 1. If gates are installed, transponders like used on E470 should be installed, not garage door style remotes.

2. I walk my dogs several times/week- usually in late morning. Typically not much traffic and drivers are courteous. However, some drivers definitely speed on Hinsdale. I would recommend a speed or two there. Or more stop signs.

Drivers cutting through at rush hour is bad both am & pm. We don't live on Richfield and don't work, so it doesn't affect us too much.

- Please do something ASAP.
- The speed dips & stop signs make it hard to get thru and the gate & bumps will only add to it. However, I don't see any other recourse.

Very well researched and put together.

- The speeding is dangerously high on Buckley between Arapahoe and Easter (maybe further). Although we feel speed humps (and dips) will not effectively reduce speeding, we would support the installation of speed bumps.
- Thank you for all this fabulous work! It's greatly appreciated.
- How many ""clickers"" do you plan to hand out to Chenango drivers, in return for their furnishing of a small turn-around space? Any Chapparal drivers?

In the 41 years I've owned my house, it appears that the worst speeding offenders have been from other neighborhoods, namely Chenango & Chapparal.

Can we have a policy excluding teenage drivers from other neighborhoods being issued clickers? Thank you,

• We would support and vote for a true gated community with gates at each of the 8 entrances to Foxfield but we are against the proposed 2-gate solution.

\*The 2-gate solution places an unequal lifestyle burden on one segment of residents to the benefit of another segment of residents. Residents who enter/exit via Arapahoe Road will still be able to freely enter/exit via Arapahoe Road as they do today while those of us who enter/exit via Parker Road will be burdened with entering via the gates. Those residents living near the 2 gates will be further burdened by increasing noise, congestion and headlights flashing in their windows caused by the traffic turning around at the gates. The 2-gate solution adds cost & ingress/egress burden to my family/property without providing benefit to my family/property. If tax dollars are going to be used, each property should be burdened and benefit equally. \*The majority of the traffic to/from the Jehovah's Witness church currently enters/exits via Parker & Fremont. The 2-gate solution will force 100% of traffic going to/from the Jehovah's Witness church, while the gates are closed, onto Buckley Ave & Arapahoe Road which impacts my home. So again; one group is burdened while another group benefits without burden.

- The divider at the Richfield/Arapahoe entrance should be removed. Semi moving trucks and trucks with trailers (including horse trailers have difficulty making the turn. Alternately, widen the entrance side at the corner. The hump which is to prevent water from flowing onto Richfield is a safety hazard for vehicles attempting to clear Arapahoe.
- Highest priority- volume of cars Thank you to the traffic committee. Very well done.
- Location of Gates

A significant portion of the cut through traffic orriginates in Chaparral to E Hinsdale Avenue turning left on Richfield to exit at the Chenango entry. The town is making a large mistake by not including a gate at E. Hinsdale Avenue & Chaparral. The proposed two gates will not take care of the problem. Placement of the two gates at Fremont and South Richfield would not eliminate the cut through traffic from Chaparral along E Hinsdale to E Arapahoe. Better to start with a gate at S Richfield & Arapahoe and another at E Hinsdale & Chenaral(?). S Richfield and E Hinsdale Ave are the main conduits through Foxfield. Placing gate in these locations would be a major detricut(?) to cut through traffic and speeding, much more so than Fremont and the south Richfield entrance.

Speed Humps- What a nightmare for residents who don't speed and use these roads daily. Don't do it. Ask residents of Antelope like my brother in law who have to endure those bumps every day.

Pedestrians- Again I point to the problems we had just passing paving the roads in the first place. One of which was safety for pedestrians and horseback riders. It took 3 votes in 4 or 5 years to pass paving the roads. The point that finally passed the measure (narowly) was that a walking/riding path would be built. It was figured in the budget for the road then never ever started. When we asked about it we were told by the board that all the money was spent on the roads and no more discussion would be entertained. Thats not right. Now pedestrians cannot walk safely because they have to walk on the road. I have always felt that the town counsel pulled a bait & switch just to get the roads paved. The company who gave the bid on the roads & walking path should have been held to it. I would rather funds be used to build the walking path than speed humps. This would greatly improve safety. I understand it doesn't address speed but I have not seen a huge problem with it since moving here in July 1996. Thanks for reading

- A speeding ticket in excess of \$200.00 is a perfect deterant; Also, reducing the # of motorists.
- Our household is not in favor of completely blocking access to Foxfield via Jameson (glad that is not a discussion). I do use Jameson from Broncos Pkwy to get to Richfield & Hinsdale when I turn west onto Hinsdale to get home. We like the gates idea. We are NOT in favor of speed humps anywhere in Foxfield.
- 1) If not to help control speeding, why have the new stop signs been added to the town with an increase in minimum fine and added patrols? How has this impacted speeding? Cut-through traffic?
  2) If not through the general fund (& increase in ESTIP), how is future maintenance of roads going to be funded? (Particularly 10 year maintenance) How will this maintenance funding be impacted by funding for gates and/or speed humps?

3) As stated in Traffic Committee research/presentation, we would want to see complete study of traffic and speeding impact a new gate system would have before considering the addition of speed humps.

 The community as a whole needs to be cognizant of the fact that many in Foxfield are affected by traffic & it is the Towns peoples responsibility to help them. Even though I live on a cul de sac & am not impacted as others are I support using traffic control gates & speed bumps in the Town of Foxfield. Could you comment in the newsletter how visitors get in during rush hour. I assume they come in the other entrances.

Thank you for working on this problem!

- My street doesn't get speeders as much as volume- so we don't need bumps on Costilla
- Putting in traffic control gates will mean carrying around another control. And what do we do with visitors coming to see us? How many controls will be available per house?
- I'm in favor of more police enforcement.
- We are not negatively impacted by any of these.
- This town needs to invest into this process before our roads are destroyed by non community drivers cutting through & the heavy volume from the churches who provide no support into our infrastructure. Trucks often cut through Foxfield to get to the two adjoining communities causing damage to our roads.
- Are there cameras at the gates to detect violators for damage to gates?
   Employ Arapahoe County more to assist in controlling speeding on Richfield and Hinsdale.
- I believe controlling the traffic volume is extremely important.

I also believe installing bridle paths would enhance everyones home value. It would also give horse owners a safe place to ride.

- I've seen the volume increase drastically in the 2+ years we have lived here. You loose your peace, your quiet and your privacy when it's bumper to bumper traffic. I'm all for the gates and delighted that it can be done so simply. :)
- I was nearly hit 9 months ago walking east on Easter. The car was driven by your women going at least 40 mph. Her bumper hit my foot as I jumped out of the way. She never slowed down or stopped. The cars come down hill and pick up speed. We need to put a stop to this.

BTW, my dog was hit by a car on Easter. Granted, she should not have been in road. Still, no one stopped or probably slowed down. Things need to change. Someone is going to get hurt.

- The excess of stop signs is getting out of hand. They don't work and are very annoying, especially for the tiny population of us that actually stop at them. Several of them should be removed. There is no reason why I should have to stop repeatedly in the middle of the day going down Easter without a single other driver on the road. Perhaps there is a middle ground between the bright orange control gates and something ornate. Something like the one on Caley on the west side of Valley Country Club would be much better. The garage clickers sound problematic (can be lost, given to non-residents, etc). Stickers like the E470 stickers would be much better. It's really sad that the trails never happened. Maybe with the ESTIP ending, we can start considering some trails. None of the proposed solutions will keep pedestrians, especially children, as safe as being off the road would.
- Gates should help elievate need for humps, if not two humps on Hinsdale might be installed first. Additional stop signs should be considered at Richfield & Quintero St and Waco St and Davies Ave. They are cheaper and more effective than dips or bumps.

The new \$200 minimum fine signs are very in-ones-face and hopefully will be effective. I have not observed sheriff stopping vehicles since these signs have been installed.

Thank you for all your time and thoughtful design.

- My main concern is driving behavior, people driving too fast and ignoring pedestrians with small kids & dogs
- There is no point to installing gates unless you make the entire community gated. Installing 2 gates will just force
  the people that cut through the neighborhood to use other streets to cut through the neighborhood. People will
  use google maps to find out there is 6 other ways to cut through the neighborhood. Seems like there is many
  other ways that 125k could be spent. How about sidewalks? A park? Save it for later?
  Also, there is not a speeding problem in the neighborhood. Most people drive 25-30 miles per hour. If there is a
  speeding problem then why don't we have the police write speeding tickets all day. Maybe we can have the
  police write tickets for people who cut through the neighborhood. Installing gates and speed bumps is a waste
  of tax dollars at this time. Thanks

# **Appendix B: Traffic Control Gates**

# Contents:

- 1. South Metro Fire Rescue Gate Requirements
- 2. Design specifications for ELKA Solar Powered Barrier Gate
- 3. Estimate for ELKA gate from manufacturer
- 4. Design specifications for StrongArmPark DCS10 Gate
- 5. Hysecurity Solar Panel Information Sheet
- 6. Estimate for Automatic Systems BL229 Electric Riser Gate from Wizard Works Security Systems, Inc. (local installer)
- 7. Estimate for electrical from Rocky Mountain Utility Services, LLC



# SOUTH METRO FIRE RESCUE

FIRE MARSHALS OFFICE

9195 E Mineral Ave, Centennial, CO 80112 PHONE: 720.989.2247 <u>www.southmetro.org</u> FAX: 720.989.2030

# Vehicle Access Gate Requirements

#### POST THIS LETTER ON JOBSITE

#### Site Specific Comments:

Approved security gates shall provide a minimum clear open width of 12 feet when serving a single lane of travel and 20 feet for multiple lanes/direction of travel. Residential driveways provided for fire apparatus access shall have a minimum unobstructed width of 12 feet. A minimum unobstructed height of 13"6" required for all access roads and through all gates.

A permit is required for installation of security gates placed across a fire apparatus access road. For permit approval, the following is required based on gate operation:

#### Manually operated gates

When locked, must be provided with a Knox brand padlock purchased through knoxbox.com.

#### Electrically operated gates:

- 1. In the event of power failure, gates must be capable of being manually opened or provided with battery backup.
- 2. The electrical operation that opens the gate shall be activated by:
  - A. An Opticom detector that opens the gate after receiving a signal from the Opticom emitter on the fire apparatus as the fire apparatus approaches the gate.

-OR-

B. An approved Knox key switch that must be ordered through <u>www.knoxbox.com</u> and installed to override all entry codes (dual key access may be required depending on the law enforcement jurisdiction).

# ELKA Solar Powered Vehicle Barrier Gate EP2500 EP3000 EP3500

# https://www.elkaparkingbarrier.com/solar-powered-barrier.html



## **Overview:**

We now offer a fully electrical grid independent vehicle barrier gate option. The EP2500/EP3000/EP3500 Vehicle barrier gate series is identical to our P2500-P3500 vehicle barrier gates but come with the functionality to be fully powered by batteries that are re-charged by a solar panel. Our vehicle barrier gates provide all the features and durability necessary to withstand the harsh vehicle access environment while allowing the installer functional flexibility and simplified setup.



# Technical:

The combination of a brushless DC servo motor and sinusoidal lever system allows for a smooth travel of the gate arm with no bounce in the end position. This technology will not only provide an aesthetically pleasing look and operation but also a reliable and durable product. The technology is based on a low power consumption drive system that allows the integration of batteries and solar power system. On average the barrier gates can run 300 cycles per hour over a 12 hour period without recharging the batteries.



# **Drive Technology**

The drive unit mechanism consists of powerful 24V Brush-less DC-motor with a strong planetary gear, synchronized with a unique lever system that provides a smooth and controlled movement of the traffic arm. The construction is made of galvanized steel to provide the durability needed as well as protect from the environment.



# Housing:

The housing was designed to withstand the harshest environments. The high grade aluminum used combined with a patent-pending clamping technology not only provides physical strength but also an effective protection against corrosion. Furthermore, the housing is powder coated to add to the corrosion protection.



# **Key Barrier Features:**

- Solar Powered Vehicle Barrier Gate
- Multifunction Controller
- 6 programmable relay outputs
- 6 programmable inputs including UL Safety input
- Directional logic
- 24VDC Brushless Servo motor with planetary gear
- Power Input 85W 24V Solar Panel with battery pack and battery regulator
- 100% Duty Cycle
- Designed for 10 Million Cycles

- UL/ETL/CAN/CSA 325 Certified
- CE Certified
- Speed 1.8 sec
- 3 loop detectors
- Adjustable "Gate Open" position for low ceilings or obstructions
- None corrosive housing made of powder coated aluminum
- Easy installation and service (prewired terminal row, power outlet inside the barrier).
- Breakaway bolts
- Vandalism protection to prevent damage and reduce cost for repair.
- Left handed and right handed version setup in the filed within minutes
- Traffic light logic
- Auto reverse feature in case an object has been hit
- Manual emergency release
- Efficient space available inside housing for additional components
- Operating temperature range -22°F up to + 158°F
- 24 month warranty
- Includes gate arm with protective edge

## Gate Arms:

Barrier gate arms are made of powder coated white aluminum, with red reflective signal stripes and rubber protection on the bottom of the barrier gate arm.

# Solar Technology:

The solar panel is a high efficiency monocrystalline solar panel providing 24VDC at 85W power consumption. Batteries are 2 12 Volt 9 Amp Hour Rechargeable Sealed Lead Acid Battery featuring F2 Terminals connected in series. A 20A Solar Charge Controller assures the effective utilization of the batteries. Equipped with industrial-grade STM 8 microprocessor to control the charger and discharge process and it has reliable battery to charge and discharge period management.

Multiple electric protection: over-current and short-circuit protection, inverse connection protection, low voltage and overcharge protection.

# Facts:

2x 12VDc 9 amp Hours batteries wired in series powered by a 85W 24VDC solar panel provide enough energy to run the EP2500/EP3000/EP3500 Vehicle barrier gates at a rate of 7200 cycles per day with 14 hours of no sunlight.



# **Price Quotation**

Estimate No.
SCTQ1094

lame/Address			Ship To		
own is Foxfield lebbie Farreau colorado					
	Payment Method	Valit through	Rep	FOB	Project

Item	Description	Qty	U/M	Unit Price	Total
	Town Entry				
P 3500BLAU	Parking barrier gate, Includes MO24 controller, three (3) programmable loop detectors and 12ft gate arm with rubber protection. Unit comes with programmable speed control and auto open on power failure module. White housing with blue top. Main/Secondary	2.00	ea	2,500.00	5,000.00T
SolKit	Complete solar gate kit includes batteries, solar panel, mounting brackets and battery regulator	2.00	ea	750.00	1,500.00T
ID MAX.U1002-FCC	STAND ALONE READER FOR TWO ANTENNAS WITH MYACCESS	1.00	ea	2,000.00	2,000.00T
ID ISC.ANT.C6-A	UHF ANTENNA CABLE 20FT (6 Meter)	2.00	ea	25.00	50.00T
ID ISC.ANT.U270/270 FCC ID ISC.ANT.U270/270-MS	UHF ANTENNA MOUNTING SET FOR UHF ANTENNA Town Exit	2.00 2.00	ea ea	300.00 50.00	600.00T 100.00T
Price does not include freigh	t ex Melbourne, EL and applicabl	e taxes	Total		

Phone #	Fax #	E-mail
212486749	844-465-8196	stea@o-sao.com

Sales Tax (7.0%)



# **Price Quotation**

8	Date	Estimate No.
	10/1/2018	SCTQ1094

Name/Address			Ship To		
Town is Foxfield Debbie Farreau Colorado					
	Payment Method	Valit through	Rep	FOB	Project

Item	Description	Qty	U/M	Unit Price	Total
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ID ISC.ANT.C6-A	UHF ANTENNA CABLE 20ET (6 Meter)	2.00	ea	25.00	50.00T
ID ISC ANT U270/270 FCC	UHE ANTENNA	2 00	ea	300.00	600 OOT
ID ISC.ANT.U270/270-MS	MOUNTING SET FOR UHF	2.00	ea	50.00	100.00T
9947418	Windshield TAG	1,000.00	ea	8.00	8,000.00T
Freight	Shipping and Handling TBD			0.00	0.00
Price doos not include fiscial	t av Malbauma, EL and confischi	a tavaa	Total	US	D 26,750.00

able taxes. nce s not inclu

Sales Tax (7.0%)

USD 1,750.00

Phone #	Fax #	E-mail
3212486749	844-465-8196	stea@q-saq.com

# StrongArmPark DCS 10

## https://www.hysecurity.com/operators-accessories/barrier-arm-gate-operators/strongarmparkdc/strongarmpark-dcs-10/

# Solar

Operate the energy efficient StrongArmPark DCS 10 with a 24VDC solar panel.<sup>†</sup> The voltage regulator is inherent to the Smart DC controller. Installation is as simple as connecting two wires. The HySecurity designed intelligent three stage charging system monitors battery condition to maximize battery life.

See FACT SHEET for more information on Solar models.

Note: Standard aluminum arm bracket ships with operator. See "StrongArmPark DC Options & Accessories" for available arm configurations.

† 40W minimum 24VDC solar panel (or two 12V - 20W panels wired in series), not included but required for solar operation. Visit HySecurity.com or call for information on solar panel size calculations.

Duty Cycle	Continuous*
Arm Speed	3 speeds: 1.5/2/2.5 seconds. Field adjustable
Arm Length	Up to 10 ft (3 m) standard length
Arm Designs	Aluminum oval arm with bumper, lights, HyProtect <sup>™</sup> breakaway arm bracket & kill switch (standard). Optional articulating aluminum arm with HyProtect <sup>™</sup> breakaway arm bracket & kill switch; 7 ft clear/8 ft extended (2.1 m/2.4 m); 8 ft clear/10 ft extended (2.4 m/3 m); 9 ft clear/10 ft extended (2.7 m/3 m). Lights optional.
Full Open Angle	Arm full open angle: Adjustable 90° ± 10°
Handing	Left handing standard. Easy to convert to right handing in field
Operator HP	1/2 hp
Drive Type	Electromechanical
UPS	Two 8Ah batteries. Operates for thousand plus cycles after AC power loss.* Field configurable to fail open or secure when batteries deplete.
Voltage Input	24VDC solar panels - 40W min. panel (Solar panels not supplied by HySecurity)
Accessory Power	12VDC and 24VDC 1A each
Temperature Rating	-13º to 158º F (-25º to 70º C) No heater necessary
Communication	USB, RS-232, RS-485; Ethernet/fiber using optional HyNet™ Gateway accessory
User Controls	Smart DC Controller with 70+ configurable settings. 32 character LCD display and 5 tact buttons or a PC using S.T.A.R.T. software.
Relays	One configurable user relay: 250VAC, 10A electromechanical. Optional Hy8Relay™ for 8 additional relay outputs
App Class	Usage Class I, II, III, IV

# **Operator Specifications**

Finish Type	Zinc plated with powder coating
Cycle Tested	2 million cycles
Warranty	2 year
*	*The operator's normal duty cycle and the actual number of gate cycles available from battery depends upon arm length/weight, battery size, state of charge and health, ambient temperature, accessory power draw and frequency of arm cycles during power outage.

# Photos



# **High Efficiency Solar Operators**

**Choose Solar Operators when AC power is unavailable or uneconomical.** Hundreds of thousands of **Nice** solar Linear Actuators (formerly Apollo) populate sun belt residential applications. For good reason. They're power efficient, easy to install, rugged and very reliable.

**HySecurity** Smart DC pad-mounted slide, swing, and barrier operators cycle tens of thousands of residential and commercial gates nationwide. These power efficient, rugged and very reliable operators are easy to install and program.

#### Solar's big benefits

- Solar equipment saves! No AC power necessary. No power-line trenching
- Power efficient solar operators cycle even northern gates, where sunshine is less available\*

#### Nice Solar LAs: The Residential Choice

- Single family residential, ranch and rural gates
- Power efficient design Low standby power draw
- Intelligent accessory power management turns off accessories between cycles, increasing gate cycle capacity
- High efficiency motors and drive systems reduce power consumption and generate more gate cycles

#### HySecurity Solar Solutions: Residential, Commercial and More

- Integrated charging controller with industry leading MPPT technology generates more gate cycles
- Battery protection software prevents over-discharge lengthens battery life
- High speed charger maximizes battery charging during inclement weather when sunlight is scarce
- Intelligent accessory power management turns off accessories between cycles, increasing gate cycle capacity
- High efficiency motors and drive systems reduce power consumption and generate more gate cycle capacity

 Calculate battery and solar panel requirements based upon operator efficiency, gate resistance to travel (weight, length, hardware), peak gate cycle periods, accessory power draw, and sunlight duration and strength during lowest insolation seasons.

See: www.hysecurity.com/operators-accessories/solar for helpful solar design tools.









1-800-321-9947 · www.hysecurity.com

Manufacturer of ultra-reliable high security, industrial, commercial, residential, parking and crash gate operators and accessories.

# Nice and HySecurity Smart DC Solar Operators



# **Planning a Solar Gate System**

Designing a solar gate system is not difficult. This overview will get you started. For more information visit HySecurity.com/solar

#### First Step: Estimate Power Needs

Several factors affect the amount of solar power needed to automate a gate. The most important is usage, the number of cycles per day. The size of the gate is also important, especially for sliding gates.

All systems draw power even when the gate is not moving. Include the idle current draw from your operator and accessories in the power budget. Select low power accessories, too. Some wireless accessories are battery powered and put no load on the solar system.

#### Second Step: Available Solar Power

Just because you don't live in Florida doesn't mean solar won't work for you. With the declining cost of solar panels, installations are cost effective in most of the lower 48 states. Plan your system to operate in December, when days are shortest and often cloudy. Maps like the one below depict the power available in kW-h/day on a 1m by 1m solar panel in December. Size your solar panels to provide a little more than daily power used during the worst month of the year.

#### Third Step: Power Storage

The batteries need to power the system for extended times of cloudiness when there will be no solar charging. Take the daily power needed and multiply by the desired backup power duration. Size the batteries to have about twice the needed power. This prevents deep cycling the batteries, which reduces their life. For 24V systems always use two batteries of the same size wired in series.

#### Other Considerations

Also

Simple things like selecting low power accessories and locating solar panels with an unobstructed view of the sun makes a huge difference in the reliability of your system. Use conservative assumptions for estimating power usage and always round up. An online calculator, more detailed planning sheets, and other resources are available at HySecurity.com/solar.



### Additional resources are available at www.hysecurity.com/solar

www.nrel.gov/gis/solar.html www.solarelectricityhandbook.com www.solarinsolation.org



Contact HySecurity/Nice Regional Sales Manager for an operator/parts distributor near you. phone 253-867-3700 | 800-321-9947 | www.hysecurity.com | orders@hysecurity.com phone 210-545-2900 | 800-226-0178 | www.niceforyou.us | orders@niceforyou.com



Security Systems, Inc.

1960 N Rocky View Rd. Castle Rock, Co. 80108

#### wizard-works@att.net

Foxfield HOA Atn: Judy Milkulka 7376 S Quintero Cir Parker, CO 80016

# Estimate

wizardworkssecurity.com

303-798-5337

Date Esti	mate #
Ship To 10/4/2018 18	3-879

Terms 50	J% Deposit Due	P	roject	
Item	Description	Qty	Rate	Total
	Barrier Ann Gates		0.4624-0540-0	100044034044444
ASG-BL229	ASG BL229 Rising Barrier Arm Operator for heavy traffic. 10K cycles per day, 2M MCBF. 110 VAC, 1 PH. Includes 13' round arm.	4	4,093.50	16,374.00T
ASG-BLOP/	2E/BLOP/128 Dual-Channel Loop Detector	4	402.00	1.608.00T
ASG-E/BLO	Safety Edge for Barrier Arm - 13	4	492.00	1,968.00T
E/BLOP/122	Red arm light to increase visibility - 2 set of lights	4	339.00	1,356.00T
ASG-BLOP/	UL Force fan heater for BL229	4	498.00	1,992.00T
ASG-BLOP/	Breakaway arm detection device	4	168.00	672.00T
E/BLOP/BAB	Rotating Base for Breakaway option	4	369.00	1,476.00T
990	Installation of obstruction or free exit loop.	6	650.00	3.900.00T
KNOX 3502	KNOX Key Switch with back plate.	2	190.00	380.00T
GNS	Gooseneck Stand - Single head	2	132.00	264.00T
KPE-10-045	Keypad Enclosure - 5.5" x 6.625" x 4.25" - Locking	2	276.00	552.00T
ISOR	Isolation Relay SPST - 12/24	2	20.00	40.00T
MP-SW	Gate Mounting Pad - 24 x 30 x 36 set 4" out of ground or to	4	940.00	3,760.00T
	top of curb			
ASG-BL229	Shipping Charges for BL229	4	486.00	1,944.00T
ASG-BL-1	Installation of Barrier Arm Gate Operator. Includes mounting	4	992.00	3,968.001
	Operator, installing gate, hooking up control wires. Does not include Electrical Work or permits.			
	Sub Total - Gate operators and accessories			40,254.00
	-=- Options -=-	25		
ASG-BA-14	ASG Barrier Arm 13' Round - Replacement Arm	1	285.00	285.00T
	Sub Total - Replacement Arm			285.00
	Opticom			
OPT-721-R	Opticom Model 721 Two Direction Receiver	2	1.012.50	2.025.00T
OPT-762-PS	Opticom Model 762 Phase Selector Card	2	3,352.00	6,704.00T
OPT-770-CR	Opticom Model 770 Card Rack for gate operator applications.	2	1,860.00	3,720.00T
OPT-CBL	Opticom Cable - 500'	1	440.00	440.00T
P-308S	3" x 8' WI Line Post, cap - Black coated	2	93.00	186.00T
LABOR{218}	Labor to install Access Equipment	2	1,240.00	2,480.00T
84 - 83 -	Sub Total - Opticom		1 5 G 1 1 1 1	15,555.00
			1000	

Signature

Page 1



1960 N Rocky View Rd. Castle Rock, Co. 80108

#### wizard-works@att.net

Foxfield HOA Atn: Judy Milkulka 7376 S Quintero Cir Parker, CO 80016

# Estimate

wizardworkssecurity.com

303-798-5337

	mate #
Ship To 10/4/2018 18	-879

Terms 50% Deposit Due Pro			
Description	Qty	Rate	Total
	2	2,400.00	4,800.00T
3" x 8' WI Line Post, cap - Black coated Power Supply - 12/24VDC, 6 AMP, 1 Output, FACP interface Electrical Enclosural 6 x 16 x 6 NEMA 4 - Steel	2 2 2	93.00 375.00 352.00	186.00T 750.00T 504.00T
Windshield Sticker - Covert CLR - min order is 100 Door Controller, Intelli-M, eIDC, PoE Network, Supports One	1,000 2	8.25 590.00	8,250.00T 1,180.00T
Includes Faceplate, Plaster Ring And Mounting Screws License, Infinias, Intelli-M Access Essentials, Via Electronic Delivery	1	650.00	650.00T
Labor to install Access Equipment NOTICE: This option requires an Internet connection at the	2	1,984.00	3,968.00T
Sub Total - AVI System			20,288.00
-= Transmitter and Receiver -= Transmitter Solutions Rolling Code Receiver 433 Rolling code transmitter Sub Total - Transmitter and Receiver	2 1,000	65.00 25.00	130.00T 25,000.00T 25,130.00
END of Options			
	2.5	Total	ψ.
	<ul> <li>-= AVI System -= TRES 900 UHF Long Range Reader - 18 to25 ft - Output: Wiegand, Serial, or TCP/IP - Read/Write Any EPC Gen2 tag 3" x 8' WI Line Post, cap - Black coated Power Supply - 12/24VDC, 6 AMP, 1 Output: FACP interface Electrical Enclosure16 x 16 x 6 - NEMA 4 - Steel Windshield Sticker - Covert CLR - min order is 100 Door Controller, Intelli-M, eIDC, PoE Network, Supports One (1) Door With One (In Only) Or Two (In/Out) Readers, Includes Faceplate, Plaster Ring And Mounting Screws License, Infinias, Intelli-M Access Essentials, Via Electronic Delivery Labor to install Access Equipment NOTICE: This option requires an Internet connection at the gate areas. Sub Total - AVI System</li> <li>- Transmitter and Receiver -= Transmitter Solutions Rolling Code Receiver 433 Rolling code transmitter Sub Total - Transmitter and Receiver</li> <li>- END of Options -=</li> </ul>	= AVI System -=     2       TRES 900 UHF Long Range Reader - 18 to25 ft - Output:     2       Wiegand, Serial, or TCP/IP - Read/Write Any EPC Gen2 tag     2       3" x 8' WI Line Post, cap - Black coated     2       Power Supply - 12/24VDC, 6 AMP, 1 Output. FACP interface     2       Electrical Enclosure16 x 16 x 6 - NEMA 4 - Steel     2       Windshield Sticker - Covert CLR - min order is 100     1,000       Door Controller, Intelli-M, eIDC, PoE Network, Supports One     2       (1) Door With One (In Only) Or Two (In/Out) Readers,     1       Includes Faceplate, Plaster Ring And Mounting Screws     1       License, Infinias, Intelli-M Access Essentials, Via Electronic     1       Delivery     1       Labor to install Access Equipment     2       NOTICE: This option requires an Internet connection at the gate areas.     2       Sub Total - AVI System     2       = Transmitter and Receiver :=     1,000       Transmitter and Receiver :=     1,000       Sub Total - Transmitter and Receiver     2       = END of Options :=     2	AVI System -= TRES 900 UHF Long Range Reader - 18 to25 ft - Output:     Wiegand, Serial, or TCP/IP - Read/Write Any EPC Gen2 tg 3' x 8' Willine Pot, cap - Black coated Power Supply - 12/24VDC, 6 AMP, 1 Output, FACP interface 2 93,00 Power Supply - 12/24VDC, 6 AMP, 1 Output, FACP interface 2 2,252.00 Windshield Sticker - Covert CLR - min order is 100 1,000 2 8,25 Door Controller, Intelli-M, eIDC, PoE Network, Supports One 2 590,000 (1) Door With One (In Only) Or Two (In/Out) Readers, Includes Faceplate, Plater Ring And Mounting Screws License, Infinias, Intelli-M Access Essentials, Via Electronic Delivery Labor to install Access Equipment NOTICE: This option requires an Internet connection at the gate areas, Sub Total - AVI System - Transmitter and Receiver - Transmitter and Receiver - Transmitter and Receiver - END of Options  Total  Total

Signature



Security Systems, Inc.

1960 N Rocky View Rd. Castle Rock, Co. 80108

#### wizard-works@att.net

Foxfield HOA Atn: Judy Milkulka 7376 S Quintero Cir Parker, CO 80016

# Estimate

### wizardworkssecurity.com

303-798-5337

	Date	Estimate #
Ship To	10/4/2018	18-879
Forfold HOA	1010010	10012
Forfold HOA		
TOALER HOA		
TOTALE HOA		
TOALER HOA		

Terms 50% Deposit Due			Project	
Item	Description	Qty	Rate	Total
GN-PEQ	<ul> <li>GENERAL NOTES <ol> <li>All conduit runs provided by others. All lines to have pull strings.</li> <li>All underground conduits to have factory sweeps installed. Heated bends are not to be used.</li> <li>All conduits are to be stubbed no more than 2" from edge of conduit to building face. All conduits are to be straight and no less than 24" out of ground.</li> <li>All conduits are to be sealed and kept clear of concrete, dirt, water, rocks and other foreign objects.</li> <li>Electrical supply to be provided by others. 120VAC 10A required for each gate.</li> <li>Fire Department may require additional equipment for the access system. These items will be added to the final invoice if required.</li> <li>WWSSI to follow UL-325 and OSHA guidelines.</li> <li>WWSSI to provide cert. of insurance: auto, hability, WC.</li> <li>Site to provide 110VAC service to access equipment as required.</li> <li>Cost of permits to be added to final invoice if required.</li> <li>Job schedule with order. Changes to schedule by customer may cause delays in completion and additional cost.</li> <li>Proposal good for 30 days</li> <li>Warranty for equipment is limited to the warranty extended by the OEM or one year from date of installation.</li> <li>Price is subject to information provided by the purchaser and dependent upon the accuracy of such information</li> <li>Balances that are unpaid after due date will have a 1.5% interest charge added to balance. In the event legal action is required to enforce the terms of this agreement, the prevailing party shall, in addition to damages or equitable relief, be awarded its reasonable attorney's fees and cost whether incurred before or after commencement of a civil action. Foxfield Combined</li> </ol> </li> </ul>		0.00	0.00T 8,120.96
			Total	\$109,632.96

# Signature

Page 3



Date: 9/26/18

# **Utility Services, LLC**

# Foxfield electric lateral bid for 2 gates

## Gate 1 (S. Richfield St. & Hinsdale)

1/O wire 100 amp Trench 24" cover #2 ground wire	90 ft. @ \$ 1.50 plf 40 ft. @ \$ 4.75 plf 90 ft. @ \$ .50 plf	\$ 126.00 \$ 475.00 \$ 45.00
Asphalt cut and repair		\$ 400.00 \$ 761.00
IREA charges Riser to pole transformer and set	meter ped	\$ 1,200.00
	Total for gate 1	\$ 1,961.00
Gate 2 (E. Fremont Ave)		
350 wire 100 amp Trench 24" cover #2 ground wire	590 ft. @ \$ 3.50 plf 500 ft. @ \$ 4.75 plf 590 ft. @ \$ .50 plf	\$ 2,065.00 \$ 2,375.00 <u>\$ 295.00</u> \$ 4,735.00
IREA charges Riser to pole transformer and set	meter ped	\$ 1,200.00

Total for gate 2 \$ 5,935.00

We have bid 350 wire for Gate 2. It may be possible to use 4/O wire which would lower the cost \$900.00.

IREA has told us the meters would be residential and would be billed \$10.00 per month per meter.

# **Appendix C: Speed Humps**

Contents:

- 1. Estimate from Terracare
- 2. Estimate from Colorado Asphalt Services, Inc.
- 3. Estimate from Foothills Paving & Maintenance
- 4. Table to Estimate Number of Speed Humps on Road Segments



The states of 1/23/2018

#### Bideffeger fer, diftete.

**Town Of Foxfield** 

Town Of Foxfield P.O. Box 461450 Foxfield, CO 80046

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### Gamman Col Specifications

Speed Humps, Per Design 12ft. X 24ft.	1 eə.	\$3,985.00	\$3,985.00
2 Ea. Thermoplastic Chevrons	2 ea.	\$234.00	\$468.00
2 ea. New Speed Hump Signs	2 ea.	\$307.00	\$614.00
1 ea. Traffic Control	1 ls.	\$200.00	\$200.00
		Total Amount	\$5,267.00

#### and a state of the second

The above is pricing is for 1 ea. Speed Hump, this includes everything needed for 1 speed hump per specification, including the 2 ea. thermoplastic chevrons, and 2 ea. speed hump signs installed.

### term and Conditions

This quotation is valid for 30 days from the "Proposal" date listed above. Net terms do apply. Exclusions: No asphalt, concrete, & soils testing. Working in freezing conditions. No frost Mitigation

By:

Terracare Associates, LLC,

->> MyTerracare.com

1/23/2018 Accepted: Date Town Of Foxfield

Date

TERRACARE ASSOCIATES | 7272 South Eagle Street | Centennial, CO 80112 | Office: 1-855-863-8503



## COLORADO ASPHALT SERVICES, INC.

# P.O. Box 329 Commerce City, CO 80037 (303) 292-3434 FAX (303) 292-6267 www.coloradoasphalt.com

To: Address:	Rick Reubelt 18277 E. Easter Ave. Foxfield, CO	Contact: Phone: Fax:	Rick 720-341-7943
Project Name: Project Location:	Foxfield- Mill & Overlay Budget Numbers 18277 E. Easter Ave., Foxfield, CO	Bid Number	33204

Colorado Asphalt Services, Inc. hereby offers to furnish the materials and labor required to perform the work set forth below for the named Purchaser herein upon the terms set forth below and on the terms and conditions page hereof. Upon acceptance by the Purchaser, this offer shall become a Contract for the work set forth herein upon the terms set forth herein. The Contract price for the work shall be the sum of the items set forth below. The Price of measured items is approximate and subject to accurate measurement upon completion of the work. Prices are valid for 30 days from the bid date of the proposal.

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	2" Rotomill, Clean, Tack And Install With 2" Of Asphalt.	1.00	SY	\$14.00	\$14.00
	Clean, Tack And Install Speed Humps. (Each)	276.00	SF	\$9.55	\$2,635,80
	Paint Speed Humps. Directional Arrows With Glass Beads. (Each)	1.00	LS	\$300.00	\$300.00
	Apply Thermo Plastic Directional Arrows On Speed Humps. (Each)	1.00	LS	\$600.00	\$600.00

Notes:

Based on 1 Mobilization for the rotomill. - Each Additional is \$1,400.00.

Based on 1 Mobilization for the paving. - Each Additional is \$500,00.

BID DOES NOT INCLUDE TESTING, PERMIT FEES, TRAFFIC CONTROL, SURVEY/STAKING, UTILITY ADJUSTMENTS, OR BOND. (BOND IS 2.5%)

NO WARRANTY FOR WORK PERFORMED ON FROZEN SUBGRADE.

NO WARRANTY and NOT RESPONSIBLE FOR PONDING OR BIRD BATHS IN AREAS WITH LESS THAN 2% SLOPE.

 Ground and Air Temperatures to be 40 degrees and rising for bottom lifts and 50 degrees and rising for top lift (taken in the shade) for a minimum 6 hour period to perform Asphalt Installation and to uphold any Warranty.

Bid does not include any cost for owner insurance unless stated in bid documents prior to bid.

#### Payment Terms:

Invoices for payment for work done shall be issued at least monthly in accordance with the payment terms set forth above. Payments shall be due when the invoice is rendered and shall be considered delinquent ten days from the date of the invoice. Interest shall accrue and be payable on delinquent accounts at the rate of one and one-half percent (1.5%) per month (annual percentage rate - eighteen percent (18%)).

ACCEPTED: The above prices, specifications and conditions are satisfactory and are hereby accepted.	CONFIRMED: COLORADO ASPHALT SERVICES, INC.
Buyer:	
Signature:	Authorized Signature:
Date of Acceptance:	Estimator: Ron Dreiling
	rdreiling@coloradoasphalt.com

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Page 1 of 1

Page 1 of 1

Bid Date: 2/12/2018 Time: 10:45AM

Quote Number: 18-0088

Town Of Foxfield PO BOX 461450, Foxfield, CO 80046 303-680-1544

Proposal for: **Town Of Foxfield - Speedbumps** from Foothills Paving & Maintenance, Inc. 5040 Tabor St., , Wheat Ridge, CO 80033 Phone: (303) 462-5600 Fax: (303) 462-5601



Location of Project: Town of Foxfield - [clerk@townoffoxfield.com]

ltem	Description	Quantity (	Jnit	Unit Price	Total Price
1	Speedbumbs	2.00 8	Ā	1,700.0000	3,400.00
	ASPHALT INSTALLATION: 288 edges, install Grade SX Hot Asp	square feet at 4" on 2 areas. halt Plant Mix and compact t	Clean a o a max	rea, apply CSS-1 Tad hieght of 4". Clean up	k Oil to all area.
2	Striping	1.00 1	.s	606.0000	606.00
	NEW STRIPING: Provide new la Clean up area, NOTE: Includes	yout and stripe lot using a H 13 stop bars and 4 large arro	eavy C-I ws for s	DOT approved traffic p peedbumps.	aint.
				Total	4,006.00

Please See Reverse Side for Conditions: Thank You, David Gothard - 720-398-7740

David S. Gothard Estimator: David Gothard

Accepted:

Date:

# Table to Estimate Number of Speed Humps on Road Segments

The following road segments were identified in the 2016 Traffic Report as being possible candidates for the addition of speed humps. Speed humps are most effective when used in a series. That report suggested that a spacing of 400 to 600 feet would be appropriate for long rural residential roads such as those in Foxfield. The following table gives rough lengths of the relevant road segments and an estimate of how many speed humps would be found on each stretch given the spacing recommendation. This table should be used for estimating purposes only. Please keep in mind that existing features, such as stop signs and dips, driveway placement, grading and terrain features, and more all effect where speed humps can be placed. In addition, recent traffic data should be gathered and analyzed to determine where the Town would most benefit from their placement. Traffic patterns are expected to change after the installation of traffic control gates.

	Road Segment	Length	Estimate of # of Humps
sdale	Richfield to Yampa	2,900 ft	5-7 (already has 1 dip and a stop sign) *remove stop sign at Telluride?
Hins	W. dip to Richfield	1,000 ft	2-3
ble	Hinsdale to Easter	2,300 ft	4-6 (already has 1 dip and a proposed new stop sign)
Richfie	Easter to Davies	800 ft	2
	Davies to Arapahoe	1,900 ft	3-5 (already has 1 dip)
	Norfolk to Buckley	1,300 ft	2-3 (already has 1 dip)
Ave	Buckley to Richfield	1,600 ft	2-4 (intersection with Quintero makes 3 difficult)
Easter	Richfield to Waco	2,300 ft	4-5 (already has 1 dip and a stop sign at Telluride; several intersections make placement awkward)
	Waco to Chaparral	1,400 ft	2-3 (already has 1 dip/stop sign at Yampa)
	Easter Wy to Easter Ave	1,100 ft	2-3
Buckley	Easter Ave to Costilla	1,300 ft	2-3
	Costilla to Arapahoe	1,300 ft	2-3
Yampa	Glasgow to Easter	1,600 ft	3-4 (several intersections make placement awkward)
Waco	Easter to OLoL lot	2,100 ft	4-5 (already has 1 dip)
vies	Richfield to Buckley	1,500 ft	2-4
Dav	Buckley to Norfolk	1,300 ft	2-3



## MEMORANDUM

TO: Mayor Jones and Members of the Board

FROM: Karen Proctor, Town Administrator

DATE: June 5, 2025

RE: 2025 Pavement Patching, Crack Sealing & Surface Treatment Bid

### DISCUSSION:

Attached as Exhibit A is the bid from Vance Brothers for the 2025 pavement repair and surface treatment program in the amount of \$ 29,379.50. They have provided an additional bid for the Richfield bump repair in the amount of \$17,040, for a total of \$46,419.50. In the approved 2025 budget there is \$46,312 for this work in the Roads Maintenance Fund.

## **RECOMMENDED MOTION:**

*"I move to approve the Vance Brothers Bid for the 2025 Pavement Repair and Surface Treatment Program."* 

## ATTACHMENTS:

Exhibit A – Vance Brothers 2025 Bid

## **BID FORM**

The undersigned offers and agrees to furnish all items, upon which the prices are quoted, at the price set opposite each item, if this Bid is accepted within sixty (60) days of the due date. The undersigned also agrees to make delivery, or render service, within ten (10) days of receipt of the Notice to Proceed. The undersigned certifies that no federal, state, or local tax is included in the quoted prices and that none will be added.

Bidder acknowledges receipt of the following Addenda:

Name of Bidder:	Vance Brothers LLC
Address:	380 West 62nd Avenue Denver, CO 80216
Telephone Number:	(303) 341-2604

### **BID SUMMARY**

#### **Base Bid:**

Item	Unit	Qty	Unit Price	Total Price
Crack Seal	Ton	1.5	\$5,250.00	\$7,875.00
Mastic Crack Seal	Ton	1.73	\$6,650.00	\$11,504.50
Traffic Control	LSUM	1	\$2,500.00	\$2,500.00
Contingency/Emergency Repair	LSUM	1	5000.00	5000.00
Construction Admin	LSUM	1	\$2,500.00	\$2,500.00

#### Add Alternate - Richfield Bump Repair

Item	Unit	Qty	Unit Price	Total Price
Asphalt Removal	SF	320	\$17.00	\$5,440.00
Bituminous Asphalt	SF	320		
Patching			\$28.00	\$8,960.00
Compact Subgrade	SF	320	\$2.00	\$640.00
Traffic Control	LSUM	1	\$1,500.00	\$1,500.00
Construction Admin	LSUM	1	\$500.00	\$500.00

Total Base Price:

§ 29,379.50

twenty nine thousand, three hundred seventy nine dollars & fifty cents  $\overline{(in \ words)}$ 

Total Add Alternate Price:

\$ 17,040.00

seventeen thousand, forty dollars & no cents (in words)

) ss.

Total Bid Price:

\$ 46,419.50

forty six thousand, four hundred nineteen dollars & fifty cents (in words)

**BIDDER:** 

By: Chris Lee, Vice President

STATE OF COLORADO

COUNTY OF Adams

The foregoing instrument was subscribed, sworn to and acknowledged before me this day of <u>23rd of May</u>, 20<u>25</u>, by <u>Chris Lee</u>, as <u>Vice President</u> of <u>Vance Brothers LLC</u>.

My commission expires: 12/08/2028

(S E A L)

KATHERINE DANIEL NOTARY PUBLIC STATE OF COLORADO NOTARY ID 20164046426 MY COMMISSION EXPIRES DECEMBER 08, 2028

Notary Public Katherine Daniel

## **BIDDER'S OUALIFICATION STATEMENT**

A Statement showing the qualifications of Bidder shall be a prerequisite to the Bidder being awarded the Contract. The qualification statement is intended to assure the Town that a high degree of overall workmanship can be expected, and that the Work will be completed within the time limits contained in the Contract Documents.

All items on the statement must be answered in full and submitted with the Bid. The qualification statement will be reviewed by the Town after all Bids have been received and opened and prior to award.

The Bidder shall answer and furnish the following items for review:

1.	Name of Bidder. Vance Brothers LLC
2.	Permanent address and phone number of Bidder. 380 West 62nd Avenue Denver, CO 80216
3.	Date company was organized. 12/31/1958
4.	If a corporation, where incorporated. Missouri
5.	Number of years engaged in contracting business under present firm or tradename. 67 years
6.	Certified copy of financial statement prepared during current fiscal year as prepared for bank or bonding company.
7.	List of current jobs new under contract, indicating client and telephone number, size, type of job and percentage of completion of each and date of completion. (Use additional sheets if necessary).
	see attached
8.	List of projects of this size and complexity completed within the last three (3) years along with contract amount, client's name and address.
	see attached

9.	Have you ever failed to complete any work awarded to you? If so, when, where, and why? NO
10.	Have you ever defaulted on a contract? If so, when, where, and why? <u>NO</u>
11.	List your major equipment available for this contract. see attached
	BIDDER:
STA COL	TE OF COLORADO ) ) ss. JNTY OF Adams
<u>23</u> rof	The foregoing instrument was subscribed, sworn to and acknowledged before me this day of rd of May, 2025, byChris Lee, asVice President
(S E	My commission expires: 12/08/2028 A L) KATHERINE DANIEL NOTARY PUBLIC STATE OF COLORADO NOTARY ID 20164046426 MY COMMISSION EXPIRES DECEMBER 08, 2028

.
# PROSPECTIVE CONTRACTOR'S CERTIFICATE REGARDING EMPLOYING OR CONTRACTING WITH ILLEGAL ALIENS

FROM: Vance Brothers LLC

(Prospective Contractor)

TO: Town of Foxfield Monica Torres, Town Clerk

Project Name 2025 Mastic Repair & Crack Sealing

Bid Number\_\_\_\_\_

Project No.

As a prospective Contractor for the above-identified bid, I (we) do hereby certify that, as of the date of this certification, I (we) do not knowingly employ or contract with an illegal alien who will perform work under the Agreement and that I (we) will confirm the employment eligibility of all employees who are newly hired for employment to perform work under the Agreement through participation in either the E-Verify Program administered by the United States Department of Homeland Security and Social Security Administration or the Department Program administered by the Colorado Department of Labor and Employment.

Executed this 23rd	day of May	, 2025.

Prospe	ctive Contractor Vance Brothers LLC
By:	- the put
Its:	Chris Lee, Vice President Title

(Insert the Individual, Corporate or Partnership Certificate as appropriate)

Vance Brothers, Inc Largest Completed Projects

						Liquidated
	Contract \$	Project Name	Owner's Name, Contact, Address, & Phone No.	Project Description	Completion Date	Damages
	\$5,037,199.73	2023 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Lindsey Chieduko (303) 466-3548	Chipseal, Slurry Seal, Crackseal	12/31/2023	NO
	\$4,569,969.00	2022 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Amy Strouthopoulos (720) 766-5140	Chipseal, Slurry Seal, Crackseal	12/31/2022	NO
	\$4,479,815.55	2014 Surface Treatment Project	Douglas County 100 Third Street Castle Rock, CO 80104 Terry Gryber (303) 663-6284	Chipseal, Slurry Seal, Crackseal, Patching	10/08/14	ON
	\$4,184,636.81	2018 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Derek Miles (303) 446-3534	Chipseal, Slurry Seal, Crackseal	10/30/2018	NO
	\$3,750,077.00	2021 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Amy Strouthopoulos (720) 766-5140	Chipseal, Slurry Seal, Crackseal	12/7/2021	NO
5	\$3,615,569.00	2021 Slurry Seal Project	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Randy Speake (720) 584-4702	slurry, crackseal, mastic, patching, striping	11/05/21	ON
	\$3,524,849.40	2024 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Bryce Miller (720) 591-1074	Capeseal, Slurry Seal, Crackseal, Mastic, Striping	10/30/24	NO
len er	\$3,454,428.05	2019 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Derek Miles (303) 446-3534	Chipseal, Slurry Seal, Crackseal	10/30/2019	NO
	\$3,196,124.19	2016 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Angela Hager (303) 446-3534	Chipseal, Slurry Seal, Crackseal	10/6/2016	NO
	\$3,080,904.76	2013 Surface Treatment Project	Douglas County 100 Third Street Castle Rock, CO 80104 Terry Gryber (303) 663-6284	Chipseal, Slurry Seal, Crackseal, Patching	12/03/13	ON
	\$2,472,213.99	2024 Slurry Seal Project	City of Westminster 4800 West 92nd Avenue Westminster, CO 80031 Monica Mayfield (303) 658-2528	Slurry, Patching, Concrete Striping	09/07/24	NO
	\$2,277,197.47	2023 Townwide Chip/Slurry Program	Town of Parker 9045 Tammy Lane, Parker CO 80109 John Mounier (303) 805-3216	Chipseal, Slurry Seal, Micro Surfacing, Patching	11/17/23	NO
	\$2,809,638.00	2015 Citywide Chipseal & Crackseal	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Angela Hager (303) 446-3534	Chipseal, Slurry Seal, Crackseal	10/31/2015	NO
	\$1,933,981.00	2018 Slurry Seal Program	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Kip Book (720) 765-5289	Slurry Seal, Striping	12/21/18	ON
	\$1,830,566.32	2019 Townwide Chip/Slurry Program	Town of Parker 9045 Tammy Lane, Parker CO 80109 Danny Smith (303) 805-3229	Chipseal, Slurry Seal, Micro Surfacing, Patching	09/30/19	ON

ON	ON	ON	ON	ON	ON	N	ON	ON	ON	ON	ON	ON	QN	ON	ON
10/23/24	22/82/60	07/27/21	07/11/14	09/30/19	09/12/12	11/01/21	10/28/2013	08/25/12	09/30/19	09/20/23	07/31/15	62/12/60	10/05/20	11/19/20	11/8/2018
Slurry, Patching, Striping, Seal Coat	Slurry, Crackseal, Patching, Striping	slurry, concrete sidewalks, C&G, patching, striping	Slurry, Crackseal, Patching, Striping	Chipseal, Slurry Seal, Micro Surfacing, Patching	Patching, Slurry Seal, Striping	slurry seal, chipseal, microsurfacing, patching, striping	Chipseal, Slurry Seal, Crackseal	Patch, Slurry Seal, Striping	Patching, Slurry Seal, Striping	slurry, crackseal, mastic, patching, striping	Patching, Slurry Seal, Striping	Slurry, patching, concrete	Chipseal, Slurry Seal, Micro Surfacing, Patching	Slurry	Chipseal, Slurry Seal
Town of Parker 9045 Tammy Lane, Parker CO 80109 John Mounier (303) 805-3216	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Frank Castillo (303) 435-0306	City of Westminster 4800 West 92nd Avenue Westminster, CO 80031 Barb Cinkosky (303) 658-2522	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Aaron Monk (720) 733-2471	Town of Parker 9045 Tammy Lane, Parker CO 80109 Brian Varnak (303) 453-9608	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Aaron Monk (720) 733-2471	Town of Parker 9045 Tammy Lane, Parker CO 80109 Brian Varnak (303) 453-9608	City & County of Denver 201 W Colfax Ave., Dept 614 Denver, CO 80202 Angela Hager (303) 446-3534	City of Aurora 15151 E Alameda Parkway Aurora, CO 80012 Gary Carroll (303) 739-7100	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Frank Castillo (720) 733-2468	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Lew Brown (303) 518-2900	Town of Castle Rock 4175 N Castleton Castle Rock, CO 80109 Aaron Monk (720) 733-2471	City of Westminster 4800 West 92nd Avenue Westminster, CO 80031 Monica Mayfield (303) 658-2528	Town of Parker 9045 Tammy Lane, Parker CO 80109 Danny Smith (303) 805-3229	City of Westminster 4800 West 92nd Avenue Westminster, CO 80031 Barb Cinkosky (303) 658-2522	City of Greeley 1001 9th Avenue Greeley, CO 80631 Pat Hill (970) 350-9540
2024 Townwide Preservation Program	2022 Slurry Seal Program	2021 Slurry Seal Project	2016 Slurry Seal Program	2022 Townwide Chip/Slurry Program	2015 Slurry Seal Program	2021 Townwide Chipseal-Slurry Seal Program	2013 Citywide Chipseal & Crackseal	2012 North & South Surface Treatment	2019 Slurry Seal Program	2023 Slurry Seal Project	2014 Slurry Seal Project	2023 Slurry Seal Project	2020 Townwide Chip, Slurry Program	2020 Slurry Seal Project	2018 Chip Seal Program
\$1,756,739.33	\$1,726,877.00	\$1,701,985.00	\$1,611,961.04	\$1,599,166.00	\$1,562,498.91	\$1,524,610.00	\$1,484,920.00	\$1,473,086.40	\$1,301,269.70	\$1,281,270.34	\$1,266,146.29	\$1,235,499.94	\$1,031,911.49	\$1,061,550.40	\$1,007,168.90



# Equipment List

Unit #	Year	Description
2199	2007	Freightliner
2200	2005	International Truck (Tractor)
2201	2005	International Truck (Tractor)
2202	2005	International Truck (Tractor)
2203	2007	FRHT Semi Tractor Lowboy
2204	2000	KW T800B Tractor Lowboy
956	2009	GMC Sweeper
957	2001	GMC Sweeper
870	2006	Sterling LT9500
871	2006	Sterling LT9500
953	2012	Freightliner M2
955	2015	Kenworth T370
5251	2008	Trail King Trailer
5250	2007	REDR Live Bottom Trailer

5240         1998         Superior Trailer (Paver)           5242         2003         Wade 53' Trailer Lowboy           5243         1980         Buttler Tanker           5244         1980         Buttler Tanker           5245         2003         Wade 53' Trailer Lowboy           5244         1980         Buttler Tanker           5245         2001         TRL Step Deck Trailer           5247         1981         Polar Tanker           5248         1981         Polar Tanker           5249         1981         Polar Tanker           5335         2009         Cimline Melter           3335         2011         Cimline Melter           7053         2002         Ford F20 Pickup           7054         2003         Ford F20 Pickup           7055         2003         Ford F30           7056         2004         Ford F30           7057         2003         Ford F30           7058         2	3241	2006	Titan Tilt Deck Trailer
5242         2003         Wade S3 Trailer Lowboy           5243         1980         Butler Tanker           5244         1980         Butler Tanker           5244         1980         Butler Tanker           5245         2007         Golf Cart Trailer           5246         2001         TRL Step Deck Trailer           5247         1981         Polar Tanker           5248         1981         Polar Tanker           5249         1981         Polar Tanker           5335         2009         Cimline Mether           3335         2001         Eord F150 Supercrew           7053         2010         Ford F150 Supercrew           7054         2010         Ford F150           7055         2010         Ford F150           7056         2010         Ford F150           7057         2010         Ford F150           7055         2001	5240	1998	Superior Trailer (Paver)
5243         1980         Butler Tanker           5244         1980         Butler Tanker           5245         2007         Golf Cart Trailer           5245         2001         TRL Step Deck Trailer           5246         2001         TRL Step Deck Trailer           5247         1981         Polar Tanker           5248         1981         Polar Tanker           5249         1981         Polar Tanker           5249         1981         Polar Tanker           5249         1981         Polar Tanker           5335         2009         Endref           3335         2009         Cimline Melter           3335         2001         Cimline Melter           7053         2001         Cimline Melter           7054         2002         Ford F250 Pickup           7055         2003         Ford F30 Supercrew           7055         2004         Ford F30           7056         2001         Dodg Ram           7050         2003         Ford F30           7051         2004         Ford F30           7053         2000         Ford F30           7050         2000         Ford F30 <td>5242</td> <td>2003</td> <td>Wade 53' Trailer Lowboy</td>	5242	2003	Wade 53' Trailer Lowboy
5244         1980         Butler Tanker           5245         2007         Golf Cart Trailer           5246         2001         TRL Step Deck Trailer           5247         1981         Polar Tanker           5248         1981         Polar Tanker           5249         1981         Polar Tanker           3335         2009         Cimline Melter           3335         2011         Cimline Melter           7053         2002         Ford F20 Supercrew           7054         2003         Ford F30           7055         2010         Ford F30           7056         2003         Ford F30           7057         2010         Dodge Ram           7058         2010         Ford F30           7059         2010         Ford F30           7060         2013         Ford F30	5243	1980	Butler Tanker
5245         2007         Golf Cart Trailer           5246         2001         TRL Step Deck Trailer           5247         1981         Polar Tanker           5248         1981         Trailmobile Tanker           5249         1981         Trailmobile Tanker           5249         1981         Polar Tanker           335         2009         Cimline Meter           3335         2011         Cimline Meter           3336         2013         Ford F20 Supercrew           7053         2008         Ford F50           7054         2008         Ford F150           7055         2010         Dodge Ram           7057         2013         Ford F50           7058         2003         Ford F50           7059         2010         Dodge Ram           7050         2014         Ford F50           7051         2013         Ford F50           7060         2014         Ford F50 <td>5244</td> <td>1980</td> <td>Butler Tanker</td>	5244	1980	Butler Tanker
5246         2001         TRL Step Deck Trailer           5247         1981         Polar Tanker           5248         1981         Trailmobile Tanker           5249         1981         Polar Tanker           5335         2009         Cimline Melter           3336         2001         Cimline Melter           7053         2002         Ford FI50 Supercrew           7054         2008         Ford F150 Supercrew           7055         1999         Ford F150 Supercrew           7054         2001         Ford F150 Supercrew           7055         2001         Ford F150 Supercrew           705         2003         Ford F150 Supercrew           706         2004         Ford F150 Supercrew	5245	2007	Golf Cart Trailer
5247         1981         Polar Tanker           5248         1981         Trailmobile Tanker           5249         1981         Polar Tanker           5249         1981         Berkamp Slurry Unit           3335         2009         Cimline Melter           3336         2001         Cimline Melter           7053         2002         Ford F250 Pickup           7054         2008         Ford F150 Supercrew           7055         1999         Ford F150 Supercrew           7056         2001         Ford F150           7057         2001         Ford F150           7058         2001         Ford F150           7059         2001         Ford F150           7050         2004         Ford F150           7050         2004         Ford F150           7050         2004         Ford F150           7051         2004         Ford F150           7060         2000         Ford F150	5246	2001	TRL Step Deck Trailer
5248         1981         Trailmobile Tanker           5249         1981         Polar Tanker           5249         1981         Polar Tanker           869         1981         Polar Tanker           869         2009         Erekamp Slurry Unit           869         2009         Cimline Melter           3336         2001         Cimline Melter           7053         2002         Ford FJSO Pickup           7054         2008         Ford FJSO Supercrew           7055         1999         Ford FJSO           7056         2008         Ford FJSO           7057         2010         Ford FJSO           7058         2010         Ford FJSO           7059         2010         Ford FJSO           7059         2001         Ford FJSO           7050         2001         Ford FJSO           7060         2003         Ford FJSO           7061         2013         Ford FJSO           7061         2013         Ford FJSO           7061         2014         Ford FJSO           7063         2014         Ford FJSO           7064         2000         Ford FJSO	5247	1981	Polar Tanker
5249         1981         Polar Tanker           869          Berkamp Slurry Unit           869          Berkamp Slurry Unit           3335         2009         Cimline Melter           3336         2011         Cimline Melter           3336         2011         Cimline Melter           7053         2002         Ford F150 Supercrew           7054         2008         Ford F150 Supercrew           7055         1999         Ford F150           7056         2008         Ford F150           7057         2010         Ford F150           7058         2010         Ford F150           7059         2010         Ford F150           7059         2001         Ford F150           7059         2003         Ford F150           7050         2004         Ford F150           7060         2004         Ford F150           7061         2013         Ford F150           7063         2013         Ford F150           7064         2013         Ford F150           7063         2000         Ford F150           7064         2000         Ford F150	5248	1981	Trailmobile Tanker
869         Merkamp Slurry Unit           3335         2009         Cimline Melter           3336         2011         Cimline Melter           3336         2011         Cimline Melter           3336         2011         Cimline Melter           3336         2012         Ford F250 Pickup           7054         2008         Ford F150           7055         1999         Ford F450           7056         2008         Ford F150           7057         2010         Ford F150           7058         2010         Ford F150           7059         2010         Ford F150           7050         2003         Ford F150           7053         2004         Ford F150           7050         2003         Ford F150           7050         2004         Ford F30           7061         2013         Ford F30           7062         2013         Ford F30           7063         2000         Ford F30           7064         2000         Ford F30           7063         2000         Ford F30           7064         2000         Ford F30           7065         2006	5249	1981	Polar Tanker
3335         2009         Cimline Melter           3336         2011         Cimline Melter           7053         2002         Ford F250 Pickup           7054         2008         Ford F360 Supercrew           7055         1999         Ford F150 Supercrew           7055         1999         Ford F150 Supercrew           7056         2008         Ford F150           7057         2010         Ford F150           7058         2010         Ford F150           7059         2001         Dodge Ram           7059         2001         Ford F150           7050         2003         Ford F150           7051         2004         Ford F150           7050         2004         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7063         2000         Ford F250 Pickup           7063         2000         Ford F250 Pickup           7064         2000         Ford F250 Pickup           7065         2006         Ford F250 Pickup           7065         2006         Ford F250 Pickup           7064         2000         Ford F2	869		Berkamp Slurry Unit
3336         2011         Cimline Melter           7053         2002         Ford F250 Pickup           7054         2008         Ford F150 Supercrew           7055         1999         Ford F150 Supercrew           7056         2008         Ford F150           7057         2010         Ford F150           7058         2010         Ford F150           7059         2010         Dodge Ram           7059         2004         Ford F150           7050         2004         Ford F150           7050         2004         Ford F150           7051         2004         Ford F150           7061         2004         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7063         2000         Ford F150           7063         2000         Ford F150           7063         2000         Ford F250 Pickup           7064         2000         Ford F30           7065         2006         Ford F30           7065         2006         Ford F30           7065 <td>3335</td> <td>2009</td> <td>Cimline Melter</td>	3335	2009	Cimline Melter
7053         2002         Ford F250 Pickup           7054         2008         Ford F150 Supercrew           7055         1999         Ford F150 Supercrew           7056         2008         Ford F150           7057         2008         Ford F150           7057         2010         Ford F150           7058         2001         Dodge Ram           7059         2001         Dodge Ram           7059         2001         Dodge Ram           7059         2001         Dodge Ram           7050         2001         Dodge Ram           7050         2004         Ford F150           7060         2004         Ford F150 Lariat           7061         2013         Ford F150           7063         2000         Ford F150           7064         2000         Ford F20           7064         2000         Ford F30           7064         2006         Ford F30           7065         2006         Ford F30           7064         2006         Ford F30           7065         2006         Ford F30           7065         2006         Ford F30           7066	3336	2011	Cimline Melter
7054         2008         Ford F150 Supercrew           7055         1999         Ford F150           7056         2008         Ford F150           7057         2010         Ford F150           7057         2010         Ford F150           7058         2001         Dodge Ram           7059         2001         Dodge Ram           7059         2005         Ford F150           7059         2004         Ford F550           7060         2004         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7063         2010         Ford F150           7063         2000         Ford F450           7064         2000         Ford F450           7065         2006	7053	2002	Ford F250 Pickup
7055         1999         Ford F450           7056         2008         Ford F150           7057         2010         Ford F150           7058         2001         Dodge Ram           7059         2001         Dodge Ram           7059         2005         Ford F150           7059         2004         Ford F150           7061         2004         Ford F150 Lariat           7061         2013         Ford F150 Lariat           7062         2013         Ford F150           7063         2013         Ford F150           7063         2000         Ford F150           7064         2000         Ford F150           7065         2000         Ford F250 Pickup           7065         2006         Ford F150 Supercrew           7065         2006         Ford F150 Supercrew           7065         2014         Ford F150 Supercrew	7054	2008	Ford F150 Supercrew
7056         2008         Ford F150           7057         2010         Ford F150           7058         2001         Dodge Ram           7059         2005         Ford F50           7050         2004         Ford F150           7060         2004         Ford F150           7061         2013         Ford F150           7061         2013         Ford F150           7062         2000         Ford F150           7063         2000         Ford F150           7063         2000         Ford F450           7064         2000         Ford F250 Pickup           7064         2000         Ford F450           7065         2006         Ford F450           7065         2006         Ford F450           7065         2005         Ford F450	7055	1999	Ford F450
7057         2010         Ford F150           7058         2001         Dodge Ram           7059         2005         Ford F550           7060         2004         Ford F150           7061         2013         Ford F150           7062         2013         Ford F150           7063         2000         Ford F450           7064         2000         Ford F450           7063         2000         Ford F450           7064         2000         Ford F450           7065         2000         Ford F450           7065         2000         Ford F450           7066         2006         Ford F450           7066         2014         Ford F150 Supercrew	7056	2008	Ford F150
7058         2001         Dodge Ram           7059         2005         Ford F550           7060         2004         Ford F150 Lariat           7061         2013         Ford F150 Lariat           7061         2013         Ford F150 Lariat           7062         2013         Ford F150 Lariat           7063         2000         Ford F450           7063         2000         Ford F450           7064         2000         Ford F450           7065         2000         Ford F450           7065         2000         Ford F450 Supercrew           7066         2014         Ford F150 Supercrew	7057	2010	Ford F150
7059         2005         Ford F550           7060         2004         Ford F150 Lariat           7061         2013         Ford F150           7061         2013         Ford F150           7062         2000         Ford F450           7063         2000         Ford F450           7064         2000         Ford F450           7064         2000         Ford F450           7065         2006         Ford F450           7066         2006         Ford F150 Supercrew           7066         2014         Ford F150 STX	7058	2001	Dodge Ram
7060         2004         Ford F150 Lariat           7061         2013         Ford F150           7062         2013         Ford F450           7063         2000         Ford F450           7063         2000         Ford F450           7064         2000         Ford F450           7065         2000         Ford F450           7065         2000         Ford F450           7065         2006         Ford F450           7065         2006         Ford F450 Supercrew           7066         2014         Ford F150 Supercrew	7059	2005	Ford F550
7061         2013         Ford F150           7062         2000         Ford F450           7063         2000         Ford F250 Pickup           7064         2000         Ford F450           7065         2006         Ford F450           7065         2006         Ford F150 Supercrew           7066         2014         Ford F150 Stream	7060	2004	Ford F150 Lariat
7062         2000         Ford F450           7063         2000         Ford F250 Pickup           7064         2000         Ford F450           7065         2006         Ford F150 Supercrew           7066         2014         Ford F150 Stream	7061	2013	Ford F150
7063         2000         Ford F250 Pickup           7064         2000         Ford F450           7065         2006         Ford F150 Supercrew           7066         2014         Ford F150 STX	7062	2000	Ford F450
7064         2000         Ford F450           7065         2006         Ford F150 Supercrew           7066         2014         Ford F150 STX	7063	2000	Ford F250 Pickup
7065         2006         Ford F150 Supercrew           7066         2014         Ford F150 STX	7064	2000	Ford F450
7066 2014 Ford F150 STX	7065	2006	Ford F150 Supercrew
	7066	2014	Ford F150 STX

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7067	2011	Ford F350 Crew Cab Lariat
7068	2014	Ford F150
7069	2016	Ford F150 XLT Supercrew
7070	2013	Ford F350 XLT Supercrew
7071	2014	Ford F350 XL
865	1995	Chevy Kodiak Truck
866	1996	International Truck (Tractor)
867	1999	International Tandem Dump Truck
868	2007	Freightliner
951	2018	Isuzu NQR
952	2005	Isuzu NQR
954	2007	International 4200 Water Truck
869	2006	Sterling LT9500
2196	2011	International Prostar Tractor
2197	2011	International Prostar Tractor
2198	2000	KW T800B Truck Tractor
3337		Marathon Mastic Machine
3338	2017	Doosan Air Compressor
3339	2017	Cimline Melter
3340	2001	LeeBoy Tack Distributor
3341		Cimline PCR 25 Router
3342	2010	Ingersoll Rand Air Compressor
3343	2005	Solar Portable Sign Board
3344	2005	Solar Portable Sign Board
3345	2015	CURVE Arrow Board Trailer
3346	2006	HYPAC Pneumatic Roller
3347	2010	IR P185WJD Air Compressor

8 2004 Caterpillar Loader	9 2005 Bearcat Chip Spreader	0 2007 HYPAC Roller	1 1998 Caterpillar Loader	2 Bomag Roller	1 2011 Spreader Box	3 2012 Spreader Box	Bearcat Distributor	8 Bearcat Distributor	L Berkamp Slurry Unit	) Berkamp Slurry Unit	9 Lincoln Welder on Unit 7064	0 Compressor on Unit 7064	2 2011 Hydrant Meter			
3348	3349	3350	3351	3352	6211	6213	955	953	871	870	6209	6210	6212			



**TO:** Mayor Jones and Members of the Board

**FROM:** Monica Torres, Town Clerk

**DATE:** June 5<sup>th</sup>, 2025

RE: LUC – Article 6: Definitions Part 2 & Sign Chart

During this session we will be going over the second part of Article 6: Definitions and the sign chart. The last session definitions were left off at "Nuisance or Public Nuisance." From past discussions, it seems the board was looking for something more extensive for the sign chart. Please review the information that is already in the sign chart and make notes of changes, questions, and additions you would like to see. The more detailed information that we can provide to Austin will help him provide what we need.

ATTACHMENT: Exhibit A: LUC – Article 6: Definitions Exhibit B: Sign Chart Any sound, which: a) endangers or injures the sanity or health of humans or animals; b) is audible at a residential property boundary; c) otherwise violates the specific prohibitions of this Section; or d) endangers or injures personal or real property.

#### NONCONFORMING LOT

Pertains to a defined lot where the area, width or other characteristic of which fails to meet requirements of the zoning district in which it is located.

#### NONCONFORMING STRUCTURE

A structure legally existing and/or used at the time of adoption of this Chapter, or any amendment thereto, which does not conform to the regulations of the zoning district in which it is located.

#### NONCONFORMING USE

A use legally existing and/or used at the time of adoption of this Chapter, or any amendment thereto, which does not conform to this Chapter.

#### NUISANCE OR PUBLIC NUISANCE

This includes:

- a. The conducting or maintaining of any activity in violation of statute or ordinance:
- b. Any unlawful pollution or contamination of any air, water or other substance or material; any activity, operation or condition which, after being ordered abated, corrected or discontinued by a lawful order of an agency or officer of the Town, the Arapahoe County Health Department, County or State, continues to exist or be conducted in violation of statute, ordinance or regulation of the Town, the County or the State;
- c. Any activity, operation, condition, building, structure, place, premises or thing which is injurious to the public health, safety and welfare of the citizens of the Town, which contributes to blight or property degradation or which is indecent or offensive to the senses of an ordinary person, so as to interfere with the comfortable enjoyment of life or property. For the purposes of this Subsection, an accumulation of activities, operations, conditions or things that might individually not arise to the level of a nuisance may be deemed a nuisance if, taken together, they would be indecent or offensive to the senses of the ordinary person; and
- d. Any nuisance defined or declared as such by applicable statute or ordinance.

#### NURSING HOME, INCLUDING ASSISTED LIVING

Facilities which make medical services and nursing care available for a continuous period of 24 hours or more to three or more persons not related to the operator.

#### **OFF-PREMISES SIGN**

Any sign, including, without limitation, a billboard or general outdoor advertising device, that advertises or directs attention to a land use, business, commodity, service or activity not located or available upon the premises whereon the sign is located.

# **OFF-STREET PARKING**

A site or portion of a site devoted to the off-street parking of motor vehicles, including parking spaces, aisles, access drives and landscaped areas.

# **OPEN FENCE**

A fence that is seventy percent (70%) or more open. Examples of open fences include split rail and ornamental iron.

# OPEN SPACE

A parcel of land, an area of water or a combination of land or water within the site designated for a Planned Development or subdivision, designed and intended primarily for the use or enjoyment of residents, occupants and owners of the P.D. and/or the general public for uses, including but not limited to recreation areas and facilities, gardens, parks, walkways, paths and trails and areas of native vegetation left substantially in their natural state or supplemented by additional plant material. The term shall not include space devoted to buildings, streets, roads and other ways, parking and loading areas. Open space credit for nonresidential developments shall be given for treatments such as berms, sodded areas, trees, water features, decorative rock treatments and, in some cases, landscaped plazas and atriums.

- a. Common open space means open space designed or intended primarily for the common use of the lawful owners, residents and occupants of a P.D. or subdivision, but not necessarily including the general public, which is owned and maintained by an organization established for such purpose or by other adequate arrangements.
- b. Public open space means an open area developed, designed and dedicated to a public authority for use by the occupants of the development and by the general public. Portions of areas containing steep slopes (angle of incline greater than 45 degrees) and special sub- areas of floodplains (such as bogs) may not be dedicated as public open space.

#### OUTDOOR STORAGE

The storage of materials, equipment or vehicles, which material is either wholly or partially visible from the any right-of-way, any neighbor or abutting lot.

### PARKING SPACE

That part of a parking area, exclusive of drives, turning areas or loading spaces, devoted to parking of one (1) vehicle or automobile.

# PERMANENT SIGN

A sign constructed of durable material and affixed, lettered, attached to or placed upon a fixed, nonmovable, nonportable supporting structure.

#### PERSON

An individual, proprietorship, partnership, corporation, limited liability company, association or other legal entity.

PETS175

<sup>175</sup> Combined Pet Animal and Domestic Animal definitions.

Dogs, cats, small animals, reptiles and birds which are customarily kept in the home or on the premises, as those that may be purchased at local pet stores, for the sole pleasure and enjoyment of the occupants.

# PLACE OF WORSHIP

A building, together with its accessory buildings and uses, where persons regularly assemble for religious worship and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain public worship.

#### PLANNING COMMISSION

The Town of Foxfield Planning Commission. In the absence of a separate appointed Planning Commission, the Board of Trustees is hereby authorized to act as the Planning Commission for purposes of these regulations within the meaning of Part 2 of Article 23 of Title 31, C.R.S.

### PLANNED DEVELOPMENT (PD)

An area of land controlled by one or more landowners to be developed under unified control or unified plan of development for a number of residential, commercial, educational, recreational or industrial uses or any combination of the foregoing, the plan for which may not correspond to lot size, bulk or type of use, lot coverage, open space and/or restrictions of the existing land use regulations.

#### PLANNED SIGN PROGRAM

A program designed to provide flexibility in signage for business, commercial, institutional and Planned Development uses.

# PLAT, FINAL

The map of a proposed subdivision and specific supporting material drawn and submitted in accordance with the requirements of adopted regulations as an instrument for recording of real estate interests with the County Clerk and Recorder.

# PLAT, PRELIMINARY

The map of a proposed subdivision, drawn and submitted in accordance with the requirements of adopted regulations, to permit the evaluation of the proposal prior to detailed engineering and design.

# PLAT, SKETCH

A map of a proposed subdivision, drawn and submitted in accordance with the requirements of the subdivision regulations, to evaluate feasibility and design characteristics at an early state in the planning.

# PLOT PLAN

A surveyed overhead view plan that shows the location of the building on the lot and includes all easements, property lines, setback lines and a legal description of the lot.

# POCKET PARK

A small park that accommodates passive recreation activities and other unstructured activities. Pocket Parks are between 70 and 2,500 square meters in size, have frontage on at least one public street, and are primarily hard surfaced with limited soft surface elements.

# PORTABLE SIGN

A freestanding temporary sign, which is not affixed to the ground, a sign structure, building, canopy or awning and which is capable of being carried or moved about.

# PRINCIPAL USE

The primary use located on a given lot or parcel of land, as opposed to an accessory use; also, a use which is listed as a use by right in any given zone district in this Chapter.

# PRINCIPAL USE OR STRUCTURE

The primary use or structure located on a given lot or parcel of land, as opposed to an accessory use or structure.

#### PRIVACY FENCE

A fence that is less than seventy percent (70%) open. Examples of solid fences include board on board, stockade, brick, stone and masonry.

# PROJECTING SIGN

A sign which projects, in whole or in part, more than 18 inches horizontally beyond the face of the building on which it is displayed. A blade sign is a projecting sign.

#### PROJECTIONS

Parts of buildings, such as architectural features that are exempted, to a specified amount, from the setback requirements of this Chapter.

# PROPERTY BOUNDARY

An imaginary line along the ground surface and its vertical extension which separates the real property owned by one person from that owned by another person, but not including intrabuilding real property divisions.

#### PUBLIC RIGHT-OF-WAY

Any street, avenue, boulevard, highway, sidewalk or alley or similar place, which is owned or controlled by a governmental entity. This term includes Town right-of-way.

#### PUBLIC SPACE

Any real property or structures thereon which are owned or controlled by a governmental entity.

# PUBLIC UTILITIES

Every firm, partnership, association, cooperative, company, corporation and governmental agency and the directors, trustees or receivers thereof, whether elected or appointed, which is engaged in providing railroad, airline, bus, electric, rural electric, telephone, telegraph, communications, gas, gas pipeline carrier, water, sewerage, pipeline, street transportation, sleeping car, express or private car line facilities and services.

#### RAIL FENCE

Typically, an open fence with vertical posts spaced approximately six to eight feet apart and two to four horizontal rails.

# REAL ESTATE SIGN

A sign indicating the availability for sale, rent or lease of the specific lot, building or portion of a building upon which the sign is erected or displayed.

# **RECREATIONAL FACILITIES**

Uses, structures and/or land utilized for the provision of recreational activities and/or open space that may be developed, operated and/or maintained by a public entity.

# **RETAIL ESTABLISHMENT<sup>176</sup>**

An establishment engaged in selling goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods, including furniture and appliance sales and business centers. These establishments are characterized by the following: 1) They buy and receive as well as sell merchandise; 2) They may process some products, but such processing is incidental or subordinate to the selling activities; and 3) They predominantly sell to customers for their own personal or household use.

# **RESIDENTIAL PROPERTY**

Property that is zoned primarily for residential use.

# RESUBDIVISION

The changing of any existing lot on any subdivision plat previously recorded with the County Clerk and Recorder.

### REZONING

A revision to the Official Zoning Map.

#### RIGHT-OF-WAY<sup>177</sup>

An area or strip of land over which a right of passage has been recorded for use by vehicles, pedestrians and/or facilities of a public utility.

# **ROOF SIGN**

A sign that is mounted on or projects above any part of the roof of a building or which is wholly dependent upon a building for support and which projects above the roof of a building with a flat roof, the eave line of a building with a gambrel, gable or hip roof or the deck line of a building with a mansard roof.

#### SCHOOL, PUBLIC OR PRIVATE<sup>178</sup>

A public, parochial or private school which provides an educational program for one or more grades between grades one and 12 and which is commonly known as an elementary school, middle school, junior high school, senior high school or high school.

## SCREENING

A structure erected or vegetation planted to conceal from viewers the area behind it.

# SEPARATION DISTANCE

<sup>176</sup> New.

<sup>177</sup> Combined duplicative definition.

178 New.

The distance between structures measured from the foundation of one structure to the foundation of an adjoining structure.

# SETBACK

The distance required between the face of a building and the lot line opposite that building face, measured perpendicularly to the building. Where angled buildings or lots, curved streets, etc., exist, the setback shall be taken as an average distance. Setback also refers to the horizontal distance (plan view) between the delineated edge of wetlands, stream/river corridors, riparian areas or wildlife habitat and the closest projection of a building or structure.

# SETBACK, FRONT YARD OR FRONT LOT

A line which forms a vertical plane parallel with a front lot line of a lot, tangent to that part of a building or structure situated on such a lot which is closest to such lot line and intersecting two (2) other lot lines of such lot.

#### SETBACK LINE

A line or lines within a property defining the minimum horizontal distance required between a building or structure and property line.

# SETBACK, REAR YARD OR REAR LOT

A line which forms a vertical plane parallel with a rear lot line of a lot, tangent to that part of a building or structure situated on such a lot which is closest to such rear lot line and intersecting two (2) other lot lines of such lot.

#### SETBACK, SIDE YARD OR SIDE LOT

A line which forms a vertical plane parallel with a side lot line of a lot, tangent to that part of a building or structure situated on such a lot which is closest to such side lot line and intersecting two other lot lines of such lot.

#### SHED

A simple roofed structure, typically made of wood or metal, used as a storage space or a workshop.

# SHORT-TERM RENTAL

A rental of any dwelling, in whole or in part, to any person(s) for transient use of 30 consecutive days or less.

#### SIDE WALL

Any exterior wall that is not a front wall or a rear wall and is situated perpendicular to the front wall and rear wall of the same building.

# SITE DEVELOPMENT PLAN

A plan view of land drawn to scale showing accurate dimensions and containing the information required in this Chapter, including uses and structures proposed for a parcel of land as required by the regulations involved. It includes lot lines, streets, parking, building sites, reserved open space, buildings, major landscape features, both natural and man-made, and the locations of proposed utilities and easements.

# SIGHT TRIANGLE

An area of land located at intersections of streets, drives and other public and/or private ways situated to protect lines of sight for motorists, within which the height of materials and/or structures is limited.

#### SIGN

Any object or device containing letters, figures and/or other means of communication or part thereof, situated outdoors or indoors, of which the effect produced is to advertise, announce, communicate, identify, declare, demonstrate, direct, display and/or instruct potential users of a use, product, service or event.

# WIND ENERGY CONVERSION SYSTEM (WECS), GROUND- OR BUILDING-MOUNTED<sup>179</sup>

All necessary devices that together convert wind energy into electricity, including the rotor, nacelle, generator, WECS Tower, electrical components, WECS foundation, transformer, and electrical cabling from the WECS Tower to the Substation(s).

# SOLAR COLLECTOR, GROUND- OR BUILDING-MOUNTED<sup>180</sup>

A photovoltaic (PV) panel, array of panels or other solar energy device, the primary purpose of which is to provide for the collection, inversion, storage, and distribution of solar energy for electricity generation, space heating, space cooling, or water heating. Ground-Mounted Solar Collector may be a principal or accessory use. Building-Mounted Solar Collector is an accessory use. Building-Mounted Solar Collector includes agrivolatic systems and parking canopy solar systems.

# SOLID FENCE

A fence that is less than seventy percent (70%) open. Examples of solid fences include board on board, stockade, brick, stone and masonry.

# SOUND

An oscillation in pressure, particle displacement, particle velocity or other physical parameter in a medium with internal forces that causes compression and rarefaction of that medium. The description of sound may include any characteristic of such sound, including duration, volume and frequency.

# SOUND WALL

A wall constructed for the purpose of reducing roadway noise.

# SPECIAL EVENT

A temporary use for events such as weddings, receptions, banquets, dinners or fairs.

#### SPECIAL REVIEW USE

A use that shall have approval of the Board of Trustees before being allowed in the specific zoning district.

<sup>179</sup> New.

<sup>180</sup> New.

# STABLE

A structure to house domestic livestock and farm animals, which shall be limited to the capacity of not more than one domestic livestock and farm animals per acre or portion thereof.

# STREET<sup>181</sup>

A dedicated public right-of-way which provides vehicular and pedestrian access to adjacent properties. This definition shall include the terms road, lane, place, avenue, drive and other similar descriptions.

# STRUCTURE

The result of arranging materials and parts together, such as buildings, tanks, and fences (but not including tents or vehicles) and placing them or attaching them to a lot. It shall also mean a mobile or manufactured home, anything constructed or erected, any edifice or building of any kind or any piece of work artificially built up or composed of parts joined together in some definite manner, which is located on or in the ground or is attached to something having a location on or in the ground, including swimming and wading pools and covered patios. Paved areas and walks are excepted.

#### SUBDIVIDER

Any person, firm, partnership, joint venture, association or corporation who shall participate as owner, promoter, developer or sales agent in the planning, platting, development, promotion, sale or lease of a subdivision, and who either owned the land or has written authorization from the owner of the land to proceed with the subdivision.

#### SUBDIVISION

The division of a lot, tract or parcel of land into two (2) or more lots, plats, sites or other divisions of land for the purpose, whether immediate or future, of sale or of building development. It includes resubdivisions and, when appropriate to the context, relates to the process of subdividing or to the land or territory subdivided.

# SUBDIVISION IMPROVEMENTS AGREEMENT

One or more security arrangements which may be accepted by the Town to secure the construction of such public improvements as are required by the subdivision regulations within the subdivision, and shall include collateral such as, but not limited to, performance or property bonds, private or public escrow agreements, loan commitments, assignments of receivables, liens on property, deposit of certified funds or other similar surety agreements.

# TEMPORARY SIGN

A nonpermanent sign, banner or similar device that is intended for a temporary period of use. A temporary sign does not include a sign display area that is permanent but the message displayed is subject to periodic changes.

#### TOWN

The Town of Foxfield, Colorado.

<sup>181</sup> Combined duplicative definition.

# TOWN ENGINEER

The employee or consultant designated by the Board of Trustees as the Engineer for the Town.

# TOWN PLANNER

That individual appointed or designated by the Board of Trustees to enforce these

#### Regulations.

# TOWN RIGHT-OF-WAY

Same as Public right-of-way and Right-of-way.

# USE

The purpose for which land or premises or a building thereon is designed, arranged or intended or for which it is or may be occupied, and includes the activity or function that actually takes place or is intended to take place on a lot.

# VARIANCE

A decision of the Board of Adjustment which grants a property owner relief from certain provisions of this Chapter when, because of the particular physical surroundings, shape or topographical condition of the property, compliance would result in a particular hardship upon the owner, as distinguished from a mere inconvenience.

# VEHICLE

A machine propelled by power other than human power, designed to travel along the ground, in the air or through water by use of wheels, treads, runners, slides, wings or hulls and to transport persons or property, to pull non-self-propelled vehicles or machinery and includes, but is not limited to: automobile, airplane, boat, bus, truck, trailer, motorcycle, motor home, recreational vehicle, camper and truck tractor. For the purpose of this Section, the term vehicle includes implements of husbandry, mobile machinery and self-propelled construction equipment.

#### VIBRATION

An oscillatory motion of solid bodies of deterministic or random nature described by displacement, velocity or acceleration with respect to a given reference point.

# WALL SIGN

A sign attached to or painted on the wall of a building or structure whose display surface is parallel to the face of the building or structure and whose height does not exceed the height of the wall to which said sign is attached or painted upon. Awning, marquee and canopy signs are to be considered wall signs.

## WEEKDAY

Any day Monday through Friday which is not a legal holiday.

# WINDOW SIGN

A sign that is painted on, attached to or located within three (3) feet of the interior of a window and that can be seen through a window from the exterior of the structure.

# YARD

An open space on the same lot with a building or building group lying between the front, rear or side wall of a building and the nearest lot line, unoccupied except for projections and the specific minor uses or structures allowed in such open space under the provisions of this Chapter.

#### YARD, FRONT

A yard extending the full width of the lot on which a building is located and situated between the front lot line and a line parallel thereto and passing through the nearest point of the building.

# YARD, REAR

A yard extending the full width of the lot on which a building is located and situated between the rear lot line and a line parallel thereto and passing through the nearest point of the building.

#### YARD, SIDE

A yard on the same lot as a building situated between the side lot line and a line parallel thereto and passing through the nearest point of a building and extending from the front yard to the rear.

# ZONING DISTRICT

A portion of the Town within which the use of land and structures and the location, height and bulk of structures are governed; i.e., the RR classification is a district.

3. Wireless Service Facilities Definitions<sup>182</sup>

# ACCESSORY EQUIPMENT

Equipment, including buildings and structures, used to protect and enable radio switching equipment, backup power and other devices incidental to a WSF, but not including antennae.

#### ANTENNA

Communications equipment that transmits or receives electromagnetic radio frequency signals used to provide wireless service.

#### **BASE STATION**

A structure or equipment, other than a tower, at a fixed location that enables Federal Communications Commission-licensed or authorized wireless communications between user equipment and a communications network. The term includes any equipment associated with wireless communications services, including radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including distributed antenna systems and small-cell networks). The term includes any structure, other than a tower, to which any of the equipment described hereof is attached.

#### **BUILDING ROOF-MOUNTED WSF**

A WSF that is mounted and supported entirely on the roof of a legally existing building or structure.

### ELIGIBLE TELECOMMUNICATIONS FACILITY REQUEST

<sup>&</sup>lt;sup>182</sup> Sec. 16-4-30. All of these definitions were duplicative of what appears to be older wireless regulations (previously called CMRS). These definitions were carried forward while the others were removed.

A request for approval of the modification of an existing tower or base station that involves the colocation of new transmission equipment, the removal of transmission equipment or the replacement of transmission equipment.

### EQUIPMENT STORAGE SHELTER

Buildings, storage shelters, and cabinets used to house WSF equipment.

#### FREESTANDING WSF

A WSF that consists of a stand-alone support structure such as a tower or monopole, and antennae and accessory equipment.

#### MICROWAVE ANTENNA

A disk-type antenna used to link communication sites together by wireless voice or data transmission.

# MICRO WIRELESS FACILITY

A WSF that is no larger in dimension than 24 inches in length, 15 inches in width, and 12 inches in height and that has an exterior antenna, if any, that is no more than 11 inches in length.

### SMALL CELL FACILITY

Either a personal wireless service facility as defined by the federal Telecommunications Act of 1996, or a WSF where:

(1) Each antenna is located inside an enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet; and

(2) Primary equipment enclosures are no larger than 17 cubic feet in volume. The following associated equipment may be located outside of the primary equipment enclosure and, if so located, is not included in the calculation of equipment volume: Electric meter, concealment, telecommunications demarcation box, ground-based enclosures, back-up power systems, grounding equipment, power transfer switch, and cut-off switch.

A small cell facility includes a micro wireless facility.

#### SMALL CELL NETWORK

A collection of interrelated small cell facilities designed to deliver wireless service.

#### SUBSTANTIAL CHANGE

A modification to an existing tower or base station under the following circumstances:

(1) A substantial change in the height of an existing tower or base station occurs as follows:

a. For a tower outside of a public right-of-way, when the height of the tower is increased by more than ten percent (10%), or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed 20 feet, whichever is greater.

b. For a tower located in a public right-of-way or for a base station, when the height of the structure increases by more than ten percent (10%) or by more than 10 feet, whichever is greater.

(2) Changes in height are measured as follows:

a. When deployments are separated horizontally, changes in height shall be measured from the original support structure, not from the height of any existing telecommunications equipment.

b. When deployments are separated vertically, changes in height shall be measured from the height of the tower or base station, including any appurtenances, as the tower or base station existed on February 22, 2012.

(3) A substantial change in the width of an existing tower or base station occurs as follows:

a. For a tower outside of public rights-of-way, when the addition of an appurtenance to the body of the tower protrudes from the edge of the tower more than twenty (20) feet, or more than the width of the tower structure at the level of the appurtenance, whichever is greater.

b. For a tower in a public right-of-way or a base station, when the addition of an appurtenance to the body of the structure would protrude from the edge of the structure by more than six (6) feet.

(4) A substantial change also occurs for an existing tower in a public right-of-way or an existing base station as follows:

a. When the change involves the installation of any new equipment cabinets on the ground, if no ground cabinets presently exist; or

b. When the change involves the installation of ground cabinets that are more than ten percent (10%) larger in height or overall volume than any existing ground cabinets.

(5) A substantial change also occurs for any existing tower or base station when any of the following are found:

a. When the change involves installation of more than the standard number of new equipment cabinets for the technology involved, or more than four new cabinets, whichever is less.

b. When the change entails any excavation or deployment outside the current site.

c. When the change would defeat the concealment elements of the eligible support structure.

d. When the change does not comply with conditions associated with the original siting approval of the construction or modification of the tower, base station or base station equipment. This limitation does not apply if the non-compliance is due to an increase in height, increase in width, addition of cabinets, or new excavation that would not exceed the thresholds identified in subsections (1) through (5)(b) hereof.

#### TOWER

A structure built for the sole or primary purpose of supporting any Federal Communications Commission-licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site.

#### WHIP ANTENNA

An array of antennae that is cylindrical in shape.

- x. Up-lighting is prohibited except for the up-lighting of flags within nonresidential projects and with a limit of two fixtures per flagpole with a maximum of 150 watts each. The fixtures shall be shielded as required by Paragraph 16-3-100(j)(7) of this Article.
- xi. Lighting of any sign shall be permitted subject to the following criteria:
  - (1) Light sources shall be concealed and unobtrusive.
  - (2) Lighting shall be limited to the identification marker (sign) and not used to illuminate landscaping.
- xii. Exterior lights, whether building-mounted or freestanding, shall comply with the provisions of this Chapter. Building-mounted exterior lights shall not protrude above the eave line. Freestanding lights shall not exceed 25 feet in height.<sup>98</sup>

# 15. Signs<sup>99</sup>

- a. Purpose. The purpose of this Section is to:
  - i. Protect the right to free speech by the display of protected message(s) on a sign, while balancing this right against public interests of preserving and protecting the public health, safety and welfare within the Town;
  - Reduce hazards that may be caused or worsened by driver, bicyclist, and pedestrian distraction caused by signs, especially those projecting along public rights-of-way or near roadway intersections;
  - Preserve and enhance the aesthetic and environmental values of the community, while at the same time providing adequate channels of communication to the public; and
  - iv. Regulate signs in in a content-neutral manner in accordance with the Town's Municipal Code and intent in a manner consistent with the U.S. and Colorado Constitutions, laws, and court decisions.
- b. Applicability

This Section shall apply to the display, construction, erection, alteration, use, location and maintenance of all signs within the Town unless specifically exempted.

- c. Exempt Signs. The following signs are exempt from the requirements of this Section and do not require a sign permit.
  - i. Signs of a duly constituted governmental body, required to be maintained by law or governmental order, rule or regulation, including without limitation traffic or similar regulatory devices,

<sup>&</sup>lt;sup>98</sup> Sec. 16-2-50(d).

<sup>&</sup>lt;sup>99</sup> Loosely based on Sec. 16-3-100. This section was significantly simplified and revised to comply with Supreme Court precedent.

address numerals, legal notices, warnings at railroad crossings, and other instructional or regulatory signs concerning public health, safety and welfare provided, that the copy and size of the sign do not exceed the requirements of such law, order, rule or regulation.

- Decorations associated with any national, local, or religious holiday; provided, that such signs shall be displayed for not more than 60 days in any given year.
- Signs located inside a building at least four feet away from any window through which the sign could be viewed from outside the building.
- iv. Memorial tablets and plaques installed and authorized by a duly constituted governmental agency or recognized historical society.
- v. Sandwich boards signs if:
  - (1) Such signs are limited in size to six square feet;
  - (2) The sign shall be placed in a location that will cause an issue for the average pedestrian traffic walking to an abutting property; and
  - (3) The sign shall not block any access point, pedestrian path, or ingress/egress point provided to meet the standards of the Americans with Disabilities Act (ADA).
- vi. Flags smaller than 15 square feet and not affixed to any pole or structure that exceeds the maximum building height.
- vii. Any sign of not more than two square feet in area.
- d. Prohibited Signs

The following signs shall be prohibited in the Town.

- i. Any sign which in any way obstructs the view of, may be confused with or purports to be an official traffic sign, signal or device or any other official sign.
- ii. Any sign which creates in any way an unsafe distraction for motor vehicle operators.
- Any sign which obstructs the view of motor vehicle operators entering a public roadway from any parking area, service drive, private driveway, alley or other thoroughfare.
- iv. Any sign which is located in a street intersection sight triangle and exceeds three feet in height.
- v. Any sign which obstructs free ingress to or egress from a required door, window, fire escape or other required exit way.
- vi. Any sign which is structurally unsafe; constitutes a hazard to safety or health; is not kept in good repair; is capable of causing electrical shocks to persons likely to come in contact with it; or does not conform to the design, structural and material standards for signs as adopted by the Town.

- vii. Any sign located within utility easements, on public property or public rights-of-way.
- viii. Signs painted or affixed to benches.
- ix. Signs mounted, attached or painted on motor vehicles, trailers or boats when used as additional advertising on or near the premises and not used in conducting a business or service on the premises.
- x. Portable signs, except those required for traffic control and sandwich boards and A-frame signs unless located on a sidewalk of sufficient width so as not to block pedestrian circulation.
- xi. Roof signs.
- xii. Electronic message center signs unless approved as part of a planned sign program.
- xiii. Animated signs.
- xiv. Flashing signs.
- xv. Revolving beacons and searchlights.
- xvi. Strings of light bulbs used in connection with commercial premises for commercial purposes, other than traditional holiday decorations used in compliance with these regulations.
- xvii. Exposed neon tubing or signs unless approved as part of a planned sign program.
- xviii. Any sign emitting sound.
- xix. Signs with more than two faces.
- xx. Off-premises signs.
- xxi. Signs announcing a proposed use or land development prior to approval of the proposed use on that property by the Town.
- e. Sign Permits
  - i. Sign permits shall be submitted to the Town Clerk on forms provided by the Town and with the applicable application fee.
  - All requests for signage shall be accompanied by a drawing, fully dimensioned, showing the sign construction specifications, color, method and intensity of illumination, and site plan showing the location, setback, height and sign area of all proposed and existing signage.
  - iii. If the sign is to be placed on an existing building in a nonresidential zone district or within a Planned Development District, a photo simulation of the sign on the wall on which it is to be placed shall be included.

	iv.	If the sign is a freestanding or monument sign in a nonresidential zone district or within a Planned Development District, a stamped structural drawing of the proposed sign shall be included.	Commented [AF1]: All of this can be removed and put
	v.	The Town Planner shall have the authority to approve, deny or approve with conditions sign permit applications upon determining conformance with this LUC.	into the application.
	vi.	Any decision or recommendation made by the Town Planner may be appealed to the Board of Trustees within 15 days of the Town Planner's decision by submitting a written appeal to the Town Clerk.	
	vii.	Following approval by the Town, the sign owner or sign contractor shall apply to the Town for a building permit, which permit shall be issued prior to placement of the signs on the property.	
	viii.	The expiration date for such permits shall be specified in each permit and, with respect to installation of signs, shall not exceed 180 days and shall be issued in conjunction with building permits.	<b>Commented [AF2]:</b> This can go in the permit itself.
f.	Erect	ion and Maintenance	
	i.	Unless otherwise stated in this Section, signs may only be erected, altered, and maintained on the same lot as the permitted use(s) which the sign is appurtenant to.	
	ii.	All signs shall be maintained and kept in good repair, including without limitation, the repair of glass, plastic or other sign face material that is missing, broken, damaged, or deteriorated; and the repair of any pole, frame support, or similar structure that is broken, damaged, or deteriorated.	
g.	Sign	Standards	
	Table stand	e 4-3 states the general standards for all sign types in the Town. The ards apply to each use on a property.	
		Table 4-3: Sign Standards	

	Table 4-3: Sign Standards							
Zoning Districts	Large Lot Rural Residential (RR)	Village Commercial (VC)						
Permanent Signs								
Maximum Number	2 [1]	4 [1]						
Maximum Total Area for	100 aquara faat	600 aquata faat						
All Signs	400 square reet	600 square reet						
Maximum Area per Sign	200 squ	are feet						
Maximum Height	3 feet [2]	14 feet [2]						
Temporary Signs								
Maximum Number	2							
Maximum Area per Sign	32 squa	are feet						
Maximum Duration per	20 daar in aash							
Sign	30 days in each c	alendar year [5]						

Footnotes
[1] Additional signs may be permitted as stated in Article IV(15)(h).
[2] Wall signs shall not exceed the height of the structure to which it is affixed.

	Table 4-3: Sign Standard	S
Zoning Districts	Large Lot Rural Residential (RR)	Village Commercial (VC)
Permanent Signs		

[3] Following a written request, Staff may extend to a maximum of 60 days in each calendar year upon a showing of good cause. Only one temporary sign per use shall be permitted to exceed the 30-day limit in any calendar year.

#### h. Additional Signs Permitted

The following signs shall be permitted in addition to the permitted signs allowed for each use in Table 4-3:

- i. At each primary entrance to a residential subdivision, an additional two freestanding signs are permitted each with a maximum height of six feet and a maximum gross surface area 100 square feet.
- ii. Signs located on sites where subdivision, development, redevelopment, initial construction or other major improvement of the property is under way shall be permitted an additional two freestanding, wall, or window signs that shall not exceed 64 square feet in total area nor 32 square feet per face and shall not exceed 8 feet in height.
- i. Sign Area Measurement

The area of a sign shall be measured as follows:

- i. The measured area of a sign shall be the entire area within a single continuous perimeter of not more than eight straight lines enclosing the extreme limits of a writing, representation, emblem or any figure of similar character, together with any material or color forming an integral part of the display or used to differentiate a sign designed with more than one exterior surface.
- ii. The supports, structure or bracing of a sign shall be omitted from measurement unless such supports, structure or bracing are part of the message or face of the sign or form an integral background of the display.
- iii. The area of all faces shall be included in determining the total area of a sign.
- iv. The building footprint on the approved site plan shall be used to calculate wall sign area allowances on each building. Only one floor level shall be used.
- j. Setbacks

Unless stated otherwise in this Section, all signs on private property shall be entirely within the property line boundaries when attached to an accessory or primary structure and in all other cases be set back four feet from any public right of way and may not be placed in street medians, corner sight triangles or within a parking space.

k. Illuminated Signs



Illuminated signs shall be shaded to avoid casting bright light upon property in any residential district or upon any public street, park, public facility, or hospital facility.

l. Message Substitution

A noncommercial message may be substituted for a commercial message and vice versa on any sign permitted by this Section.

- m. Planned Sign Program
  - i. Purpose

The planned sign program allows for additional flexibility for commercial uses and requires additional standards for certain sign types.

- ii. Applicability
  - (1) The following sign types shall require approval of a planned sign program:
    - (a) Signs or building accents which use exposed neon.
    - (b) Illuminated window signs.
    - (c) Awnings, canopies and marquees.
    - (d) Projecting signs.
    - (e) Signs with interchangeable copy or electronic message.
  - (2) Any commercial use in any zoning district may apply for a planned sign program.
  - (3) A planned sign program shall not alter the maximum sign area permitted stated in Table 4-3.
- iii. Application

Applications for a planned sign program shall be submitted to the Town Clerk on forms provided by the Town and with the applicable application fee. The application shall include:

- (1) For commercial uses, a narrative describing why deviation from the standards in this Article IV(15) is warranted.
- (2) A copy of the approved site plan for the use.
- (3) Building elevation drawing or sketches indicating the exterior surface design details of all buildings on the site.
- (4) Drawings or photo simulation, to scale, indicating the size, materials, method and intensity of illumination, height, color, sign area and general location of all signs proposed to be included within the planned sign program.
- (5) For buildings whose tenants have not been determined, the location, materials, method and intensity of illumination

and maximum area for each sign that an individual business is permitted.

- iv. Review and Approval
  - (1) The Town Planner shall have the authority to approve, approve with conditions, or deny a planned sign program application based on the following:
    - (a) The quality of the proposed signs.
    - (b) The visual impact of the proposed signs.
    - (c) Compatibility with the surrounding uses and buildings.
  - (2) The Town Planner shall have the discretion to require Board of Trustees review of any sign program which may result in a significant visual impact or is located in an area which has a significant impact upon the image of the Town.
- v. Failure to Comply

A permit for a new planned sign program shall be obtained within 90 days of receipt of notice from the Town Planner that an existing sign program for any structure does not satisfy the terms of the approved planned sign program or if signs displayed in or upon any structure do not comply with the provisions of this Section.

# n. Nonconforming Signs

i.

Definition of Nonconforming Signs

A nonconforming sign shall be any sign which:

- (1) Was lawfully maintained on the effective date of the ordinance from which the provisions of this Chapter concerning nonconformity derive and had been lawfully erected in accordance with the provisions of any prior zoning ordinance but which sign does not conform to the limitations established by this Chapter in the district in which the sign is located; or
- (2) Was lawfully maintained and erected on or after the effective date of the ordinance from which the provisions of this Chapter concerning nonconformity derive in accordance with the provisions of this Chapter but which sign, by reason of amendment to this Chapter, after the effective date of said ordinance, does not conform to the limitations established by the amendment in the district in which the sign is located.
- ii. Continuance of Nonconforming Signs

Subject to termination as provided below, any nonconforming sign located on private property may be continued in operation and

maintained after the effective date of the ordinance which caused the sign to become nonconforming, provided that the sign shall not be changed in any manner that increases noncompliance of such sign with any Town regulations.

- iii. Termination of Nonconforming Signs
  - (1) Upon expiration of a lease agreement for said sign, unless extended by the Town.
  - (2) By abandonment. Abandonment of a nonconforming sign shall terminate immediately the right to maintain such sign.
  - (3) By application to change any zoning or use of the property on which the nonconforming sign is located.
  - (4) By destruction, damage or obsolescence. The right to maintain any noncomforming sign shall terminate and shall cease to exist whenever the sign is damaged or destroyed from any cause whatsoever or becomes obsolete or substandard under any applicable ordinance of the Town to the extent that the sign becomes a hazard or a danger.
  - (5) Alteration. The right to maintain a nonconforming sign shall terminate immediately whenever the business name, size, configuration, height, setback or other attribute is altered in any manner or the sign is abandoned.

# Article 5: Administration and Review Procedures

- 1. Decision-Making Bodies<sup>100</sup>
  - a. Town Planner
    - i. There is hereby established the office of Town Planner. The Town Planner shall be appointed by the Board of Trustees and shall be charged with the responsibility for interpretation of and enforcement of this Chapter. Interpretation of this Chapter includes, but is not limited to, clarification of intention, classification and approval of land uses not specified in this Article, clarification of zoning district boundaries and delegation of procedure.
    - ii. No oversight or dereliction or error on the part of the Town Planner or on the part of any other official or employee of the Town shall legalize, authorize or excuse the violation of any provisions of this Chapter.
    - iii. The Town Planner shall have the right to enter any premises or structures at any reasonable time for making an inspection as may

<sup>&</sup>lt;sup>100</sup> Sec. 16-5-10. Simplified throughout.

<sup>73</sup> Foxfield Land Use Code