



## PLANNING COMMISSION REGULAR MEETING

March 21, 2018 // 7:00 p.m. // Town Board Chambers  
301 Walnut Street, Windsor, CO 80550

### AGENDA

#### A. CALL TO ORDER

1. Roll Call
2. Review of Agenda by the Planning Commission and Addition of Items of New Business to the Agenda for Consideration by the Planning Commission
3. Public Invited to be heard

Individuals wishing to participate in Public Invited to be Heard (non-agenda item) are requested to sign up on the form provided in the foyer of the Town Board Chambers. When you are recognized, step to the podium, state your name and address then speak to the Planning Commission.

Individuals wishing to speak during the Public Invited to be Heard or during Public Hearing proceedings are encouraged to be prepared and individuals will be limited to three (3) minutes. Public comments are expected to be constructive. Written comments are welcome and should be given to the secretary prior to the start of the meeting. Written materials will not be accepted during the meeting in the interest of time.

#### B. CONSENT CALENDAR\*

1. Approval of minutes of March 7, 2018

#### C. BOARD ACTION

1. Site Plan Presentation – Falcon Pointe Subdivision 2<sup>nd</sup> Filing – East Point Plaza Commercial Center and Building 1/Lot 1 – Chris Ruff, owner/applicant; Leon McCauley, McCauley Constructors, applicant
  - Staff presentation: Millissa Berry, Senior Planner
2. Site Plan Presentation – Water Valley South 25<sup>th</sup> Filing – Good Samaritan Society Assisted Living Facility and Memory Care Assisted Living – Greg Amble, The Evangelical Lutheran Good Samaritan Society, owner; Heather Scott, Boulder Associates Architects, authorized representative; Jon Sweet, TST, authorized representative
  - Staff presentation: Millissa Berry, Senior Planner

3. Determination of Off-street Parking Requirement in accordance with Section 16-10-30(7) of the Municipal Code – Water Valley South 25<sup>th</sup> Filing – Good Samaritan Society Assisted Living Facility and Memory Care Assisted Living – Greg Amble, The Evangelical Lutheran Good Samaritan Society, owner; Heather Scott, Boulder Associates Architects, authorized representative; Jon Sweet, TST, authorized representative
  - Quasi-judicial
  - Staff presentation: Millissa Berry, Senior Planner
4. Presentation of 2017 Roadway Improvement Plan
  - Staff presentation: Scott Ballstadt, Director of Planning

D. COMMUNICATIONS

1. Communications from the Planning Commission
2. Communications from the Town Board liaison
3. Communications from the staff

E. ADJOURN

\* Please note that items on the Consent Calendar will not be discussed unless requested by the Planning Commissioners or by applicants who have business listed on the Consent Calendar.

Upcoming Meeting Dates

<u>Wednesday, April 4, 2018</u>	7:00 P.M.	Regular Planning Commission meeting**
<u>Wednesday, April 18, 2018</u>	7:00 P.M.	Regular Planning Commission meeting**
<u>Wednesday, May 2, 2018</u>	7:00 P.M.	Regular Planning Commission meeting**
<u>Wednesday, May 16, 2018</u>	7:00 P.M.	Regular Planning Commission meeting**

\*\* Does not include any Planning Commission work sessions which may be requested and may also be scheduled for these dates.



## PLANNING COMMISSION REGULAR MEETING

March 7, 2018 // 7:00 p.m. // Town Board Chambers  
301 Walnut Street, Windsor, CO 80550

### MINUTES

#### A. CALL TO ORDER

Chairman Schick called the regular meeting of the Planning Commission to order at 7:02 p.m.

##### 1. Roll Call

The following Planning Commission members were present:

Gale Schick  
Charles Schinner  
Victor Tallon  
Tim Annable  
Jerry Bushelman  
Dan Foreman - A  
Travis Yingst - A

Town Board Liaison

Ken Bennett

Also Present:

Planning Director  
Chief Planner  
Senior Planner  
Senior Planner  
Deputy Town Clerk

Scott Ballstadt  
Carlin Malone  
Paul Hornbeck  
Millissa Berry  
Amanda Mehlenbacher

##### 2. Review of Agenda by the Planning Commission and Addition of Items of New Business to the Agenda for Consideration by the Planning Commission

**Mr. Tallon moved to approve the agenda as presented; Mr. Schinner seconded the motion. Roll call on the vote resulted as follows:**

**Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst**

**Nays – None**

**Motion carried.**

##### 3. Public Invited to be Heard

Mr. Schick opened the meeting up for public comment to which there was none.

#### B. CONSENT CALENDAR\*

##### 1. Approval of the minutes of February 21, 2018

**Mr. Tallon moved to approve the consent calendar as presented; Mr. Schinner seconded the motion. Roll call on the vote resulted as follows:**

**Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst**

**Nays – None**

**Motion carried.**

## C. BOARD ACTION

- 1) Site Plan Presentation – River Valley Crossing Subdivision 1<sup>st</sup> Filing Lot 4 – Burger King Restaurant – Joe Lukas of Lukas Family, LP, owner/applicant; Ric Hattman of Hattman Associates, applicants representative
  - Staff presentation: Millissa Berry, Senior Planner

The owner/applicant, Mr. Joe Lukas, Lukas Family LP, represented by Mr. Ric Hattman of Hattman Associates, is proposing a new site development in the River Valley Crossing 1<sup>st</sup> Filing Subdivision. The site of the proposed Burger King Restaurant is located at the southwest corner of Main and 16<sup>th</sup> Streets and directly east of the Christian Brothers automotive site. The site is zoned General Commercial (GC) and is located adjacent to other GC zoned properties.

Overall development characteristics include:

- total lot area of 1.3 acres
- approximately 43% landscaped area
- 3,443 square foot building
- 41 parking stalls (25 required)
- access from a private drive off of 16<sup>th</sup> Street

Building characteristics include:

- building facades
  - brick with an accent brick wainscot
  - vintage wood cement fiber board
- accent materials
  - ceramic tile around main entry
  - metal awnings
- colors: mix of tans for field with red and aluminum accents
- building height of 18'
- a flat roof with varied roofline
- drive-thru

Additional site details can be seen in the enclosed staff PowerPoint.

The current presentation is intended for the Planning Commission's information. Should the Planning Commission have any comments or concerns pertaining to this project, please refer such comments to staff during the presentation so that they may be addressed during staff's review of the project. The site plan will be reviewed and approved administratively by staff; however, if the project review process reveals issues that cannot be resolved between the applicant and staff, the site plan will be brought back to the Planning Commission for review.

Additionally, the applicant is hereby advised via this memorandum that another similar site plan presentation by the applicant is scheduled on March 12, 2018, for the Windsor Town Board.

No recommendation, as this item is for presentation purposes.

Mr. Gale Schick requested Ms. Berry clarify the color of the brick material.

Ms. Berry responded that the larger portion of the brick will be a light tan in color.

Mr. Schinner inquired about the height of the berm between the drive-through and Main Street.

Ms. Berry responded that the berm will be approximately 3 feet tall with landscaping on top.

Mr. Schinner inquired if the mechanical on the roof was screened.

Ms. Berry responded yes.

2) Preliminary Standard Site Plan – Jacoby Farm 7th Filing Tracts A and B  
Jacoby Farm Townhomes - Windsor CAR 1 LLC, owner; Russell Baker, Jacoby  
Farm Townhomes, LLC, applicant; Cathy Mathis of TB Group, applicants  
representative

- Quasi-judicial
- Staff presentation: Millissa Berry, Senior Planner

The applicant, Mr. Russell Baker, Jacoby Farm Townhomes LLC, represented by Ms. Cathy Mathis of TBGroup, has submitted a preliminary site plan, known as Jacoby Farm Subdivision 7th Filing – Jacoby Farm Townhomes. The project occurs on two separate but adjacent tracts. The sites are located northeast and southeast of the intersection of 17th Street and Grand Avenue at the west end of the Jacoby Farm Subdivision.

The site plan consists of 61 townhomes on the two parcels (Tracts A and B of the 7th Filing), 31 townhomes on Tract A and 30 townhomes on Tract B. Tract A encompasses approximately 2.8 acres and Tract B encompasses approximately 2.3 acres; both are zoned Residential Mixed Use (RMU). The overall density for each site is 11.9 du/acre. A mix of five-, six-, and seven-unit buildings are proposed.

Other overall development characteristics include:

- Tract A - number of buildings = 5; number of units = 31; overall density = 11.6 du/acre
- Tract B - number of buildings = 5; number of units = 30 ; overall density = 12.9 du/acre
- 30 ' building heights
- pitched roof and articulated facades
- multiple façade colors
- asphalt shingles, painted lap siding, synthetic stone wainscot, covered entries
- 2-car garage per unit
- approximately 34% landscaped area
- common areas
- 164 parking spaces - 2 garage stalls per unit plus 44 (22 per Tract) surface stalls – parking ratio of
- 2.7 spaces per unit
- access off of Grand Avenue and Stoll Drive , both public streets
- individual trash pick-up; cluster mailbox units

The Jacoby Farm 2nd Filing established the multifamily use of the tracts as well as an allowed density of 15 units per acre (~ 76 units total).

Additional site details can be seen in the enclosed staff PowerPoint.

Staff recommends that the Planning Commission approve the preliminary site plan, subject to the following conditions:

- 1) All remaining Planning Commission and staff comments shall be addressed on the final site plan.

Staff recommends that the following be entered into record:

- Application and supplemental materials
- Staff Memorandum and supporting documents
- Recommendation

Mr. Bushelman inquired if the units will become rentals or will be sold.

Ms. Berry responded that the units will be sold.

Mr. Schick stated that the park land dedication was in the second filing and inquired how far away that was from this current filing.

Ms. Berry responded that this is currently the 7<sup>th</sup> filing as Jacoby Farm includes a very large area.

Mr. Schinner stated that the trees that were removed from the site was one of the most dense stands of trees along the Poudre River [Greeley No. 2 ditch] and encourages lots of trees be planted in order to supplement this space.

**Mr. Tallon moved to approve the Preliminary Site Plan - Jacoby Farm 7th Filing Tracts A and B Jacoby Farm Townhomes subject to the conditions presented by staff. Mr. Annable seconded the motion. Roll call on the vote resulted as follows: Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst Nays – None Motion carried.**

- 3) Preliminary Subdivision – Chimney Park Subdivision 4<sup>th</sup> Filing – Al Haar and Mike Zapf, property owners/applicant / Patricia Kroetch, North Star Design, Inc., applicant's representative

- Quasi-judicial
- Staff presentation: Carlin Malone, Chief Planner

The applicants, Mr. Al Haar and Mr. Mike Zapf, represented by Ms. Patricia Kroetch of North Star Engineering, have submitted a preliminary subdivision for what is known as Chimney Park Subdivision 4<sup>th</sup> Filing. A site plan land use application, Chimney Park Townhomes Site Plan (Item C.4), is being reviewed concurrently with the subject preliminary subdivision application.

The site is located east of Chimney Park and a Town regional detention pond, zoned O (Recreation and Open Space); west of an existing service shop use (Windsor Auto Repair) zoned I-L (Limited Industrial) and State Highway 257; north of Chestnut Street and existing single-family residential, zoned RMU (Residential Mixed Use); and south of a Great Western Railroad spur and a lumber yard (Universal Forest Products), zoned I-H (Heavy Industrial).

The 5.6-acre site is undeveloped and zoned MF-2 (High-Density Multifamily Residential District). The subject preliminary subdivision proposes 51 residential lots and four tracts.

- Proposed preliminary subdivision characteristics include:
- 51 townhome lots
- Four tracts: three for additional garage buildings and one for open space/landscaping common areas.
- 58% of the property consists of common area
- Two access points on Chestnut Street with an internal looped road (private street)
- Adjacent to Chimney Park and in close proximity to schools, downtown, and services

Additional subdivision details can be seen in the enclosed staff PowerPoint.

A neighborhood meeting was held by the applicant on January 25, 2018, 6:00 p.m., at the Pelican Lakes Golf Course Banquet Room, 1625 Pelican Lakes Pointe. Notifications for this meeting were as follows:

- January 3, 2018 – affidavit of mailing to property owners within 300 feet
- January 5, 2018 – display ad published in the papers

There was one neighbor/property owner in attendance who stated he was strongly in favor of the proposal, noting there was a need for the type of development in the area, development of the property would improve the neighborhood, and the design proposed was well thought out.

Staff recommends that the Planning Commission approve the preliminary subdivision, subject to the following conditions:

1. All remaining Planning Commission and staff comments shall be addressed with the final subdivision.

Staff requests that the following be entered into the record:

- Application and supplemental materials
- Staff memorandum and supporting documents
- Recommendation

Mr. Schick asked if the applicant or representative has anything further they wish to present.

There was none.

Mr. Tallon stated the area has been a sore spot for dumping and is glad to see that it will be cleaned up.

**Mr. Tallon moved to approve the Preliminary Site Plan – Chimney Park Townhomes - Chimney Park Subdivision 4<sup>th</sup> Filing subject to the conditions presented by staff; Mr. Schinner seconded the motion. Roll call on the vote resulted as follows:  
Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst  
Nays – None  
Motion carried.**

4) Preliminary Site Plan – Chimney Park Townhomes – Chimney Park Subdivision 4<sup>th</sup> Filing, Lot 1 – Al Haar and Mike Zapf, property owners/applicant / Patricia Kroetch, North Star Design, Inc., applicant’s representative

- Quasi-judicial
- Staff presentation: Carlin Malone, Chief Planner

The applicants, Mr. Al Haar and Mr. Mike Zapf, represented by Ms. Patricia Kroetch of North Star Engineering, have submitted a preliminary site plan for Chimney Park Townhomes. A major subdivision land use application, Chimney Park Subdivision 4<sup>th</sup> Filing (Item C.3), is being reviewed concurrently with the subject preliminary site plan application.

The site is located east of Chimney Park and a Town regional detention pond, zoned O (Recreation and Open Space); west of an existing service shop use (Windsor Auto Repair) zoned I-L (Limited Industrial) and State Highway 257; north of Chestnut Street and existing single-family residential, zoned RMU (Residential Mixed Use); and south of a Great Western Railroad spur and a lumber yard (Universal Forest Products), zoned I-H (Heavy Industrial).

The 5.6-acre property is currently undeveloped and zoned MF-2 (High Density Multifamily Residential District). In the past, there was a metal storage shed on the property, which was destroyed in the 2008 tornado. The property was once a sugar beet dump for the Great Western Sugar Factory, located north of the subject site, and a large structure of concrete from this use remains in the ground. The subject site plan proposes 51 townhome units, with an overall density of 9.1 du/acre.

Proposed development characteristics include:

- 51 townhome units within eleven buildings: seven 4-unit buildings, one 5-unit building, three 6-unit buildings
- three and four-bedroom townhome units ranging in size from 812 s.f. to 1,224 s.f. finished area; with unfinished basements
- building heights of 19’6” (55 feet maximum height in MF-2 zone district)
- façade colors would be compatible with the surrounding neighborhood
- asphalt shingles, painted lap siding (horizontal and vertical), synthetic stone wainscot, front covered porch entry and rear covered patio.
- 163 parking spaces (109 required) – parking ratio of 3.2 spaces per dwelling unit:
  - 140 garage spaces, 23 surface spaces
  - 2-car garage per unit (two parking spaces required per unit = 102 spaces)
  - 23 guest parking spaces (one guest parking space per eight dwellings required = 7 spaces)
  - An additional 38 single-bay garages available, buffering the townhomes from the railroad spur along the northern property boundary.
- approximately 27% landscaped area
- 58% common area
- Two access points on Chestnut Street with an internal looped road (private street)
- Adjacent to Chimney Park and in close proximity to schools, downtown, and services

Additional site details can be seen in the enclosed staff PowerPoint.

Staff recommends that the Planning Commission approve the preliminary site plan, subject to the following conditions:

1. All remaining Planning Commission and staff comments shall be addressed on the final site plan.

Staff requests that the following be entered into the record:

- Application and supplemental materials
- Staff memorandum and supporting documents
- Recommendation

Mr. Schinner inquired about the size of the parking spaces and if they were dedicated to the residents in that area or if an outside resident could rent a space.

Mr. Mike Zapf, 1855 E Seadrift Dr. Windsor, CO stated that the detached garages will be deeded for sale to the homeowners but could potentially be sold to outside residents if they were not absorbed and sat vacant. The detached garages are for a single car with a garage door width of 12'.

Mr. Schinner asked Mr. Zapf if he was concerned about the units that would sit closest to the railroad tracks.

Mr. Zapf stated that he was not concerned about the railroad tracks as the actual functioning track is located on the north side of the lumber yard. The tracks closest to the property are a holding spur primarily used to store lumber cars. Mr. Zapf stated that his concern would be regarding the movement in the lumberyard, however, he feels good regarding the buffer as the property sits lower with a fence along the backside.

Mr. Schick inquired about the park land dedication.

Ms. Malone stated that the park land was previously dedicated with the Chimney Park Subdivision and that there will not be park fees associated with this development.

Mr. Schinner added that the original detention pond that was a part of the property was traded for park land and detention pond area.

Ms. Malone added that there is an existing development agreement that documents these park and detention pond items.

**Mr. Tallon moved to approve the Preliminary Site Plan - Chimney Park Townhomes - Chimney Park Subdivision 4<sup>th</sup> Filing subject to the conditions presented by staff; Mr. Schinner seconded the motion. Roll call on the vote resulted as follows:  
Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst  
Nays – None  
Motion carried.**

- 5) Public Hearing – Final Major Subdivision – The Ridge at Harmony Road Subdivision 2nd Filing – Jeff Mark, The Landhuis Company, applicant
  - Quasi-judicial
  - Staff presentation: Paul Hornbeck, Senior Planner

Mr. Bennett stated for the record, "Mr. Chair, for the record I would like to disclose that I am a sitting member of the Town Board, and that I am here in my capacity as non-voting liaison to the Planning Commission. Although I will be present during this public hearing, I will not be giving my opinion or participating in the discussion. I will not let tonight's proceedings influence or affect my review of this matter when it comes before the Town Board. I will make my decision at the Town Board level based only on the evidence presented during the Town Board public hearing."

The applicant, Mr. Jeff Mark of The Landhuis Company, has submitted a final major subdivision plat, known as The Ridge at Harmony Road 2nd Filing. The subdivision encompasses approximately 283 acres and is zoned Residential Mixed Use (RMU).

Final Plat characteristics:

- 252 single-family residential lots;
- Average lot size of 7,461 square feet;
- Town of Windsor park site to be dedicated with this plat = 3.4 acres
- RE-4 school district site school site to be dedicated with this plat = 10 acres
- 16 acres of public right-of-way dedication
- 4 future development tracts = approximately 164 acres;
- 7 open space tracts for drainage, utilities, and access = 35 acres
- 10 acre tract for oil & gas development
- Offsite improvements will include widening of Harmony Road to four lanes with a landscaped median and improvements to Weld County Road 13

The applicant held a neighborhood meeting on April 18, 2017 in accordance with Chapter 16, Article XXXI of the Municipal Code. There were approximately ten neighbors in attendance. Please see the enclosed neighborhood meeting notes for discussion topics and responses.

Staff recommends that the Planning Commission forward to the Town Board a recommendation of approval, subject to the following conditions:

1. Applicant shall enter into a development agreement with the Town prior to recording of the subdivision plat
2. All outstanding staff comments on subdivision plat, improvement drawings, and related documents shall be addressed prior to recording of the subdivision plat

Staff requests that the following be entered into the record:

- Application and supplemental materials
- Staff memorandum and supporting documents
- All testimony received during the public hearing
- Recommendation

Mr. Schick asked if anyone in the audience would like to speak on this matter  
There was none

**Mr. Tallon moved to close the public hearing; Mr. Bushelman seconded the motion. Roll call on the vote resulted as follows:  
Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst  
Nays – None  
Motion carried.**

- 6) Recommendation to Town Board – Final Major Subdivision – The Ridge at Harmony Road Subdivision 2nd Filing – Jeff Mark, The Landhuis Company, applicant

- Quasi-judicial
- Staff presentation: Paul Hornbeck, Senior Planner

Mr. Hornbeck had nothing further to add.

Mr. Schinner inquired if the Town of Timnath has any comments or concerns regarding the development to the north.

Mr. Hornbeck stated that staff has worked with them in terms of improvements to the surrounding area; however, beyond that he could not address any concerns they may have.

Mr. Schinner inquired if there will be a traffic light planned for County Road 13 and Harmony.

Mr. Hornbeck responded that it would not be directly associated with this development, however, there is one in the works.

Mr. Ballstadt added that staff did get notification related to a separate project that the Town of Timnath has plans for the signal and will be working with the Town of Windsor Engineering Department.

**Mr. Tallon moved to forward a recommendation of approval of the Final Major Subdivision – The Ridge at Harmony Road Subdivision 2<sup>nd</sup> Filing to the Town Board; Mr. Annable seconded the motion. Roll call on the vote resulted as follows:  
Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst  
Nays – None  
Motion carried.**

- 7) Preliminary Subdivision – Raindance Subdivision 3rd Filing – David Nelson, Raindance Land Company LLC, owner / Martin Lind, Raindance Land Company LLC, owner/owner representative / Tom Siegel, Water Valley Land Company, applicant's representative

- Quasi-judicial
- Staff presentation: Paul Hornbeck, Senior Planner

The applicants, Mr. David Nelson and Mr. Martin Lind of Raindance Land Company, represented by Mr. Tom Siegel of Water Valley Land Company, have submitted a preliminary major subdivision plat, known as Raindance Subdivision 3<sup>rd</sup> Filing. The subdivision encompasses approximately 214 acres and is zoned PUD (Planned Unit Development) with an underlying zoning of RMU (Residential Mixed Use).

The site is currently undeveloped and located east of County Road 13, north of Crossroads Boulevard, and south of New Liberty Road. Access to the subdivision is provided via Crossroads Boulevard, CR 13, and New Liberty Road.

Proposed Preliminary Subdivision characteristics include:

- 233 lots for single-family residential
- Approximately 143 acres of tracts for future development
- Approximately 3.5 acres of tracts for open space, drainage, access, easements (owned and maintained by metro district)
- Approximately 15 acres for public right-of-way
- 10 acre tract for future Weld Country RE-4 school

Additional subdivision details can be seen in the enclosed staff PowerPoint.

A neighborhood meeting was held on January 18, 2018 at 6:00 p.m. at the Windsor Community Recreation Center, 250 11<sup>th</sup> Street. Notifications for this meeting were as follows:

- December 27, 2017 – affidavit of mailing to property owners within 300 feet
- January 3, 2018 – display ad published in the papers

There were five neighbors in attendance. The neighborhood meeting summary is included with this report.

A mineral owner's public hearing was held in accordance with the Colorado Revised Statutes on February 15, 2017, at the same meeting for a public hearing for the Raindance Subdivision 2<sup>nd</sup> Filing. At that hearing, an objection was filed by Anadarko but has since been withdrawn.

Staff recommends that the Planning Commission approve the preliminary subdivision subject to all remaining Planning Commission and staff comments being addressed with the final plat.

Staff requests that the following be entered into the record:

- Application and supplemental materials
- Staff memorandum and supporting documents
- Recommendation

**Mr. Tallon moved to approve the Preliminary Subdivision – Raindance Subdivision 3<sup>rd</sup> Filing subject to conditions presented by staff; Mr. Schinner seconded the motion. Roll call on the vote resulted as follows:  
Yeas – Schick, Schinner, Tallon, Foreman, Annable, Bushelman, Yingst  
Nays – None  
Motion carried.**

#### **D. COMMUNICATIONS**

1. Communications from the Planning Commission

Mr. Tallon expressed his concern regarding the inspection department. He indicated that he had received complaints regarding inspections and turnover. Mr. Tallon requested staff present numbers on what it would take to bring building inspections in-house.

Mr. Ballstadt stated he would follow up with SAFEbuilt regarding any changes in inspection activity. Mr. Ballstadt further stated from a preliminary feedback standpoint, the overhead and customer service would be a challenge if inspections were brought in-house. The department would not likely be large enough to maintain the 10 day or less turnaround time, whereas, SAFEbuilt is able to provide the needed staff depending on permit levels and needs.

Mr. Schick inquired how other communities handle their inspections.

Mr. Ballstadt responded that many jurisdictions are downsizing their in-house and contracting those services out, including some of the larger jurisdictions like Denver and Centennial, both of whom work with SAFEbuilt.

Mr. Schinner had comments and concerns regarding the density of housing in the Town of Windsor. Many tracts are zoned Residential Mixed Use (RMU) which allows for general commercial; however, the commercial aspect of RMU zoning doesn't seem to be utilized. Residents of Windsor have to funnel downtown or to other communities in order to get services. Mr. Schinner asked how the Town can encourage more commercial services closer to residential areas.

Mr. Ballstadt responded that the two developments on tonight's agenda; The Ridge at Harmony Road and Raindance, do include commercial components that will be built once the rooftops are there to support it. Mr. Ballstadt also stated that the Town of Windsor is looking at ways to incentivize RMU to be more mixed use rather than primarily residential. He also added that the Brands project will provide substantial services to the southwest portion of Windsor.

## 2. Communications from the Town Board liaison

Mr. Bennett informed the Board of a large concern regarding traffic patterns due to the rapid growth the Town of Windsor has seen. Mr. Bennett was very pleased with Mr. Ballstadt and his staff as the Town Board requested preliminary information as to how they might prioritize their roadway improvement budget. The approach that was taken included working together with the Police Department, Planning, Engineering and the Public Works Department. The Town Board is now using that information to look at cost and opportunities as well as working with other communities. The intent of the Town Board is to have up to three top priorities lined out for the next two years which they will discuss during their strategic planning session in May. Mr. Bennett stated that mail-in ballots will come out Monday for Districts 2, 5, 6, and 7 and encourages the public to please vote. On March 19, 2018 a meet and greet will be held for the finalists for the Town Manager position. This will take place at the Public Works facility from 5:30-7:30pm.

Mr. Ballstadt added that information regarding the four Town Manager candidates is available on the town website.

## 3. Communications from the staff

Ms. Malone informed the Board that in February a presentation was made by the Greeley Evans Transit director to the Town Board regarding a proposed bus service route from UNC through Windsor to CSU. Greeley will purchase a number of the buses and asked if

the Town of Windsor was interested in participating. The presentation was well received and the Town Board agreed to move forward.

Mr. Ballstadt made clear to the Board that the developer of The Ridge at Harmony Road had paid for their park fees with a check during the meeting. Mr. Ballstadt expressed gratitude toward the Board for their comments during the meeting to which he will take into advisement.

**E. ADJOURN**

Upon a motion duly made, the meeting was adjourned at 8:06 p.m.

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Deputy Town Clerk, Amanda Mehlenbacher

DRAFT



## MEMORANDUM

**Date:** March 21, 2018  
**To:** Planning Commission  
**From:** Millissa Berry, AICP, Senior Planner  
**Re:** Site Plan Presentation – East Pointe Subdivision 2<sup>nd</sup> Filing - East Pointe Plaza and Building 1/Lot 1 – Chris Ruff, owner; Leon McCauley, applicant  
**Item #:** C.1

### Background / Discussion

The property owner, Mr. Chris Ruff, and Mr. Leon McCauley, the applicant, are proposing a commercial center development in the East Pointe Subdivision 2<sup>nd</sup> Filing. The site of the proposed East Pointe Plaza is located southeast of the intersection of Highway 257 and Pointe Plaza Drive (south of the intersection of Main Street and SH 257). The site is zoned General Commercial (GC) and is located adjacent to properties zoned GC and Limited Industrial (I-L).

Overall East Pointe Plaza development characteristics include:

- total lot area of 4.75 acres
- approximately 28% landscaped area (20% required)
- 5 commercial buildings
- 33,404 square feet of commercial space total
- 172 parking spaces
- detention pond

The proposal includes the subdivision of the site into 5 building lots and a tract for the detention pond. The development will be phased. Phase 1 includes Building 1 located in the northwest corner of the site, the associated landscaping, required parking, and access drive. Lot 1 is approximately 1.1 acres in area.

Building 1 / Lot 1 characteristics include:

- 9,021 square foot building
- building materials are a mix of hard coat stucco and brick veneer in earth tone colors with bronze metal awnings and blue metal canopies
- building height of 25'
- a flat roof with varied roofline
- patio area with planters
- site is 25% landscaped area
- 53 parking spaces (minimum of 44 required spaces for Building 1)
  - includes 2 handicapped spaces and bicycle parking
- up to 4 tenants including a Doug's Day Diner and a liquor store
  - liquor store includes a drive through feature
  - Doug's Day Diner includes outdoor seating area

Future buildings would have a complementary design to Building 1.

Additional site details can be seen in the enclosed staff PowerPoint.

The current presentation is intended for the Planning Commission's information. Should the Planning Commission have any comments or concerns pertaining to this project, please refer such comments to staff during the presentation so that they may be addressed during staff's review of the project. The site plan will be reviewed and approved administratively by staff; however, if the project review process reveals issues that cannot be resolved between the applicant and staff, the site plan will be brought back to the Planning Commission for review.

Additionally, the applicant is hereby advised via this memorandum that another similar site plan presentation by the applicant is scheduled on March 26, for the Windsor Town Board.

### **Financial Impact**

Not applicable.

### **Relationship to Comprehensive Plan**

The application is consistent with the following goals and objectives of the Comprehensive Plan:

#### **Chapter 5d - Commercial & Industrial Areas Framework Plan**

##### **Goal:**

*Maintain the character of the community while accommodating future growth that is fiscally and environmentally responsible.*

##### **Objectives:**

1. *Prioritize new growth in areas currently served by town infrastructure and services.*
8. *Create a distinct sense of place for the Town's commercial and industrial districts*

### **Relationship to Strategic Plan**

The application is consistent with the Strategic Plan, particularly Prosperous Local Economy and Safe, Well-Planned Community With Spirit And Pride.

### **Recommendation**

No recommendation, as this item is for presentation purposes.

### **Attachments**

Application Materials  
PowerPoint presentation

cc: Chris Ruff  
Leon McCauley

February 6, 2018

**PROJECT NARRATIVE  
EAST POINTE PLAZA  
BUILDING 1  
401 POINTE PLAZA DRIVE  
Windsor, CO 80550**

East Pointe Plaza will involve the construction of five (5) total buildings on a 4.790 acre site located at the southeast corner of State Highway 392 and State Highway 257 in the East Pointe Subdivision. The site will be divided into five separate lots for each building. The site will be addressed as 401 Pointe Plaza Drive. All five buildings are proposed to be single-story and total 33,404 G.S.F. Four of the buildings are designated as future with this submittal. Phase 1 consisting of Building 1, located on Lot 1 is only proposed at this time. Lot 1 is approximately 48,187 G.S.F. (1.106)acres in size.

Building 1 is described as a mixed-use retail building and currently is scheduled to consist of a 3,000 G.S.F. restaurant anchored at south end of building, a 3,000 G.S.F. liquor store anchored at the north end of the building, and at least two additional retail lease spaces sandwiched in between. The building will total 9,021 G.S.F. in area and include a drive-thru lane for the liquor store and outdoor patio seating for the restaurant. A trash enclosure will be located off the drive-thru lane. This building will be equipped with an automatic sprinkler system. The building will have a low sloping roof with parapet walls. Mechanical roof top units will be located on the roof of the building. The building will consist of earth tone brick and stucco veneer exterior finish materials with a decorative cornice and relief bands. Decorative metal awnings and shade structures will also be incorporated throughout all building facades.

As part of Phase 1, the access drive off Pointe Plaza Drive and main south parking lot will be constructed. Initially, this will provide 53 parking spaces for this building. Two of those parking spaces will be handicap accessible. Five bicycle spaces will be provided at the south end of the building adjacent to the outdoor seating area.



# Site Plan Presentation

East Pointe Subdivision 2nd  
Filing -

East Pointe Plaza Commercial  
Center & Building 1 / Lot 1

---

*Millissa Berry, Senior Planner*

*Planning Commission - March 21, 2018*



# Qualified Commercial Site Plan

Article IX of Chapter 17 of the Municipal Code outlines the purpose and procedures of the Qualified Commercial and Industrial Site Plan process, including:

## **Sec. 17-9-10. Purpose.**

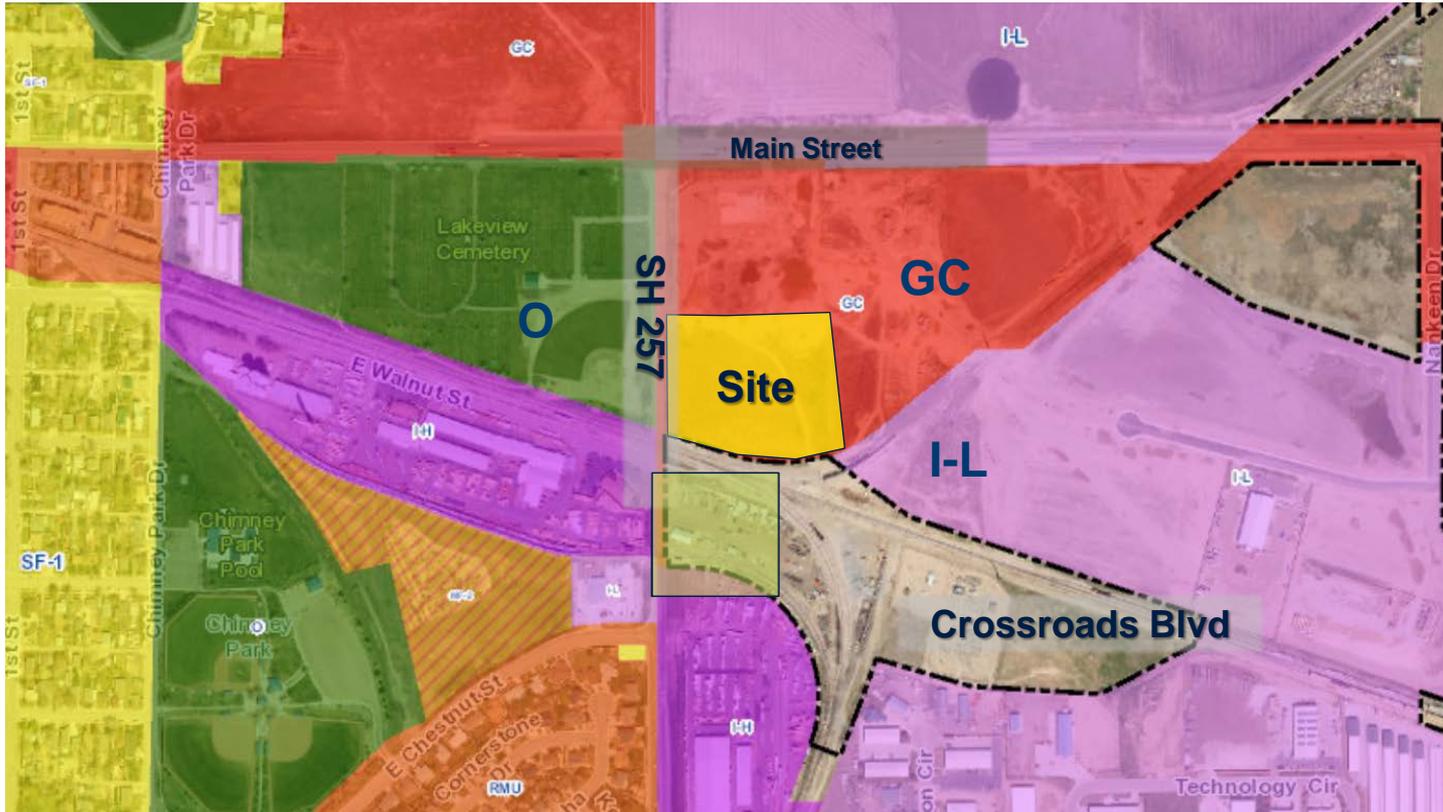
Commercial and industrial site plans proposed to be developed on lots that have either previously been subdivided or are presently being subdivided as part of a minor subdivision shall qualify for administrative site plan review in accordance with the requirements of this Section. The provisions of this Section, as well as the administrative site plan review procedures set forth in Section 17-8-30, shall not apply to multifamily residential projects or site plans, which shall remain subject to the subdivision and site plan review procedures otherwise set forth in this Chapter.

# Site Vicinity Map





# Site Zoning Map



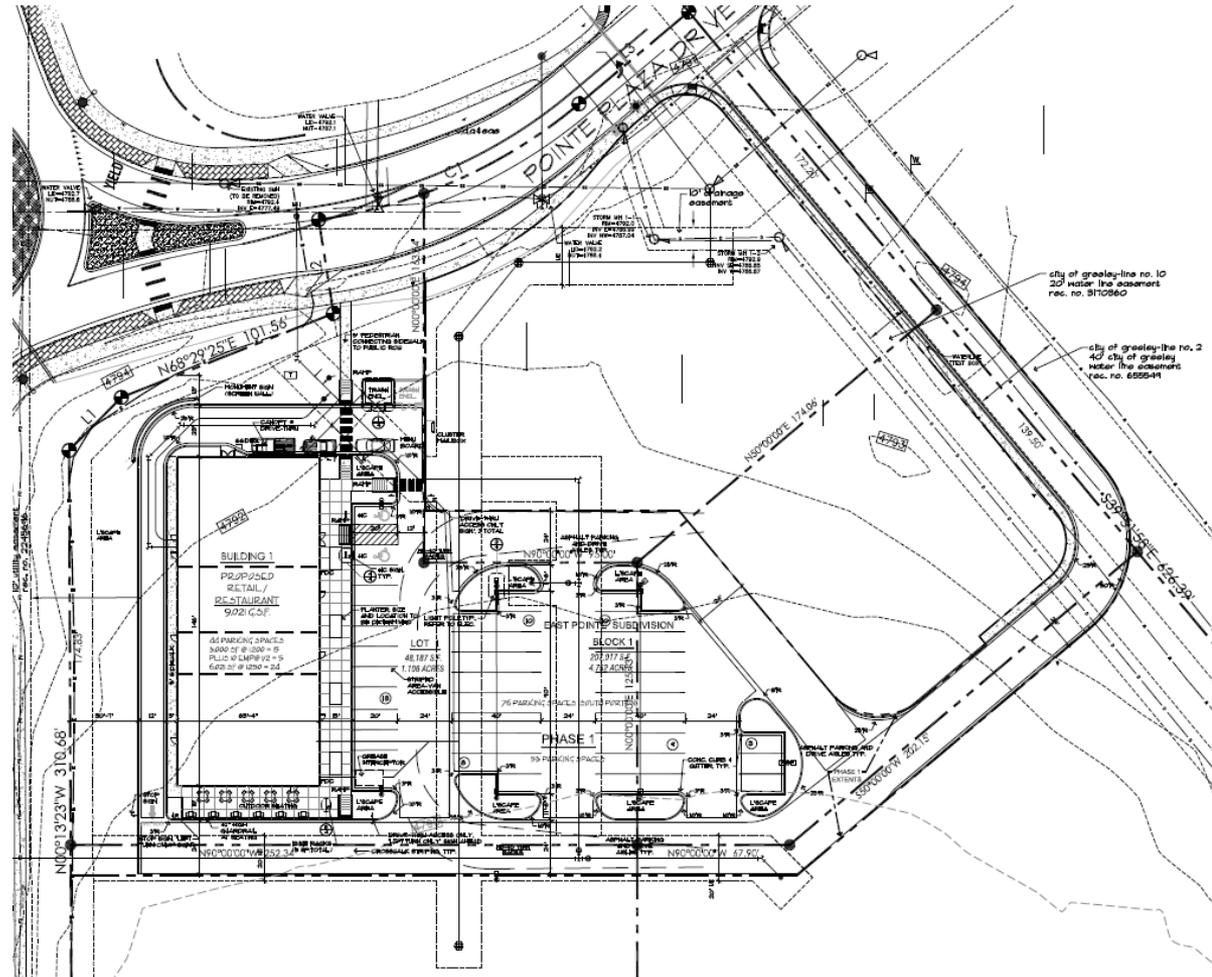




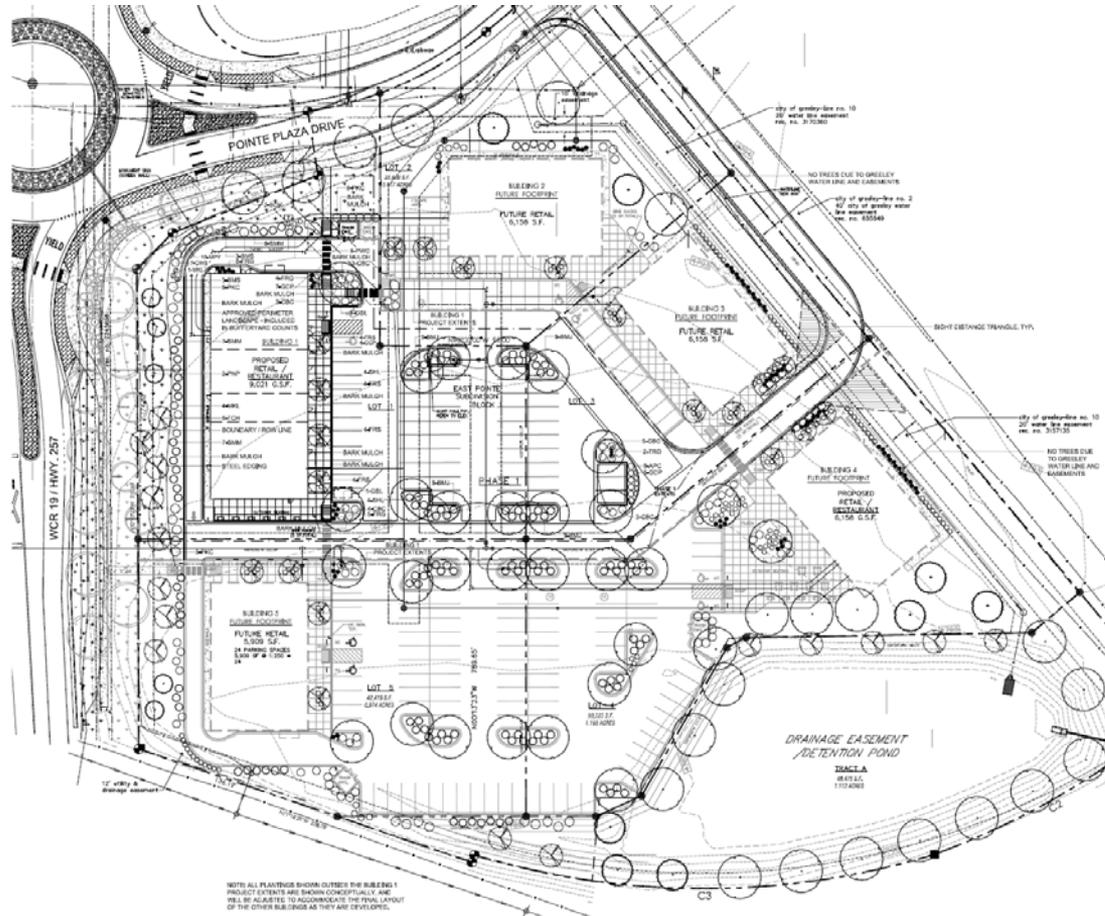
# Site Plan

## Lot 1 characteristics:

- ~ 1.1 acres
- 53 parking stalls + bicycle parking
- 25% landscaped area
- patio area with planters
- drive-through
- access drive



# Landscape Plan





# Building Elevations



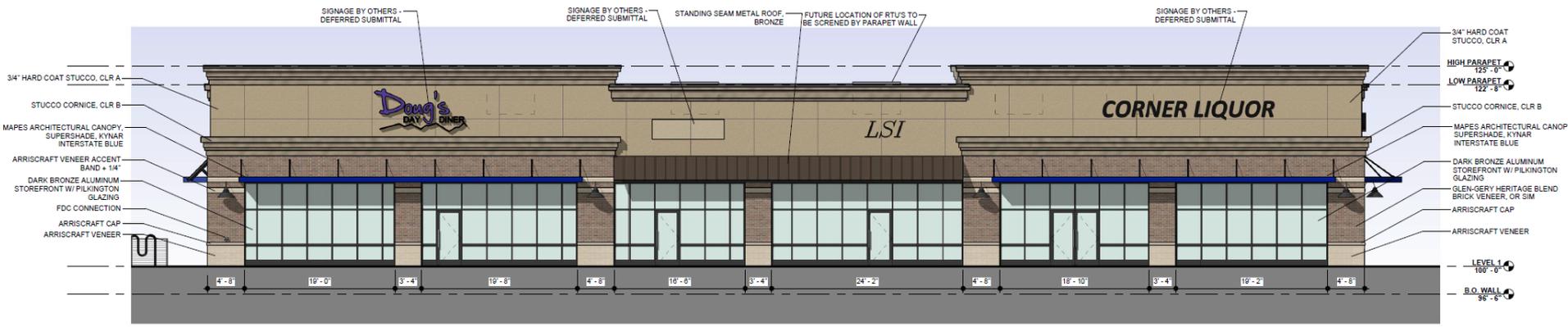
West Elevation

## Building 1 characteristics:

- 9,201 sf
- stucco & brick veneer; metal awnings, canopies
- 25' in height
- flat roof, varied roofline



# Building Elevations



East Elevation



North Elevation



South Elevation

# Building Elevations



PERSPECTIVE LOOKING NORTH WEST

South and East Elevations



## MEMORANDUM

**Date:** March 21, 2018  
**To:** Planning Commission  
**From:** Millissa Berry, AICP, Senior Planner  
**Re:** Site Plan Presentation – Water Valley South 25th Filing – Good Samaritan Society Assisted Living Facility and Memory Care Assisted Living – Greg Amble, The Evangelical Lutheran Good Samaritan Society, owner; Heather Scott, Boulder Associates Architects, authorized representative; Jon Sweet, TST, authorized representative  
**Item #:** C.2

### Background / Discussion

The property owner, Mr. Greg Amble, is proposing an assisted living and memory care assisted living facility in the Water Valley South Subdivision 25<sup>th</sup> Filing. The site of the proposed assisted living facility is located on the southeast corner of the intersection of New liberty Road and 7<sup>th</sup> Street just north of the existing Good Samaritan Senior Living Resort Independent Living Facility. The site is zoned Residential Mixed Use (RMU) and is located adjacent to other RMU-zoned properties.

Overall development characteristics include:

- total lot area of 2.93 acres
- 55,000 square foot (sf) building (~31% of the site)
  - One-story 16-bed licensed Memory Care Assisted Living at the southern portion of the building
  - Two-story 40-bed licensed Assisted Living Facility at the northern portion of the building.
  - Partial walk-out basement housing utility connections (~725 sf)
- 33 parking spaces (1 stall per 2 beds required – 28 stall minimum; plus shared parking with independent living facility for employees and visitors)
- approximately 23% landscaped area (20% required)

Building characteristics include:

- building materials are a mix of fiber cement board and batten siding, fiber cement lap siding, and asphalt shingles
- building height:
  - one-story at 28 feet (24 feet with 4 foot roof feature)
  - two-story at ~ 42 feet (~38 feet plus 4 foot roof feature)
  - walk-out area – varies; up to 12 feet
- pitched roof

Additional site details can be seen in the enclosed staff PowerPoint.

The current presentation is intended for the Planning Commission's information. Should the Planning Commission have any comments or concerns pertaining to this project, please refer such comments to

staff during the presentation so that they may be addressed during staff's review of the project. The site plan will be reviewed and approved administratively by staff; however, if the project review process reveals issues that cannot be resolved between the applicant and staff, the site plan will be brought back to the Planning Commission for review.

Additionally, the applicant is hereby advised via this memorandum that another similar site plan presentation by the applicant is scheduled on March 26, for the Windsor Town Board.

### **Relationship to Comprehensive Plan**

The application is consistent with the following goals and objectives of the Comprehensive Plan:

#### **Chapter 5c - Residential Areas Framework Plan**

**Goal:**

*Support diverse housing and residential neighborhoods to meet the needs of varying family sizes, lifestyles, and income levels.*

**Objectives:**

2. *Foster a diversity of housing types and sizes through coordinated land use planning and zoning.*

#### **Chapter 5d - Commercial & Industrial Areas Framework Plan**

**Goal:**

*Maintain the character of the community while accommodating future growth that is fiscally and environmentally responsible.*

**Objective:**

1. *Prioritize new growth in areas currently served by town infrastructure and services.*

#### **Chapter 7 – Community Facilities & Infrastructure**

**Goal:**

*Maintain and enhance Windsor as a safe and healthy community that is served by quality facilities and infrastructure that support a high quality of life.*

**Objectives:**

6. *Support the growth of local healthcare facilities to improve access to medical care and to serve as key partners in community and economic development.*
14. *Ensure the Town provides the services and amenities that allow seniors to age in place.*

### **Relationship to Strategic Plan**

The application is consistent with the Strategic Plan, particularly Prosperous Local Economy and Safe, Well-Planned Community With Spirit And Pride.

### **Recommendation**

No recommendation, as this item is for presentation purposes.

## **Attachments**

Application Materials  
PowerPoint presentation

cc: Greg Amble  
Heather Scott  
Jon Sweet

January 8, 2018

Town of Windsor Planning and Zoning Division  
301 Walnut St.  
Windsor, Colorado 80550



RE: Minor Subdivision for the GSS Water Valley ALF MCAL II Project

The Evangelical Lutheran Good Samaritan Society Assisted Living and Memory Care Assisted Living Facility is located at the Northwest corner of 7<sup>th</sup> Street and New Liberty Road intersection ("Project"). The project will consist of a single one and two-story, +/-55,000 sf building on a 2.93 acre tract know as Tract A. Construction type is anticipated to be Type VA, fully sprinklered. Staffing for the facility is anticipated to be 10 employees per day at peak demand during day shift.

The Facility is an addition to the existing Good Samaritan Water Valley Master Planned Senior Living Resort consisting of an existing Independent Living community located at 805 Compassion Drive and twin homes currently under construction at 1867 Grace Court.

The Project consists of the following programs:

1. One-Story 16-bed licensed Memory Care Assisted Living (MCAL) at the southern portion of the building.
2. Two-Story 40-bed licensed Assisted Living facility (AL) at the northern portion of the building.
3. Partial walk-out basement level totaling approximately 725 sf housing utility connections to the building.

The Memory Care Assisted Living (MCAL) facility uses a 'household' model that includes eighteen (16) single resident rooms around a shared community room/dining room, enclosed resident courtyard, and staff support spaces.

The Assisted Living (AL) facility consists of two resident neighborhoods with common areas for assisted living residents located on all floors of the building to provide support services. The common areas include a chapel/multi-purpose activity rooms, dining room, fitness area, salon, resident seating areas, and staff support areas throughout the building.

Site improvements include repairs to access drive and parking areas, installation of two additional accessible parking stalls, cut and cap existing utility lines previously stubbed in to building parcels for previous site development plan, a new secured courtyard area with access from the first floor for memory care residents, new courtyard for assisted living residents. New retaining walls will be provided at the east sides of the building and along southwest edge of site at the memory care courtyard. Construction of retaining wall will consist of cast-in-place concrete with board formed concrete finish. New landscaping and irrigation will be provided around the building and property perimeter. A new monument sign will be located at the corner of New Liberty Road and Compassion Drive to provide wayfinding for visitors approaching the site.

The existing 31 parking stalls located on the west side of Compassion Drive meet the parking ratio of 1 stall per 2 beds previously discussed with Staff. Two additional accessible parking stalls are proposed adjacent to the building entry on the east side of Compassion Drive.

Boulder Associates, Inc.

1426 Pearl Street | Suite 300 | Boulder, Colorado 80302 | 303.499.7795 | [www.boulderassociates.com](http://www.boulderassociates.com)

BOULDER ■ SACRAMENTO ■ ORANGE COUNTY ■ SAN FRANCISCO ■ DALLAS

Water and sanitary mains are already installed in Compassion Drive and service is proposed from this location. Stormwater is expected to sheet flow to existing storm drains. No onsite detention is planned. Electrical and Fiber connections are proposed at basement level on the east side of the building adjacent to New Liberty Road.

If there are any question or there is any additional information that would be helpful in your review, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Scott", with a horizontal line extending to the right.

Boulder Associates, Inc.

Heather Scott

March 8, 2018

Town of Windsor Planning and Zoning Division  
301 Walnut St.  
Windsor, Colorado 80550



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There are 31 existing parking stalls on the site that will remain. In addition, two accessible parking stalls are proposed adjacent to the building entries on Compassion Drive for a proposed total parking count of 33 stalls.

Per discussions with staff we have calculated the parking requirements at 1 stall per 2 beds (28 stalls). This calculation includes resident, staff and guest parking.

We would like to note that of the 56 residents proposed, the 16 memory-care residents will not have vehicles. Of the remaining 40 resident rooms we would anticipate that not more than 10-20% of those residents will keep

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vehicles at the facility for a maximum anticipated resident parking count of 8 stalls. It has been the experience of GSS that the actual percentage of residents who will own cars will be even lower. Peak staffing is anticipated to be not more than 15 people at shift change. It is also worth noting that there will be staff traveling between the existing Independent Living Facility and the proposed AL/MCAL facility who would likely be parked at the existing lot. See Table below:

Required parking: 28 stalls (1 stall per 2 beds)  
Total Existing parking: 31  
Additional Proposed: 2  
Total Proposed: 33 stalls  
Anticipated peak resident parking: 8 stalls (20% of AL residents)  
Anticipated peak staff parking: 15 stalls  
Remaining guest parking: 10 stalls

In our experience this parking count will comfortably accommodate the parking needs for the proposed facility.

Water and sanitary mains are already installed in Compassion Drive and service is proposed from this location. Stormwater is expected to sheet flow to existing storm drains. No onsite detention is planned. Electrical and Fiber connections are proposed at basement level on the east side of the building adjacent to New Liberty Road.

If there are any question or there is any additional information that would be helpful in your review, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Scott", is written over a light gray grid background.

Boulder Associates, Inc.

Heather Scott



# Site Plan Presentation

Water Valley South 25th Filing  
– Good Samaritan Society  
Assisted Living Facility and  
Memory Care Assisted Living

---

*Millissa Berry, Senior Planner*

*Planning Commission - March 21, 2018*



# Qualified Commercial Site Plan

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# Site Vicinity Map





# Site Zoning Map

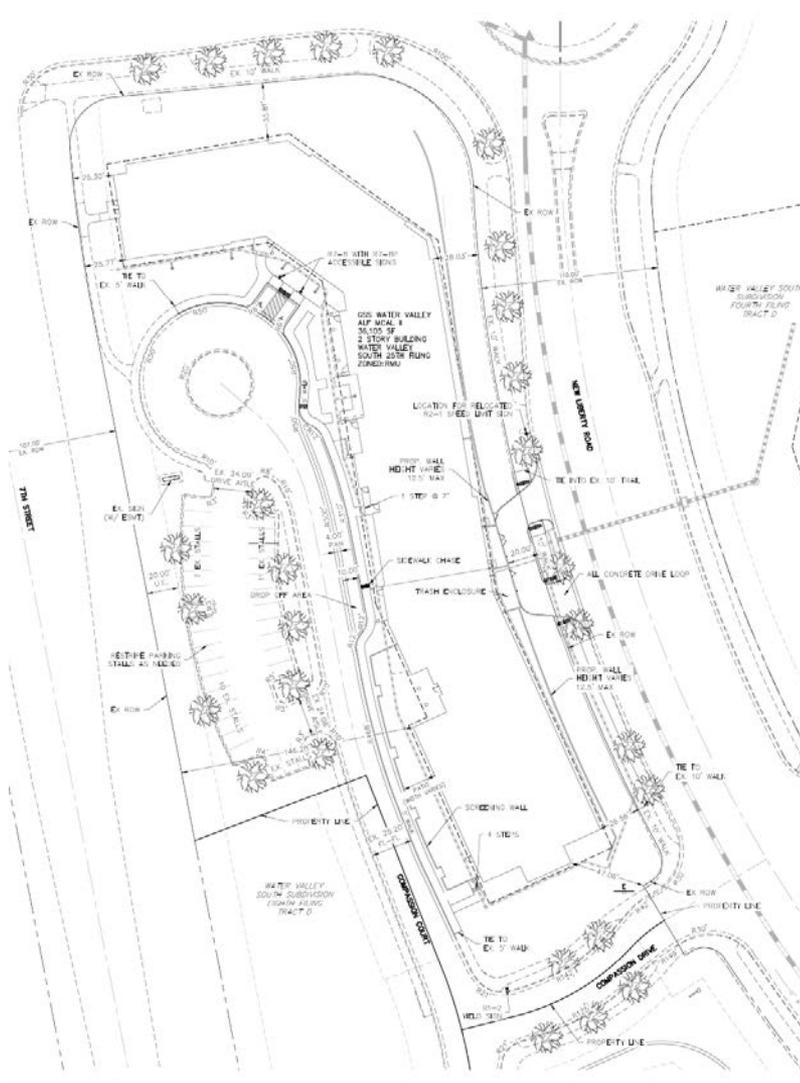




# Site Plan

## Development characteristics:

- ~ 2.93 acres
- ~ 55,000 sf building
  - 1-story 16-bed memory care
  - 2-story 40-bed assisted living
- 33 parking stalls + available parking at independent living facility
- 23% landscaped area
- Retaining wall along New Liberty Road



**LAND USE STATISTICS**

DESCRIPTION	NET AREA (SQ. FT.)	NET AREA (ACRES)	% OF TOTAL
BUILDING COVERAGE	36,315	0.83	31%
PARKING & DRIVE	43,620	1.00	37%
LANDSCAPE	15,449	0.35	13%
LANDSCAPE	28,509	0.65	23%
<b>TOTAL SITE AREA</b>	<b>118,893</b>	<b>2.72</b>	<b>100%</b>

**PARKING:**

56 UNITS: 1 STALL/2 BEDS + 7%

ANTICIPATED PEAK RESIDENT PARKING = 9 STALLS

ANTICIPATED PEAK STAFF PARKING = 15 STALLS

REMAINING GUEST PARKING = 10 STALLS

**TOTAL PROVIDED: 33 SPACES (2 ACCESSIBLE)**

**BUILDING DETAILS:**

GSS (GL. ROOMS) 65,000 SQ. FT.

TOTAL 55,000 SQ. FT.

BUILDING HEIGHT 30' 0"

MINIMUM BUILDING HEIGHT 30' (COMMERCIAL BUILDING)

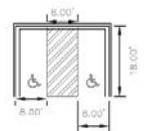
BASEMENT ELEVATION 4764.00

LOWEST MINIMUM FINISH ELEVATION = 4766.10

ENCLOSURE ZONING: RES

**NOTE:**

1. ALL SIGNAGE HEIGHTS, SIGNAGE AND SIGNPOSTS BY RESIDENTS SHOULD BE PLACED IN AREAS THAT ARE CREATED FROM THE BOTTOM OF THE FOOTING TO THE TOP OF THE WALL, NOT SIGNAGE = SEPARATE BUILDING PERMIT
2. RETAINING WALLS THAT ARE CREATED FROM THE BOTTOM OF THE FOOTING TO THE TOP OF THE WALL, NOT SIGNAGE = SEPARATE BUILDING PERMIT



N

1" = 20'

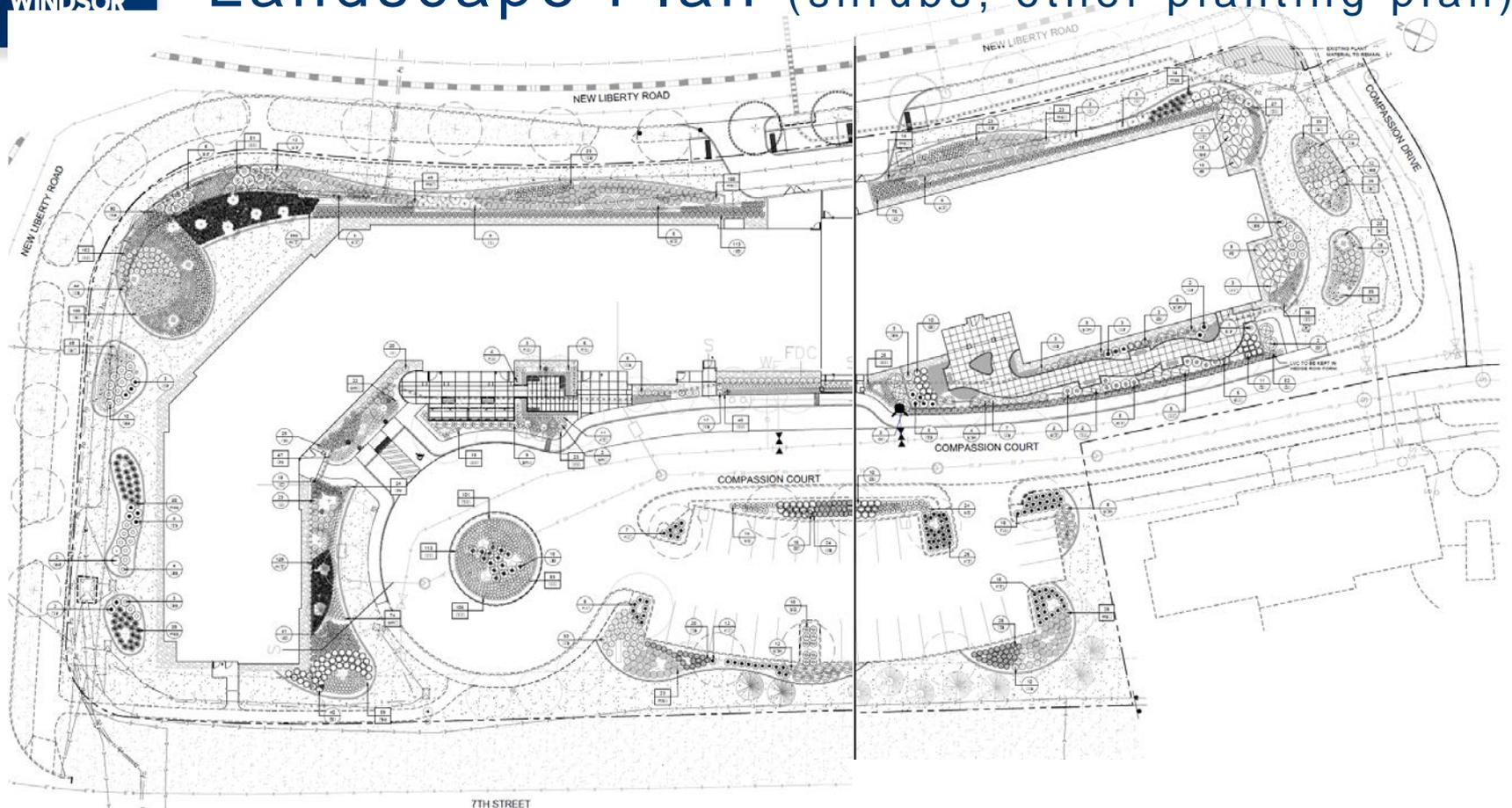
**TOWN OF WINDSOR**  
DRAWING REVIEW

REVIEWED FOR GENERAL COMPLIANCE WITH TOWN STANDARDS. NO RESPONSIBILITY IS ASSUMED FOR CORRECTNESS OF DESIGN.

DATE: \_\_\_\_\_ BY: \_\_\_\_\_



# Landscape Plan (shrubs, other planting plan)



# Building Elevations



ASSISTED LIVING OVERALL VIEW

West Elevation – Assisted Living

## Building characteristics:

- building materials: fiber cement board & batten siding, fiber cement lap siding, asphalt shingles
- building height: 1-story at 28 feet (24' with 4' roof feature; 2-story at ~ 42' (~38' plus 4' roof feature); walk-out area – varies - up to 12' (highest areas under 1-story portion)
- pitched roof



# Building Elevations



ASSISTED LIVING VIEW FROM NW

North and West Elevations –  
View from New Liberty just south  
of intersection with 7<sup>th</sup> Street



North and East Elevations –  
View from New Liberty just east of  
intersection with 7<sup>th</sup> Street



# Building Elevations



VIEW FROM ENTRY

South Elevation –  
View from Compassion Court



South / East Elevation –  
View from New Liberty and  
Compassion Drive



# Building Elevations



1 EXTERIOR ELEVATION - AL WEST  
A2.10 A8.43 1/8" = 1'-0"

## West Elevation

- |  |                         |
|--|-------------------------|
| (A2) ASPHALT SHINGLE ROOF                                      | (A4) CLEAR VISION GLASS |
| (A6) FIBER CEMENT BOARD AND MITTEN SIDING<br>COLOR: PEARL GRAY | (A7) STONE CAP          |
| (A8) FIBER CEMENT LAP SIDING<br>COLOR: AGED PEWTER             | (A9) METAL SITE RAIL    |
| (A0) BOARD FORMED CONCRETE                                     | (A1) WOOD FENCE         |
| (A2) FIBER CEMENT TRIM BOARD<br>COLOR: ARCTIC WHITE            |                         |

LEGEND - EXTERIOR MATERIALS



2 EXTERIOR ELEVATION - AL NORTH  
A2.10 A8.43 1/8" = 1'-0"

## North Elevation



# Building Elevations

- (A) ASPHALT SHINGLE ROOF
- (B) FIBER CEMENT BOARD AND BATTEN SIDING  
COLOR: PEARL GRAY
- (C) FIBER CEMENT LAP SIDING  
COLOR: AGED PEWTER
- (D) BOARD FORMED CONCRETE
- (E) FIBER CEMENT TRIM BOARD  
COLOR: LACTIC WHITE
- (F) CLEAR VISION GLASS
- (G) STONE CAP
- (H) METAL SITE RAIL
- (I) WOOD FENCE

LEGEND - EXTERIOR MATERIALS



Northeast Elevation

1 EXTERIOR ELEVATION - AL NORTH EAST  
AL 33 | A6.4 1/8" = 1'-0"



East Elevation

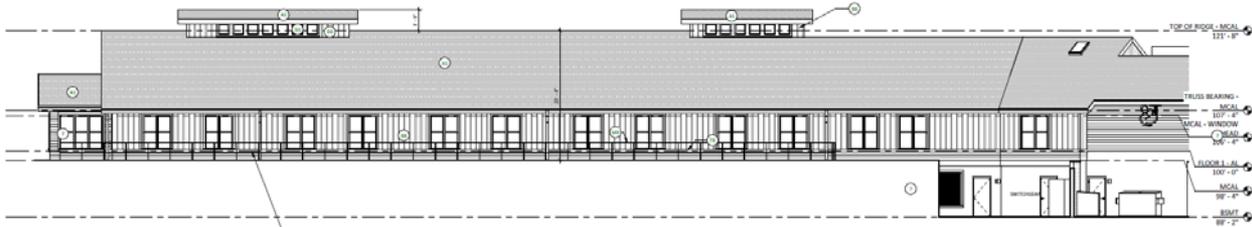
2 EXTERIOR ELEVATION - AL EAST  
AL 33 | A6.4 1/8" = 1'-0"



# Building Elevations

- (A) ASPHALT SHINGLE ROOF
- (B) FIBER CEMENT BOARD AND BATTEN SIDING
- (C) FIBER CEMENT LAP SIDING
- (D) BOARD FORMED CONCRETE
- (E) FIBER CEMENT TRIM BOARD
- (F) CLEAR VISION GLASS
- (G) STONE CAP
- (H) METAL SILE RAIL
- (I) WOOD FENCE

LEGEND - EXTERIOR MATERIALS



East Elevation

1 EXTERIOR ELEVATION - MCAL EAST  
A2.10 1A.45 1/8" = 1'-0"



North Elevation

2 EXTERIOR ELEVATION - MCAL SOUTH  
A2.10 1A.45 1/8" = 1'-0"



West Elevation

3 EXTERIOR ELEVATION - MCAL WEST  
B1 1A.45 1/8" = 1'-0"



## MEMORANDUM

**Date:** March 21, 2018  
**To:** Planning Commission  
**From:** Millissa Berry, AICP, Senior Planner  
**Re:** Parking Determination – Water Valley South 25th Filing – Good Samaritan Society Assisted Living Facility and Memory Care Assisted Living – Greg Amble, The Evangelical Lutheran Good Samaritan Society, owner; Heather Scott, Boulder Associates Architects, authorized representative; Jon Sweet, TST, authorized representative  
**Item #:** C.3

### Background / Discussion

The property owner / applicant, Mr. Greg Amble, is proposing an assisted living and memory care assisted living facility in the Water Valley South Subdivision 25<sup>th</sup> Filing. The site of the proposed assisted living facility is located on the southeast corner of the intersection of New Liberty Road and 7<sup>th</sup> Street just north of the existing Good Samaritan Senior Living Resort Independent Living Facility. The site is zoned Residential Mixed Use (RMU) and is located adjacent to other RMU-zoned properties.

The applicant has requested a Planning Commission determination regarding parking requirements in accordance with Section 16-10-30(a)(7) of the Municipal Code, which states:

*Uses not enumerated. In any case where there is a question as to the parking requirements for a use or where such requirements are not specifically enumerated, the Planning Commission shall determine the appropriate application of the parking requirements to the specific situation.*

The applicant has submitted a site plan depicting a 55,000 square foot assisted living and memory care facility with 33 off-street parking spaces. The assisted living portion of the facility will have 40 beds and the memory care facility will have 16 beds for a total of 58 beds. Municipal Code Section 16-10-30(a)(6) lists the parking requirements. In the past for such a facility, the parking requirement for a hospital has been applied since there is not an assisted living category included in the list. The requirement for a hospital is 1 space for every 2 beds. Using the 1 space for every 2 beds ratio, a total of 28 parking spaces are required.

The applicant explains in the project narrative that the 16 memory care residents will not have vehicles on site and, of the remaining 40 resident rooms, GSS anticipates that not more than 20% of the residents will keep vehicles at the facility. It has been the experience of GSS that the actual percentage of residents having vehicles on site will be lower. In addition to the residents, the applicant has determined that peak staffing is anticipated at 15 employees at shift change. Staff will be shared and traveling between the existing independent living facility and the assisted living facility where additional parking is provided for staff.

The following table shows the provided and anticipated parking for the site:

Required parking: 28 stalls (1 space per 2 beds)

Provided parking: 33 spaces

Anticipated peak resident parking: 8 spaces (20% of assisted living residents)

Anticipated peak staff parking: 15 spaces (also spaces available at the independent living facility adjacent to subject site)

Remaining guest parking: 10 spaces

The applicant has requested Planning Commission approval of the proposed 33 parking spaces as proposed for the facility, which exceeds the 1 space per 2 bed ratio. The attached narrative submitted by the applicant outlines the justification for the request, including a statement that the parking demand will be met by the 33 parking spaces. According to the applicant's experience, the parking count will comfortably accommodate the parking needs for the proposed facility.

Based on these specific considerations presented in this report, staff recommends that the Planning Commission determine that the parking is adequate as proposed. It should be known that the site plan development agreement for the assisted living and memory care facility will include language that any change of use will require adequate parking is addressed for the new use.

### **Relationship to Comprehensive Plan**

Not applicable.

### **Relationship to Strategic Plan**

Not applicable.

### **Recommendation**

In accordance with Section 16-10-30(a)(7) of the Municipal Code and the aforementioned justification, staff recommends that the Planning Commission determine that the parking is adequate as proposed.

### **Attachments**

Application Materials  
PowerPoint presentation

cc: Greg Amble  
Heather Scott  
Jon Sweet

March 8, 2018

Town of Windsor Planning and Zoning Division  
301 Walnut St.  
Windsor, Colorado 80550



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Additional Proposed: 2  
Total Proposed: 33 stalls  
Anticipated peak resident parking: 8 stalls (20% of AL residents)  
Anticipated peak staff parking: 15 stalls  
Remaining guest parking: 10 stalls

In our experience this parking count will comfortably accommodate the parking needs for the proposed facility.

Water and sanitary mains are already installed in Compassion Drive and service is proposed from this location. Stormwater is expected to sheet flow to existing storm drains. No onsite detention is planned. Electrical and Fiber connections are proposed at basement level on the east side of the building adjacent to New Liberty Road.

If there are any question or there is any additional information that would be helpful in your review, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Scott", is written over a light gray grid background.

Boulder Associates, Inc.

Heather Scott



# Parking Determination

Water Valley South 25th Filing  
– Good Samaritan Society  
Assisted Living Facility and  
Memory Care Assisted Living

---

*Millissa Berry, Senior Planner*

*Planning Commission - March 21, 2018*



# Parking Determination

The applicant has requested a Planning Commission determination regarding parking requirements in accordance with Section 16-10-30(a)(7) of the Municipal Code, which states:

*Uses not enumerated. In any case where there is a question as to the parking requirements for a use or where such requirements are not specifically enumerated, the Planning Commission shall determine the appropriate application of the parking requirements to the specific situation.*



# Site Vicinity Map







# Recommendation

In accordance with Section 16-10-30(a)(7) of the Municipal Code and the aforementioned justification, staff recommends that the Planning Commission determine that the parking is adequate as proposed.

It should be noted that It should be noted that the site plan development agreement for the assisted living and memory care facility will include language that any change of use will require adequate parking is addressed for the new use at that time.



## MEMORANDUM

**Date:** March 21, 2018  
**To:** Planning Commission  
**From:** Scott Ballstadt, AICP, Director of Planning  
**Re:** Presentation of 2017 Roadway Improvement Plan  
**Item #:** C.4

### Background

The Town hired the consulting team of Felsburg, Holt & Ullevig and Duncan Associates to prepare the Town's first Roadway Improvement Plan in 2001 in conjunction with the adoption of Windsor's first road impact fees. The same consulting team was retained to update the plan in 2007 and again in 2017.

Following a kickoff meeting in January 2017, the consulting team compiled research and traffic count data in order to update the roadway inventory based on projects completed since 2008, update traffic volume data and prepare forecasts to 2040. Updates were also made to reflect modifications to the Town's typical road cross-sections, roadway classification system and road improvement unit cost estimates. Work sessions were then held with Town Board and Planning Commission on June 19, 2017 and July 17, 2017, a stakeholder meeting was held on June 29, 2017 and the Town Board adopted the updated Roadway Improvement Plan on September 11, 2017.

Based on the aforementioned research and analysis, the enclosed update reflects roadway improvement needs of approximately \$131.7 million (see Roadway System Needs Inventory and Analysis spreadsheet from Appendix A from the Roadway Improvement Plan). To determine what improvements will be needed to the Town's major street system, the plan assigns a design capacity to each street segment based on its characteristics. The capacities are expressed as the maximum daily, two-directional traffic volumes that can be accommodated while maintaining the Town's level of service (LOS) standard. LOS is a standard traffic engineering measure of congestion on a scale from A to F, where LOS A represents free-flow conditions with virtually no congestion or delay and LOS F represents extremely high levels of congestion or delay. The Town strives to maintain a LOS C standard for its street system.

The capacity analysis is shown in the Existing V/C (volume/capacity) column on the needs spreadsheet, with numbers greater than 1.0 indicating a road with volumes exceeding LOS C capacity. Existing over capacity road segments are currently limited to two two-lane segments of SH 392 (LCR 3 to WCR 13 and WCR 17 to 3<sup>rd</sup> Street) and SH 257 north of Crossroads Boulevard. However, given projected growth in population and traffic, more than half of Windsor's major roadway system is anticipated to have traffic volumes that exceed existing LOS C capacity by 2040, as can be seen in the 2040 No Action V/C column.

### Roadway Improvement Plan Prioritization

Following adoption of the 2017 update, the Town formed the Roadway Improvement Plan Prioritization (RIPP) team consisting of a broad cross section of Town staff with representatives from Police, Public Works, Management, Engineering and Planning. The team was charged with not only reviewing the recently adopted Roadway Improvement Plan, but also identifying existing issues in the Town's road network and potential projects that may relieve those issues.

The projects outlined in the attached table (and depicted on the accompanying map) are not listed in any order of priority; however, they have been grouped as either near term or long term projects. Near term projects include those that may be planned in conjunction with adjacent private development (i.e. SH 257 roundabout and East Pointe Subdivision) or those projects that are fairly straight-forward with smaller budgets.

Projects identified as long term are typically those that include engineering challenges such as expensive bridges and/or environmental challenges (i.e. Crossroads Boulevard from SH 257 to Great Western Drive). Long term projects may require multi-year budgeting and incremental steps beginning with acquisition of right-of-way so that future development does not preclude completion of the project.

The RIPP team prepared the enclosed table, map and observations as another tool for Town Board consideration in conjunction with budget preparation and review of Capital Improvement Projects.

## **Conformance with Comprehensive Plan**

### **Chapter 6 – Transportation & Mobility**

**Goal** – Develop a multi-modal transportation system that accommodates new and existing development, provides safe and efficient access for all ages and abilities, and promotes public health and quality of life.

#### **Objectives -**

1. Extend roadways as development occurs to enhance the connectivity for all users and increase the capacity and mobility of the transportation network.
8. Consider the use of impact fees for accelerated State Highway improvements.

## **Conformance with Strategic Plan**

Thoughtful Framework and Supportive Infrastructure: Traffic and roadways

# Town of Windsor

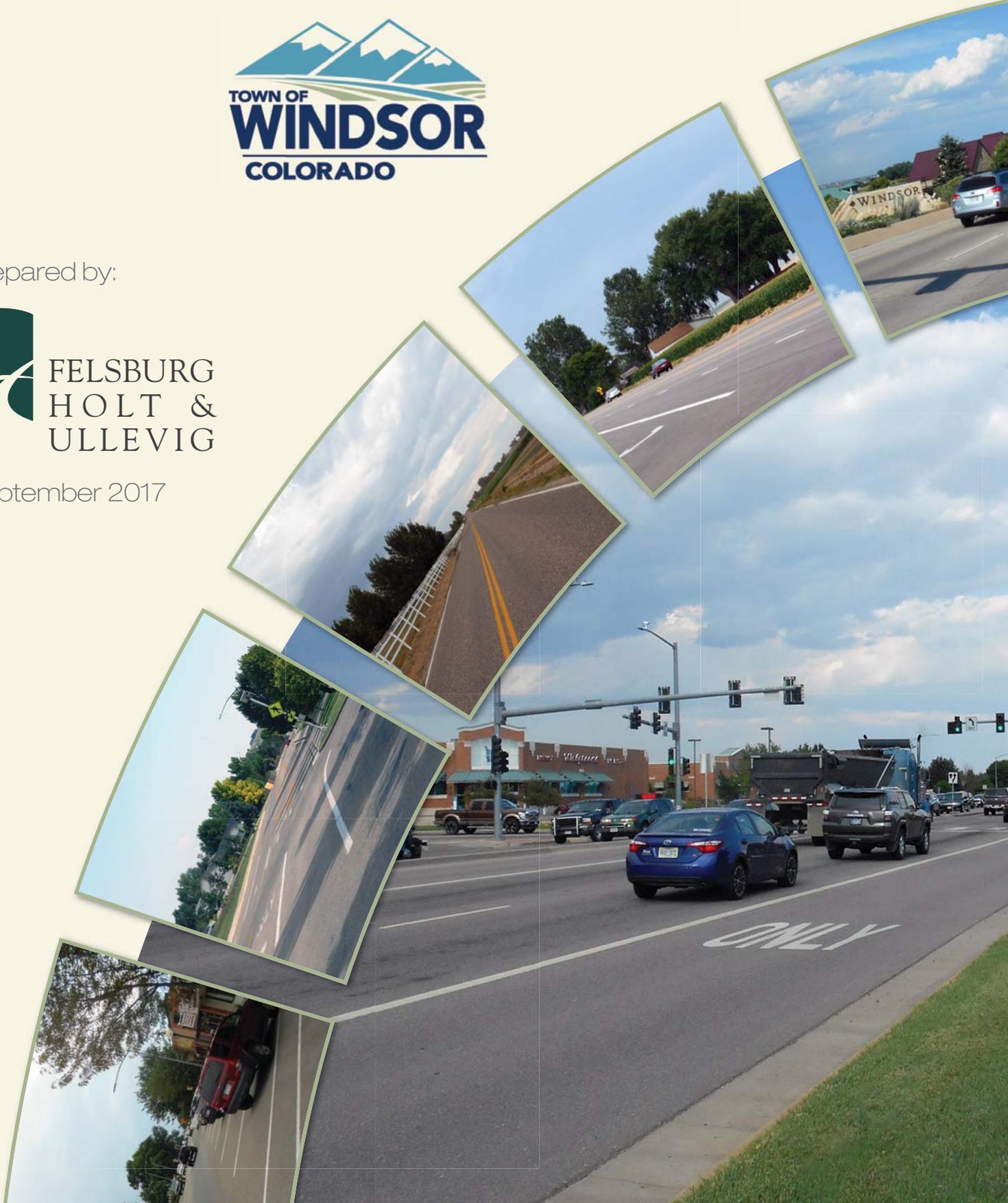
## ROADWAY IMPROVEMENT PLAN



prepared by:



September 2017



# ROADWAY IMPROVEMENT PLAN

**Prepared for:**



Town of Windsor  
301 Walnut Street  
Windsor, Colorado 80550

**Prepared by:**



Felsburg Holt & Ullevig  
6300 S. Syracuse Way, Suite 600  
Centennial, CO 80111  
303/721.1444  
Elliot Sulsky, PE, AICP, Project Manager

**In Association with:**



FHU Reference No. 117008-01

**September 2017 DRAFT**

# Roadway Improvement Plan

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## 1.0 INTRODUCTION

The Town of Windsor's current *Roadway Improvement Plan* was developed in 2008. The Town of Windsor's population has grown by 18 percent since 2010 to its current level of approximately 25,000 and traffic levels on Windsor roads have grown accordingly. Several of the road improvements recommended in the 2008 *Roadway Improvement Plan* have been constructed. Finally, the Town adopted the *Windsor Comprehensive Plan* in 2016 setting a new vision for growth and development in the Town and its planning area. Projections show that both population and employment in Windsor are expected to more than double between now and 2040.

For all these reasons, the Town determined that it was important to develop this *Roadway Improvement Plan* update. The plan update will serve as a guide for future roadway system planning and will also form a basis for the *Road Impact Fee Update* that is being prepared at the same time.

Key transportation planning elements that are updated from the 2008 plan include:

- ▶ Windsor's current Town and Growth Management Area (GMA) boundaries
- ▶ An updated roadway inventory that includes projects that have been completed since 2008
- ▶ Updated traffic volume data
- ▶ Update to the 2040 forecasting horizon
- ▶ Modifications to the Town's typical road sections
- ▶ Updates to the Town's roadway classification system
- ▶ Updates to the new roadway and roadway improvement unit cost estimates

**Figure 1** shows the existing Town and Growth Management Area (GMA) boundaries. The GMA includes unincorporated areas of Weld and Larimer County that are designated by the Windsor Comprehensive Plan as areas with infrastructure to support future development, areas where future development should be directed, and areas for future annexation.





## 2.0 EXISTING ROADWAY SYSTEM

Figures 2, 3, and 4 are maps showing different aspects of Windsor’s existing roadway system.

Figure 2 shows that a large majority of the roads in the Windsor GMA are paved, but several segments of local and major roads, particularly those in the unincorporated part of the GMA, are unpaved.

Figure 2 also shows the existing number of through lanes on Windsor roads. A large majority of roads have two through lanes (one in each direction). Four-lane roads include segments of State Highway (SH) 392 east of Interstate 25 (I-25) and east and west of downtown, US 34 along the southern edge of the Town, and segments of Fairgrounds Avenue, Crossroads Boulevard, and Weld County Road (WCR) 19.



4-lane section of Crossroads Boulevard

### 2.1 Functional Classifications

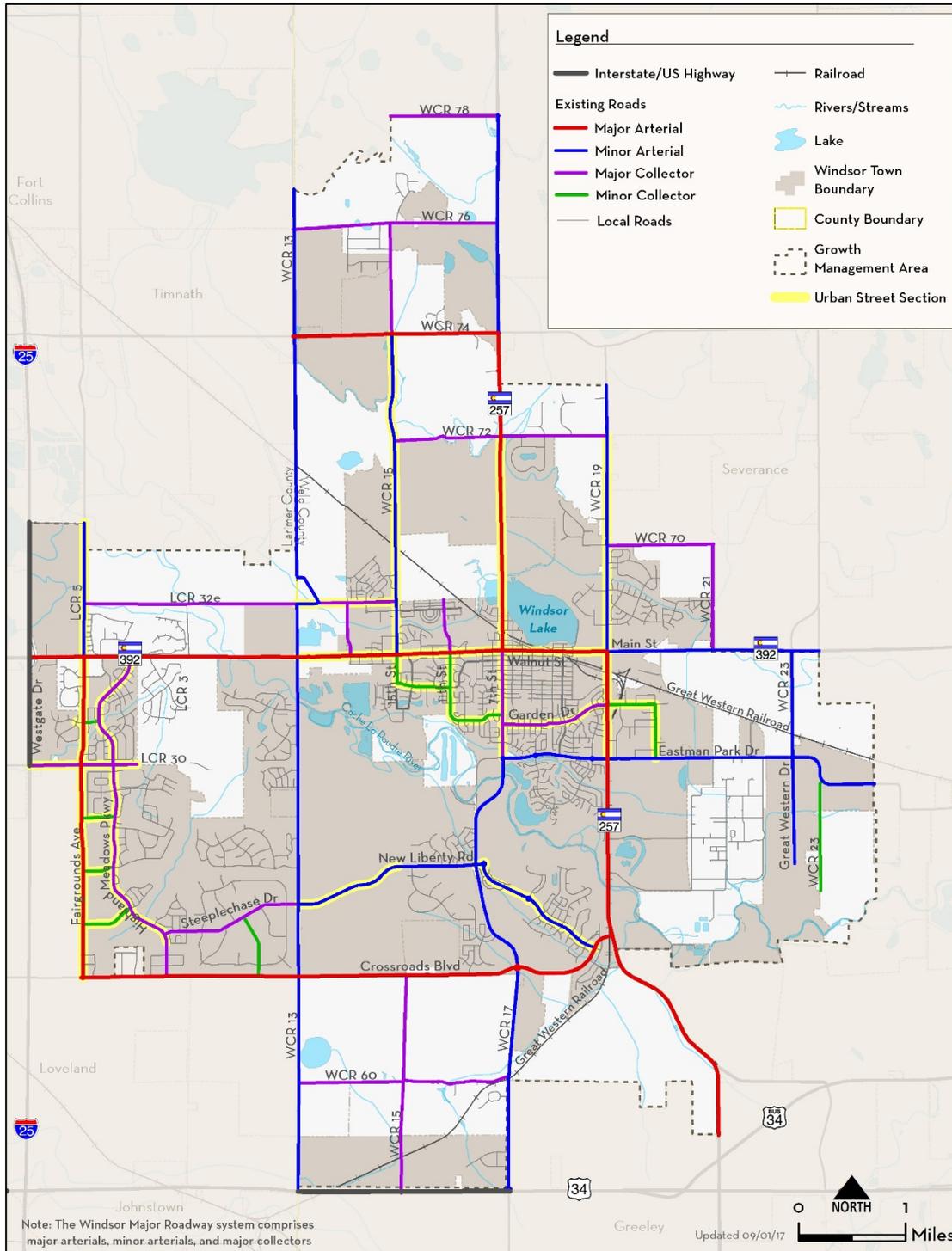
Figure 3 shows the functional classification of Windsor’s roads. I-25 on the western edge of the GMA and US 34 on the southern edge are Colorado Department of Transportation (CDOT) highways that are not maintained or planned by Windsor. The other five road classifications shown on Figure 3 (major arterials, minor arterials, major collectors, minor collectors, and local roads) form Windsor’s roadway system.



# Roadway Improvement Plan



Figure 3. Existing Roadway Functional Classifications



## Roadway Improvement Plan

**Table 1** provides a summary of characteristics for the five different Windsor roadway classifications. Roads generally provide two important functions: mobility and land access. These functions conflict with each other—more land access generally leads to reduced traffic carrying capacity and mobility, and vice versa. Each roadway type is a product of several elements including surrounding and adjacent land uses, continuity/connectivity with other roads, and access management. While all roadways and roadway segments may not meet each of the characteristics listed in **Table 1**, the table describes typical continuity, trip length, laneage, and traffic control characteristics of different classifications.

The bottom row of **Table 1** indicates whether a road is or is not part of the Town’s “major roadway system.” Major and minor arterials and major collectors are considered part of the major roadway system while minor collectors and local streets are not. Minor collectors and local streets are designed to provide access and local circulation generally within a single neighborhood or activity center. The distinction between roads that are and are not part of the major roadway system is particularly important for determining how roads and road improvements are funded: Projects on minor streets are the responsibility of developers of the uses that those streets serve, while major streets are a shared responsibility and are eligible for funding through the Town’s road impact fee program.

The roadway system includes six major arterials. These include SH 392 (Main Street) and the WCR 17 and WCR 19 portions of SH 257. Town owned and maintained major arterials include Crossroads Boulevard and WCR 74, both of which continue west of Windsor to interchanges with I-25, and Fairgrounds Avenue.

### 2.2 Urban and Rural Roadways

In addition to functional classifications, **Figure 3** also indicates Urban Street Sections. The urban versus rural street designations do not specifically dictate road functionality, but they describe road design characteristics. Urban streets are generally designed with curbs, gutters and sidewalks, while rural roads generally use drainage ditches and shoulders and historically have lacked sidewalks.



WCR 15 – Urban minor arterial example



LCR 32e – rural collector example

# Roadway Improvement Plan

**Table 1. Roadway Characteristics by Functional Classification**

<i>Characteristics</i>	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local
<i>Functional Priority</i>	Mobility Primary Access Secondary	Mobility and Access	Access Primary Mobility Secondary	Access Primary Mobility Secondary	Access Only
<i>Continuity</i>	Interconnected and continuous within regions	Interconnected and continuous between or within neighborhoods	Interconnected and continuous between or within neighborhoods	Interconnected and continuous within neighborhoods	No encouraged for local circulation
<i>Typical Trip Lengths</i>	Between municipalities and neighborhoods	Between and within municipalities and neighborhoods	Within municipalities; and within and between neighborhoods	Within neighborhoods and activity centers; connecting to higher classification streets	Within neighborhoods and activity centers
<i>Through Lanes</i>	Constructed with or provision for 4 or more through lanes	2 or 4 through lanes	Predominantly 2 through lanes	2 through lanes	2 lanes
<i>Left-Turn Lanes</i>	At all intersections	At most or all intersections	At most or all intersections	At major intersections as needed	At major intersections as needed
<i>Access Type</i>	Direct access may be provided if alternative access is not available.	Direct access may be provided if alternative access is not available.	Some restrictions on private access.	Limited restrictions on private access.	Private access permitted.
<i>Traffic Controls</i>	Signals, Roundabouts or Free flow	Signals or Roundabouts	Signals, Roundabouts or Stop Signs	Signals, Roundabouts, Stop or Yield Signs	Stop or Yield Signs
<i>Part of Major Roadway System?</i>	Yes	Yes	Yes	No	No

# Roadway Improvement Plan

## 2.3 Future Roads

**Figure 4** also shows planned future roads. These are new arterial or collector roads that have been included in Town comprehensive or roadway plans or in development plans. Their classifications are shown based on the planned function of those new roadway connections.

## 2.4 Traffic Volumes

**Figure 5** shows average weekday traffic volumes on road segments throughout the Town and GMA. The existing volumes, the top numbers shown at each location, are based on traffic counts taken primarily in 2017 or 2016.

The highest current traffic volumes on Windsor’s roadway network (excluding I-25 and US 34) are found on SH 392, with weekday volumes from 20,000 to 30,000 vehicles per day (VPD) between I-25 and SH 257/WCR 17, and 14,000 to 18,000 between WCR 17 and WCR 19 through downtown.



SH 392 entering Windsor

Other Windsor roads with daily volumes in the 10,000 to 15,000 vpd range include SH 257 south of SH 392, Crossroads Boulevard, WCR 74, and segments of Fairgrounds Avenue/LCR 5 north and south of SH 392.

## 2.5 Capacity Analysis

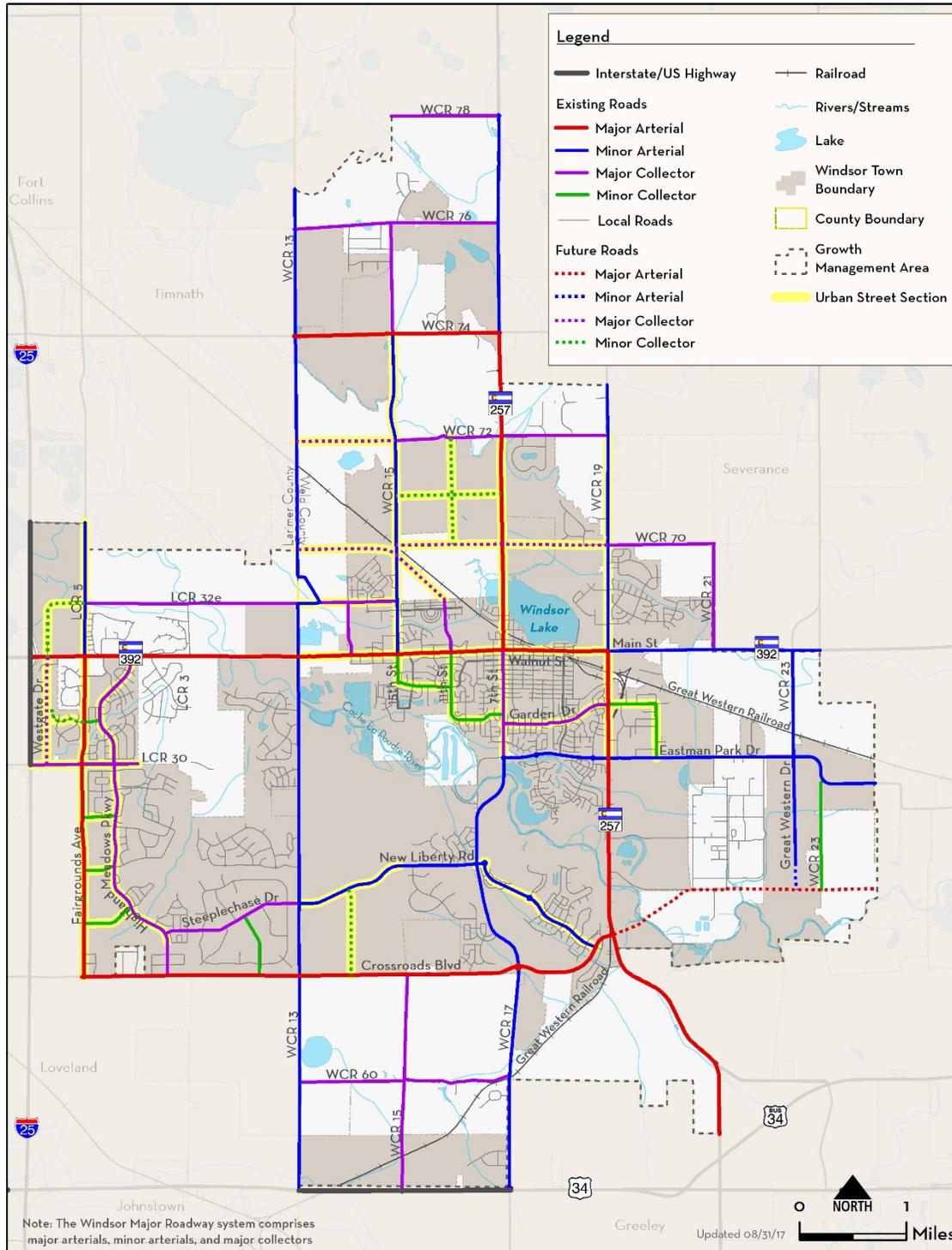
To determine what improvements will be needed to the Town’s major street system, a design capacity has been assigned to each street segment based on its characteristics. The capacities are expressed as the maximum daily, two-directional traffic volumes that can be accommodated while maintaining the Town’s level of service (LOS) standard. LOS is a standard traffic engineering measure of congestion on a scale from A to F, where LOS A represents free-flow conditions with virtually no congestion or delay and LOS F represents extremely high levels of congestion and delay. The Town strives to maintain a LOS C standard for its street system.

**Table 2** shows planning level daily capacity thresholds for different road types to maintain LOS C. In reality, specific capacities of different roads may vary depending on individual characteristics such as number of traffic signals, signal timing, turn lanes, vehicle mix, vertical and horizontal curves, and traffic peaking. For this plan, daily capacity thresholds were developed based on national standards in publications such as the Transportation Research Board’s *Highway Capacity Manual*, typical Windsor road characteristics, and thresholds developed for nearby and comparable roadway plans.

# Roadway Improvement Plan



Figure 4. Future Roadway Functional Classifications



# Roadway Improvement Plan

Figure 5. Existing and Future Traffic Volumes

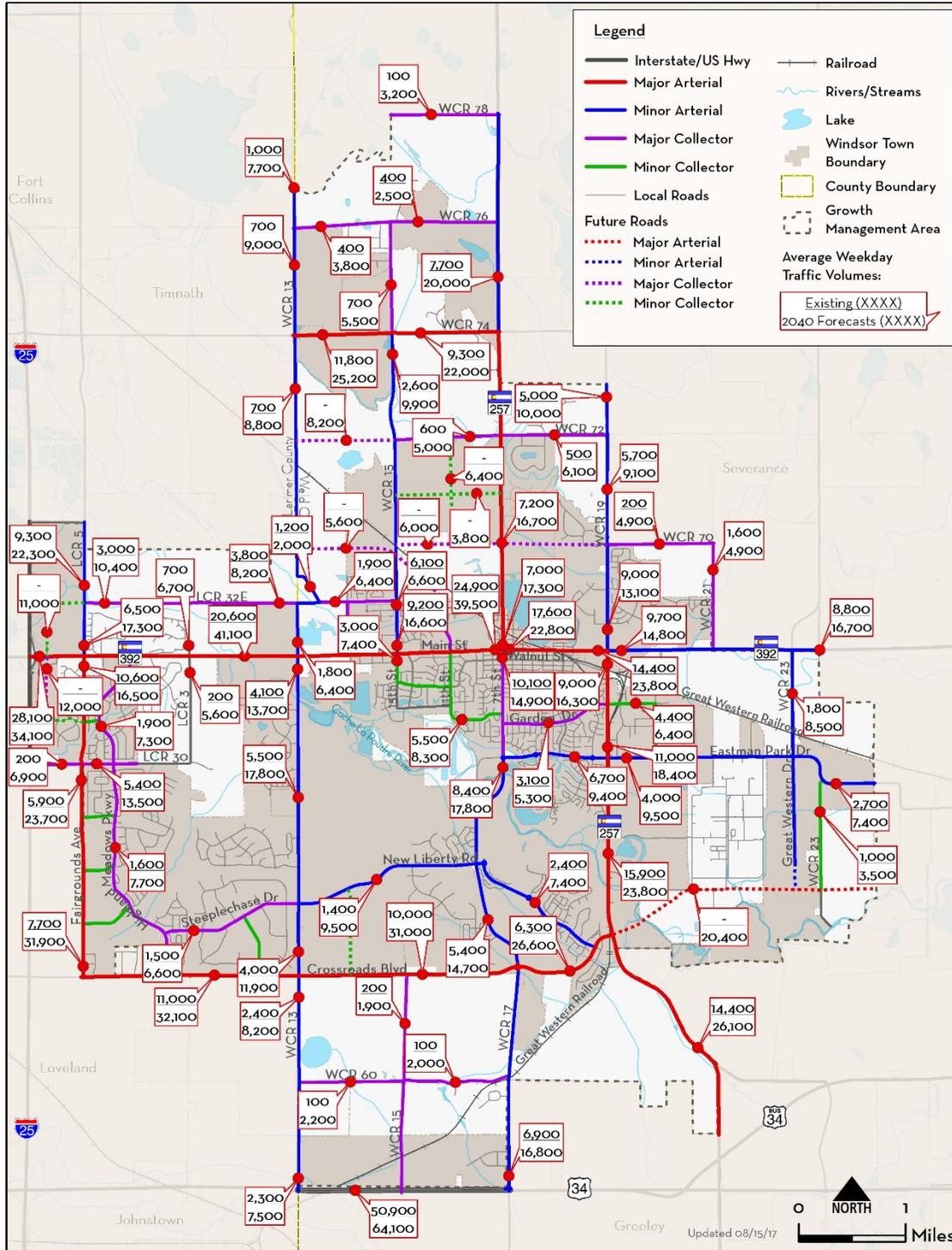




Table 2. Daily Capacity Assumption Comparisons

Road Type	Daily Traffic Capacity Thresholds
4-Lane Major Arterial – Urban or Rural	30,000
4-Lane Minor Arterial – Urban or Rural	22,000
2-Lane Major Arterial – Urban or Rural	15,000
2-Lane Minor Arterial – Urban or Rural	11,000
2-Lane Urban Collector - Major or Minor	11,000
2-Lane Rural Collector – Major or Minor	8,000
2-Lane Gravel Road	200
4-Lane Highway	60,000

In general, major arterials have greater traffic carrying capacity than minor arterials because major arterials are provided greater green-time at signalized intersections and they generally have greater control of access. For collector streets, a key capacity differentiator is that urban collectors tend to have more left-turn lanes and better lane definition, so urban collectors tend to have greater capacity than rural collectors. For unpaved roads, a relatively low capacity threshold of 200 vpd is used because maintenance and dust abatement become expensive for gravel roads with higher traffic volumes and paving becomes a preferred option.

Existing traffic volumes were measured against the planning level LOS thresholds to determine which, if any roads, currently have traffic volumes that exceed their capacity. A detailed inventory of all major roadway segments in Windsor is provided in **Appendix A**. The capacity analysis is shown on the Existing V/C column of **Appendix A**, showing the volume/capacity, with numbers greater than 1.0 indicating a road with volumes exceeding LOS C capacity. Existing over capacity road segments are limited to two two-lane segments of SH 392 (LCR 3 to WCR 13 and WCR 17 to 3<sup>rd</sup> Street) and SH 257 north of Crossroads Boulevard.



### 3.0 FORECASTED CONDITIONS

The latest version of the North Front Range Metropolitan Planning Organization’s (NFRMPO) regional travel demand model was used to help forecast traffic volumes for 2040. The travel model consists of existing and future projected land uses placed in transportation analysis zones (TAZs) that divide the NFRMPO’s area. The travel model generates trips for each land use type in each TAZ, distributing these trips to other zones by assigning them to the NFRMPO’s existing and fiscally constrained future road network. Growth from the base year (2015) to the future year (2040) is used to help project future traffic volumes.

#### 3.1 Demographic Forecasts

Land uses for the TAZs covered by Windsor’s Growth Management Area (GMA) were reviewed by Town staff for accuracy against what is currently built. In conjunction with comments from Town staff, current satellite imagery and employment data from the United States Census’s Longitudinal Employer-Household Dynamics (LEHD) database were used to correct the existing land uses in some zones. Town staff also provided input on changes to future land uses based on zoning and known developments in planning. The adjustments resulted in a two to three percent increase in households and a similar decrease in employment compared with the baseline NFRMPO forecasts.

**Table 3** shows the adjusted household and employment forecasts for the Windsor GMA. More than a doubling of existing numbers of households and employment are forecasted between 2015 and 2040. For 2040 the 23,000 households would translate to approximately 60,000 population for the Windsor GMA.

**Table 3. Demographic Growth Forecasts**

	2015	2040	Percent Growth
Households	8,604	23,055	+168%
Employment	14,211	32,570	+129%

#### 3.2 Traffic Forecasts

Most of the existing and committed future major roadways within the Windsor GMA were in the NFRMPO travel model. Additional connections, both existing and planned, were added to the travel model to reflect the existing network in greater detail and provide added insight into the travel patterns and traffic demand for Windsor in 2040.

The traffic forecasts produced by the model were adjusted based on a comparison of actual traffic counts with the base year model using a standard calibration process and additional adjustments were made to specific roadway forecasts based on professional judgment by the Town and consultant project team. Resulting 2040 traffic forecasts are shown as the second number at each location on **Figure 5**.

## Roadway Improvement Plan

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As can be expected based on the projected more than doubling of households and employment, the traffic generated from this development resulted in more than a doubling of travel on Windsor's roadway system. The total vehicle miles of travel on Windsor's road system including all arterial and collector roadways is forecast to increase sharply:

- ▶ 2015 – 488,000 vehicle miles of travel in 2015
- ▶ 2040 – 1,288,000 vehicle miles of travel in 2040.

Sharp traffic volume increases are projected for 2040 on major roadways such as:

- ▶ Crossroads Boulevard – Forecasts in the 30,000 vpd range
- ▶ SH 392 – Forecasts ranging from approximately 40,000 vpd in the western part of the Town to 15,000 vpd to the east
- ▶ WCR 74 – Forecasts between 20,000 and 25,000 vpd
- ▶ Fairgrounds Avenue/LCR 5 – Forecasts from 20,000 to more than 30,000 vpd
- ▶ SH 257 – forecasts ranging from 15,000 to 25,000 vpd on both the north WCR 17 and south WCR 19 segments

One location notable for forecasts that show less sharp growth than others is SH 392/Main Street in the downtown area. Forecasts show that improved alternative east-west routes, including Crossroads Boulevard widening and extension and WCR 70 connections; improvements on WCR 19 north of SH 392; and capacity constraints on SH 392 through downtown all contribute to lower traffic growth rates on SH 392 compared to other roads in Windsor.

Many of the minor arterial and collector level streets that currently carry relatively small traffic volumes are projected to see increases of several-fold as surrounding areas develop over the next 20-plus years.



### 3.3 Capacity Analysis

Forecasts were compared with planning level capacities in a similar manner as described for existing traffic counts. Again, the detailed capacity analysis is shown in **Appendix A** with volume/capacity relationships shown on the 2040 No Action V/C column. As can be expected with the sharp growth in traffic, more than half of Windsor's major roadway system is anticipated to have traffic volumes that exceed existing LOS C capacity by 2040. The next section describes roadway improvements that will be needed to expand the system to accommodate the forecasted traffic.



## 4.0 ROADWAY IMPROVEMENT NEEDS

Figure 6 shows the recommended improvements to the major roadway system that were identified to accommodate forecasted traffic in 2040. Improvement types include:

- ▶ New Roads – Major new roads shown on Figure 6 include new arterial or major collector road connections of Westgate Drive, WCR 72, WCR 70, and Crossroads Boulevard, as well as short connections on WCR 13 and Great Western Drive. Additionally, four future minor collector streets are indicated with dashed lines on Figure 6 but they are not highlighted as new road projects because they would not be part of the Town’s major road system.
- ▶ Paving – Paving of current gravel sections of WCR 78, WCR 60, WCR 15, and LCR 30 are needed where forecasts are expected to exceed 200 vpd with new development.
- ▶ Widening – Widening from two to four through lanes is expected to be needed on segments of four east-west and five north-south roads including:
  - WCR 74
  - SH 392
  - LCR 30
  - Crossroads Boulevard
  - Fairgrounds Avenue
  - WCR 13
  - SH 257/WCR 17
  - SH 257/WCR 19

Widening projects comprise 13.3 miles of state highways and 19.5 miles of Town roads for a total of 32.8 miles. Figure 7 shows the through lanes that would result from the recommended widenings and new roads.

Two roadway segments are projected to see traffic levels that would warrant four lanes but widening is not recommended due to right-of-way and land use constraints: SH 392/Main Street through downtown and WCR 17/7<sup>th</sup> Street between SH 392 and Eastman Park Drive.

### 4.1 Cost Estimates

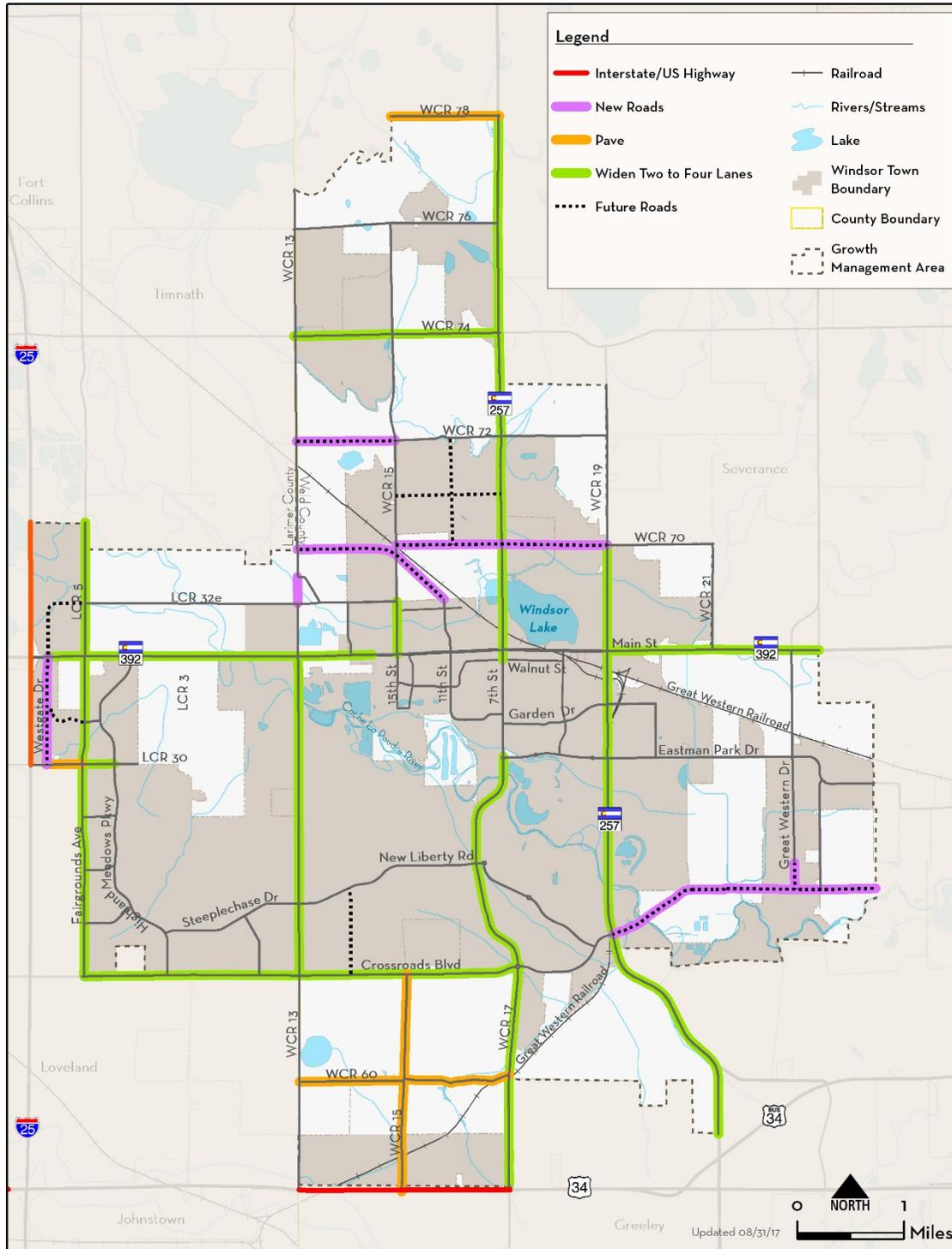
Typical roadway sections were developed for each of the roadway classifications, including urban and rural variations, based on the *Town Street Standards*. Unit costs were then developed to assign per-mile unit costs for construction of new roads or improvements to existing roads. Unit costs for each major roadway project type are provided on Table 4. Typical sections and cost work sheets for each project type are included as Appendix B.

Planning level costs are based on assumed typical characteristics such as numbers of traffic signals and major intersection turn lanes, and they include design and construction engineering costs. They do not include right-of-way costs, major utility additions or relocations, or landscaping. The cost estimation methodology and inclusions/exclusions were developed for compatibility with the road impact fee program.

# Roadway Improvement Plan



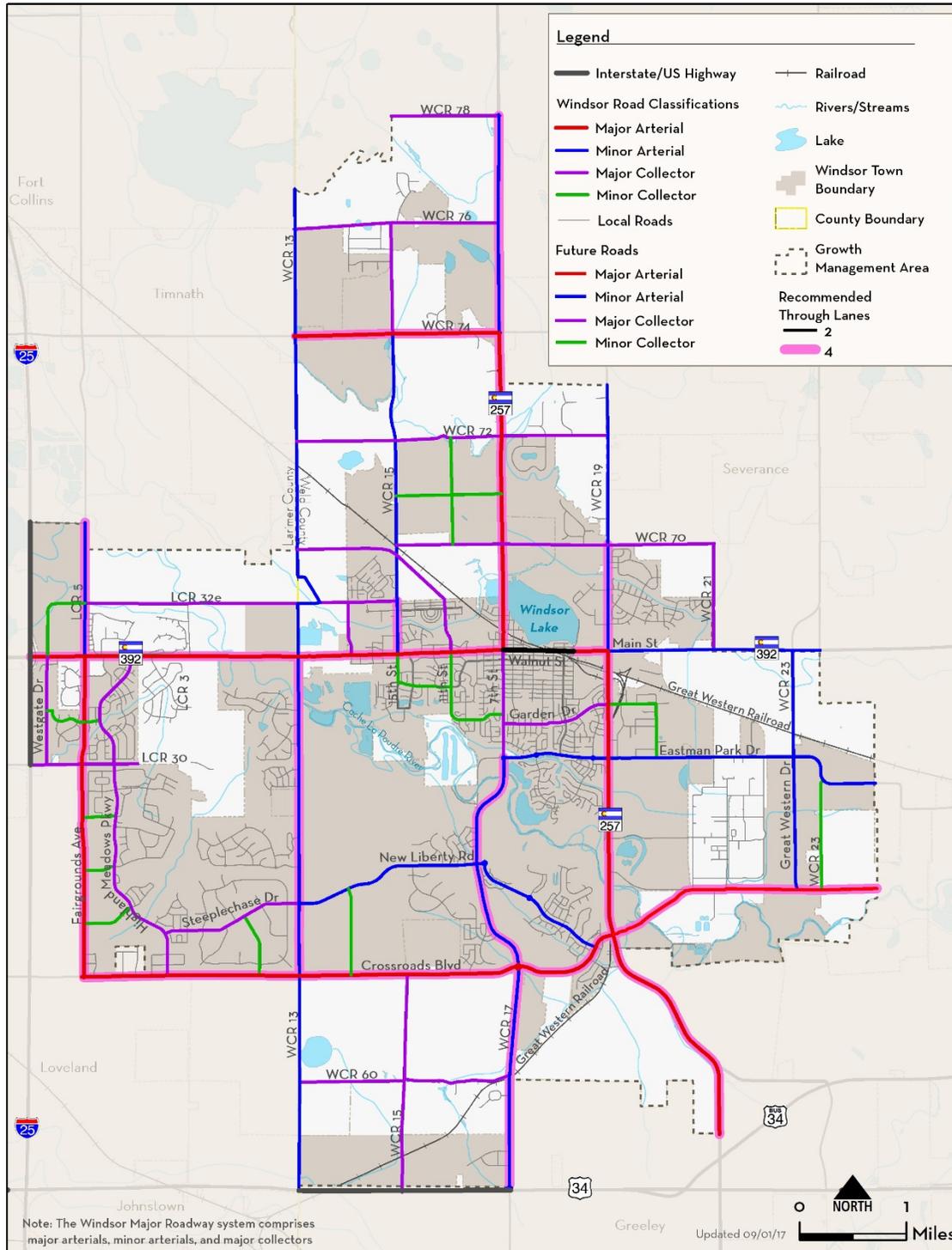
Figure 6. Major Roadway System Improvement Needs



# Roadway Improvement Plan



Figure 7. Recommended 2040 Through Lanes



# Roadway Improvement Plan

**Table 4. Unit Cost Estimates**

Project Type	Estimated Cost Per Mile
Rural 2 Lane Collector (New or Pave)	\$2,470,000
New 4 Lane Rural Arterial	\$4,180,000
New 2 Lane Urban Collector	\$3,720,000
New 4 Lane Urban Arterial	\$5,500,000
Widen Rural Road – 2 to 4 Lanes	\$2,540,000
Widen Urban Road – 2 to 4 Lanes	\$3,170,000
Upgrade 2 Lane Road – Rural to Urban	\$1,250,000
Includes:	
▶ Typical number of signals and major intersection turn lanes	
▶ Construction and design engineering costs	
Does Not Include:	
▶ Right-of-way Costs	
▶ Major utility additions or relocations	
▶ Landscaping	

## 4.2 Major Street System Improvement Needs

**Table 5** provides a summary of the improvement needs on the major street system. The improvements total 46.6 miles of new or improved roads at a cost of \$131.7 million. Approximately \$34 million of this total consists of widening of state highways, and the remaining \$97.7 million consists of widening, paving or new Town roads. **Appendix A** provides additional detail on the individual road projects, including project lengths, termini, costs, and increases in capacity. It should be noted that three new Minor Collector Roadway projects are included in **Appendix A** but not included in the Major Roadway System projects, so the **Appendix A** project total of \$142.1 million exceeds the **Table 5** total.

**Table 5. Roadway Improvement Needs Summary**

Improvement Type	Network	# of Projects	Miles	Cost
Pave	County	5	5.4	\$13,338,000
	<b>SUBTOTAL</b>	<b>5</b>	<b>5.4</b>	<b>\$13,338,000</b>
Widen to 4 Lanes	State	11	13.3	\$33,957,500
	County	18	19.5	\$51,914,000
	<b>SUBTOTAL</b>	<b>29</b>	<b>32.8</b>	<b>\$85,871,500</b>
New Road	County	6	8.4	\$32,490,000
	<b>SUBTOTAL</b>	<b>6</b>	<b>8.4</b>	<b>\$32,490,000</b>
<b>ALL</b>	<b>TOTAL</b>	<b>40</b>	<b>46.6</b>	<b>\$131,699,500</b>

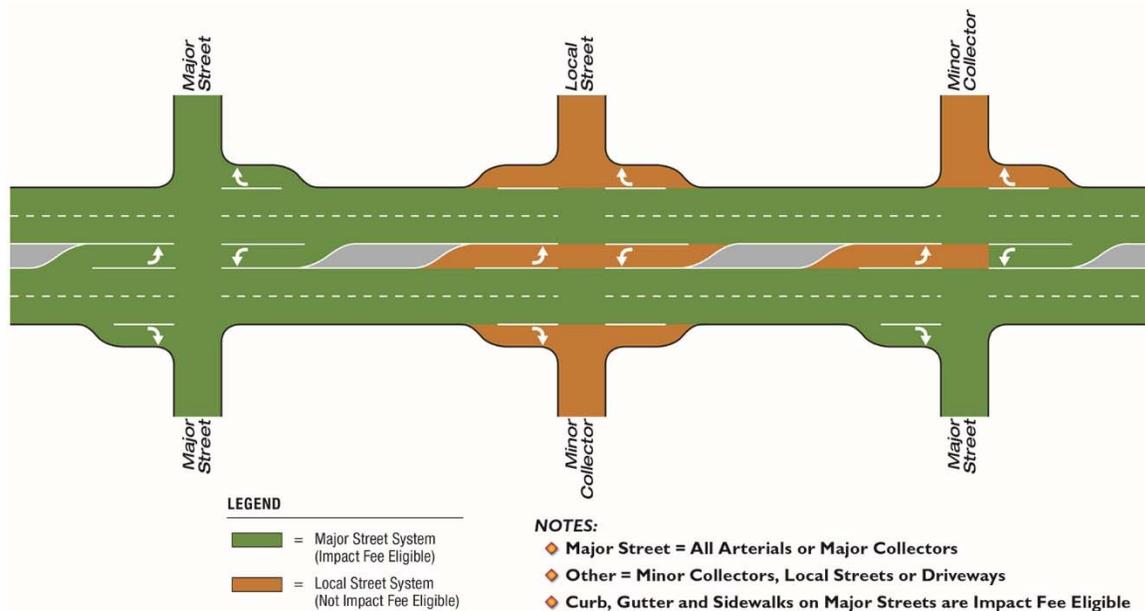
## Roadway Improvement Plan

These improvements and estimated costs on Windsor's major street system form the basis of the Road Impact Fee Update that is being prepared in parallel to this plan. Other improvement recommendations that are not included in the *Road Impact Fee Update* are of two types:

- ▶ Realignment of WCR 13/County Line Road – Weld County has plans to extend County Line Road from WCR 68.5 to the north to connect with the part of the roadway on the County line, and to improve the road to major arterial standards.
- ▶ Minor Collector Improvements – Several improvement or new minor collector projects are listed as needs in **Appendix B**. Since they are on minor collectors which are not considered as part of the major roadway system, they are not included in the totals shown above or in the *Road Impact Fee Update*. These improvements may be funded by private developers or property owners or by the Town using non-road impact fee funds. **Figure 8** provides an illustration of the parts of the Windsor roadway system that are eligible for road impact fees versus those that are local and are the responsibility of individual developments.



**Figure 8. Major Street versus Local Street Illustration**



## Roadway Improvement Plan

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### 4.3 Other Planning Considerations

One additional planning consideration was identified through the plan development process that has not been included in the specific project recommendations at this point: The concept of upgrading WCR 19 from minor arterial to major arterial status north of SH 392 to WCR 74. This upgrade would be intended to provide additional north-south mobility through Windsor. Equally important, by encouraging north-south traffic through the Town to stay on the WCR 19 corridor, it could reduce the use of the Main Street segment of SH 392 as part of the north-south travel pattern and provide relief to Main Street through downtown. With an upgrade to WCR 19 north of SH 392, consideration could be given to moving the SH 257 designation from WCR 17 to WCR 19 between SH 392 and WCR 74.



This project would require coordination among CDOT, Weld County, Severance and Windsor, so the recommendation of this plan is to initiate that coordination process to explore this option.



**Appendix A**  
**Roadway Inventory and Improvement Needs**

**2040 - Windsor Roadway Master Plan**  
**Roadway System Inventory and Analysis**

Road	Minor Collectors (Not Major Road System)	State Highways	Segment	Segment Length (Miles)	Average Daily Traffic			VMT		Capacity Analysis / Improvement Needs							
					2015 Model	Est. 2015 Counts	2040 Forecasts (Manually Adjusted)	Existing	2,040	Funclass	Existing Thru Lanes	Existing Capacity (LOS C) (VPD)	Existing V/C	2040 No Action V/C	Preliminary 2040 Improvement Need	Capacity with Improvement	Estimated Construction Cost
<b>Existing Roads</b>																	
WCR 78			WCR 15 - WDR 17	1.0	529	140	3,200	106	3,200	Rural Maj Coll (Gravel)	2	200	0.70	16.00	Pave	8,000	\$ 2,470,000
WCR 76			WCR 13 - WCR 15	1.0	3,405	424	3,800	391	3,800	Rural Major Collector	2	8,000	0.05	0.48			
WCR 76			WCR 15 - WCR 17	1.0	2,786	358	2,500	383	2,500	Rural Major Collector	2	8,000	0.04	0.31			
WCR 74			WCR 13 - WCR 15	1.0	10,863	11,767	25,200	11,767	25,200	Rural Major Arterial	2	15,000	0.78	1.68	Widen to 4 Lanes	30,000	\$ 2,540,000
WCR 74			WCR 15 - WCR 17	1.0	10,992	9,802	22,000	9,346	22,000	Rural Major Arterial	2	15,000	0.65	1.47	Widen to 4 Lanes	30,000	\$ 2,540,000
WCR 72			WCR 15 - SH 257	1.0	184	486	5,000	630	5,000	Rural Major Collector	2	8,000	0.06	0.63			
WCR 72			SH 257 - WCR 19	1.0	983	540	6,100	496	6,100	Rural Major Collector	2	8,000	0.07	0.76			
WCR 70			WCR 19 - WCR 21	1.0	2,122	189	4,900	166	4,900	Rural Major Collector	2	8,000	0.02	0.61			
LCR 32e			LCR 5 - LCR 3	1.0	4,584	3,000	10,400	3,000	10,400	Rural Major Collector	2	8,000	0.38	1.30	Monitor for Needs		
LCR 32e			LCR 3 - WCR 13	1.2	4,909	3,800	8,200	4,560	9,840	Rural Major Collector	2	8,000	0.48	1.03	Monitor for Needs		
WCR 68			WCR 13 - WCR 15	0.8	7,914	1,924	6,400	1,523	5,120	Urban Major Collector	2	11,000	0.17	0.58			
SH 392		Yes	I-25 to Westgate Dr	0.25	14,689	27,811	34,100	7,025	8,525	Rural Major Arterial	4	30,000	0.93	1.14	Study to Determine		
SH 392		Yes	Westgate Dr - WCR 3	1.25	15,233	19,257	41,100	25,700	51,375	Rural Major Arterial	2	15,000	1.28	2.74	Widen to 4 Lanes	30,000	\$ 1,587,500
SH 392		Yes	LCR 3 - WCR 13	1.00	15,233	19,257	41,100	20,560	41,100	Rural Major Arterial	2	15,000	1.28	2.74	Widen to 4 Lanes	30,000	\$ 2,540,000
SH 392		Yes	WCR 13 - WCR 17	2.0	18,541	24,344	39,500	49,740	79,000	Urban Major Arterial	4	30,000	0.81	1.32	Study to Determine		
SH 392		Yes	WCR 17 - 3rd St	0.4	15,288	17,354	22,800	7,022	9,120	Urban Major Arterial	2	15,000	1.16	1.52	Study to Determine		
SH 392		Yes	3rd St - WCR 19	0.6	13,491	14,968	23,800	8,641	14,280	Urban Major Arterial	4	30,000	0.50	0.79			
SH 392		Yes	WCR 19 - WCR 21	1.0	10,599	9,494	14,800	9,657	14,800	Urban Minor Arterial	2	11,000	0.86	1.35	Widen to 4 Lanes	30,000	\$ 3,170,000
SH 392		Yes	WCR 21 - East of WCR 23	1.0	9,068	8,772	16,700	8,772	16,700	Rural Minor Arterial	2	11,000	0.80	1.52	Widen to 4 Lanes	30,000	\$ 2,540,000
Stone Mtn Dr/11th St	Minor		SH 292 - SH 257	1.1	3,794	5,500	8,300	6,050	9,130	Urban Minor Collector	2	11,000	0.50	0.75			
Garden Dr			WCR 17 - SH 257	1.1	780	2,768	5,300	3,421	5,830	Urban Major Collector	2	11,000	0.25	0.48			
Garden Dr/Diamond Val Dr	Minor		SH 257 - Eastman Pk Dr	0.8	2,372	4,195	6,400	3,496	5,120	Rural Minor Collector	2	8,000	0.52	0.80			
LCR 30			Westgate - Fairgrounds Ave	0.4	53	170	6,900	68	2,760	Urb Maj Coll (Gravel)	2	11,000	0.02	0.63	Pave	8,000	\$ 988,000
LCR 30			Fairgds Ave - E/of Highland Mdw Pkwy	0.6	788	6,507	13,500	3,252	8,100	Urban Major Collector	2	11,000	0.59	1.23	Widen to 4 Lanes	22,000	\$ 1,902,000
LCR 30			E/of Highland Mdw Pkwy - LCR 3	0.6	776	180	5,600	108	3,360	Rural Coll (Gravel)	2	200	0.90	28.00			
Eastman Pk Dr			WCR 17 - SH 257	1.0	5,752	6,576	9,400	6,676	9,400	Rural Minor Arterial	2	11,000	0.60	0.85			
Eastman Pk Dr			SH 257 - WCR 23	2.2	3,375	4,322	9,500	8,881	20,900	Rural Minor Arterial	2	11,000	0.39	0.86			
Eastman Pk Dr			WCR 23 - GMA Line	0.7	4,133	2,871	7,400	1,881	5,180	Rural Minor Arterial	2	11,000	0.26	0.67			
Steeplechase Dr			Highland Mdw Pkwy - WCR 13	1.3	5,270	1,429	6,600	2,002	8,580	Rural Major Collector	2	8,000	0.18	0.83			
New Liberty Rd			WCR 13 - WCR 17	1.8	6,361	1,277	9,500	2,520	17,100	Urban Minor Arterial	2	11,000	0.12	0.86			
New Liberty Rd			WCR 17 - Crossroads Blvd	0.7	1,294	2,044	7,400	1,701	5,180	Urban Minor Arterial	2	11,000	0.19	0.67			
Crossroads Blvd			Fairgrounds Ave - WCR 13	2.0	6,426	11,000	32,100	22,000	64,200	Rural Major Arterial	2	15,000	0.73	2.14	Widen to 4 Lanes	30,000	\$ 5,080,000
Crossroads Blvd			WCR 13 - WCR 17	2.0	5,378	9,472	31,000	20,004	62,000	Rural Major Arterial	2	15,000	0.63	2.07	Widen to 4 Lanes	30,000	\$ 5,080,000
Crossroads Blvd			WCR 17 - SH 257	1.0	NA	NA	26,600	6,270	26,600	Rural Major Arterial	4	30,000	NA	0.89			
WCR 60			WCR 13 - WCR 15	1.0	359	96	4,200	67	4,200	Rural Coll (Gravel)	2	200	0.48	21.00	Pave	8,000	\$ 2,470,000
WCR 60			WCR 15 - WCR 17	1.0	395	111	4,000	75	4,000	Rural Coll (Gravel)	2	200	0.55	20.00	Pave	8,000	\$ 2,470,000
LCR 5			LCR 32e - GMA Line	0.7	6,731	8,951	22,300	6,521	15,610	Urban Minor Arterial	2	11,000	0.81	2.03	Widen to 4 Lanes	22,000	\$ 2,219,000
LCR 5			SH 392 - LCR 32e	0.5	3,478	6,500	17,300	3,250	8,650	Urban Minor Arterial	2	11,000	0.59	1.57	Widen to 4 Lanes	22,000	\$ 1,585,000
Fairgrounds Ave			LCR 30 - SH 392	1.0	5,253	10,611	16,500	10,611	16,500	Urban Major Arterial	2	15,000	0.71	1.10	Widen to 4 Lanes	30,000	\$ 3,170,000
Fairgrounds Ave			Crooked Stick Dr - LCR 30	1.0	6,807	6,559	23,700	5,924	23,700	Urban Major Arterial	2	15,000	0.44	1.58	Widen to 4 Lanes	30,000	\$ 3,170,000
Fairgrounds Ave			Crossroads Blvd - Crooked Stick Dr	1.0	6,802	7,250	31,900	7,700	31,900	Urban Major Arterial	2	15,000	0.48	2.13	Widen to 4 Lanes	30,000	\$ 3,170,000
Highland Meadows Pkwy			LCR 30 - SH 392	1.0	2,304	1,758	5,100	1,900	5,100	Urban Major Collector	2	11,000	0.16	0.46			
Highland Meadows Pkwy			Crossroads Blvd - LCR 30	2.4	1,238	1,406	7,300	3,864	17,520	Urban Major Collector	2	11,000	0.13	0.66			
LCR 3			SH 392 - LCR 32e	0.5	246	650	6,700	325	3,350	Rural Major Collector	2	8,000	0.08	0.84			
LCR 3			LCR 30 - SH 392	1.0	776	180	5,600	180	5,600	Rural Coll (Gravel)	2	200	0.90	28.00			
WCR 13			WCR 76 - GMA Line	0.4	702	994	7,700	398	3,080	Rural Minor Arterial	2	11,000	0.09	0.70			
WCR 13			WCR 74 - WCR 76	1.0	1,009	796	9,000	661	9,000	Rural Minor Arterial	2	11,000	0.07	0.82			
WCR 13			WCR 72 - WCR 76	1.0	1,026	882	8,800	675	8,800	Rural Minor Arterial	2	11,000	0.08	0.80			
WCR 13			LCR 32.e - WCR 72	1.5	6,181	1,197	2,000	1,796	3,000	Rural Minor Arterial	2	11,000	0.11	0.18			
WCR 13			SH 392 - LCR 32e	0.5	2,877	1,800	6,400	900	3,200	Rural Minor Arterial	2	11,000	0.16	0.58			
WCR 13			Kaplan Dr - SH 392	1.2	4,419	4,467	13,700	4,900	16,440	Rural Minor Arterial	2	11,000	0.41	1.25	Widen to 4 Lanes	22,000	\$ 3,048,000
WCR 13			Steeplechase - Kaplan St	1.2	2,944	5,237	17,800	6,647	21,360	Rural Minor Arterial	2	11,000	0.48	1.62	Widen to 4 Lanes	22,000	\$ 3,048,000
WCR 13			Crossroads Blvd - Steeplechase	0.6	3,857	3,973	11,900	2,384	7,140	Rural Minor Arterial	2	11,000	0.36	1.08	Widen to 4 Lanes	22,000	\$ 1,524,000
WCR 13			WCR 60 - Crossroads Blvd	1.0	3,371	2,400	8,200	2,400	8,200	Rural Minor Arterial	2	11,000	0.22	0.75			
WCR 13			US 34 to WCR 60	1.0	3,519	2,300	7,500	2,300	7,500	Rural Minor Arterial	2	11,000	0.21	0.68			
WCR 15			WCR 74 - WCR 76	1.0	362	709	4,500	709	4,500	Rural Major Collector	2	8,000	0.09	0.56			
WCR 15			WCR 70 - WCR 74	2.0	87	2,625	9,900	5,250	19,800	Urban Minor Arterial	2	11,000	0.24	0.90			
WCR 15			LCR 32e - WCR 70	0.5	7,185	6,090	6,600	3,045	3,300	Urban Minor Arterial	2	11,000	0.55	0.60			
WCR 15			SH 392 - LCR 32e	0.5	6,094	9,248	16,600	4,624	8,300	Urban Minor Arterial	2	11,000	0.84	1.51	Widen to 4 Lanes	30,000	\$ 1,585,000
WCR 15	Minor		Walnut St - SH 392	0.2	3,271	3,329	7,400	604	1,480	Urban Minor Collector	2	11,000	0.30	0.67			
WCR 15			US 34 - Crossroads Blvd	2.0	143	215	1,900	300	3,800	Rural Coll (Gravel)	2	200	1.07	9.50	Pave	8,000	\$ 4,940,000
SH 257/WCR 17		Yes	WCR 74 to WCR 78	2.0	4,095	7,019	20,000	15,460	40,000	Rural Minor Arterial	2	11,000	0.64	1.82	Widen to 4 Lanes	22,000	\$ 5,080,000
SH 257/WCR 17		Yes	WCR 70 - WCR 74	2.0	6,056	6,695	16,700	14,440	33,400	Rural Major Arterial	2	15,000	0.45	1.11	Widen to 4 Lanes	30,000	\$ 5,080,000
SH 257/WCR 17		Yes	SH 392 - WCR 70	1.0	5,142	7,554	17,300	7,013	17,300	Urban Major Arterial	2	15,000	0.50	1.15	Widen to 4 Lanes	30,000	\$ 3,170,000

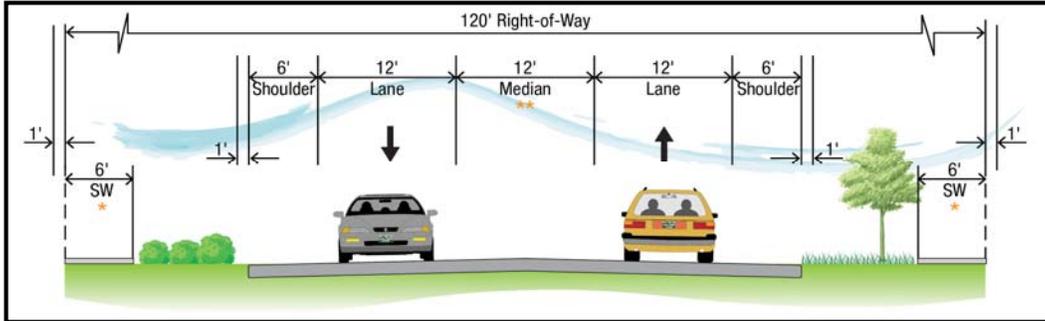
Road	Minor Collectors (Not Major Road System)	State Highways	Segment	Segment Length (Miles)	Average Daily Traffic			VMT		Capacity Analysis / Improvement Needs								
					2015 Model	Est. 2015 Counts	2040 Forecasts (Manually Adjusted)	Existing	2,040	Funclass	Existing Thru Lanes	Existing Capacity (LOS C) (VPD)	Existing V/C	2040 No Action V/C	Preliminary 2040 Improvement Need	Capacity with Improvement	Estimated Construction Cost	
WCR 17			Eastman Park Dr - SH 392	1.0	6,253	9,945	14,900	10,135	14,900	Urban Major Collector	2	11,000	0.90	1.35	Widening not feasible			
WCR 17			New Liberty Rd - Eastman Park Dr	1.1	7,638	8,449	17,800	9,294	19,580	Rural Minor Arterial	2	11,000	0.77	1.62	Widen to 4 Lanes	22,000	\$ 2,794,000	
WCR 17			Crossroads Blvd to New Liberty Rd	1.1	1,054	4,627	14,700	5,973	16,170	Rural Minor Arterial	2	11,000	0.42	1.34	Widen to 4 Lanes	22,000	\$ 2,794,000	
WCR 17			US 34 - Crossroads Blvd	2.0	2,080	6,435	16,800	13,822	33,600	Rural Minor Arterial	2	11,000	0.58	1.53	Widen to 4 Lanes	22,000	\$ 5,080,000	
WCR 19			GMA Line - WCR 72	0.5	2,753	4,873	10,000	2,522	5,000	Urban Minor Arterial	2	11,000	0.44	0.91				
WCR 19			WCR 70 - WCR 72	1.0	2,492	5,502	9,100	5,702	9,100	Urban Minor Arterial	2	11,000	0.50	0.83				
WCR 19			SH 392 - WCR 70	1.0	3,034	8,344	13,100	9,000	13,100	Urban Minor Arterial	2	11,000	0.76	1.19	Widen to 4 Lanes	30,000	\$ 1,585,000	
SH 257/WCR 19		Yes	Garden Dr - SH 392	0.5	5,774	9,009	16,300	4,505	8,150	Urban Major Arterial	2	15,000	0.60	1.09	Widen to 4 Lanes	30,000	\$ 1,585,000	
SH 257/WCR 19		Yes	Eastman Park Dr - Garden Dr	0.5	4,457	10,976	18,400	5,488	9,200	Urban Major Arterial	2	15,000	0.73	1.23	Widen to 4 Lanes	30,000	\$ 1,585,000	
SH 257/WCR19		Yes	Crossroads Blvd - Eastman Park Dr	0.8	8,283	15,240	23,800	12,736	19,040	Rural Major Arterial	2	15,000	1.02	1.59	Widen to 4 Lanes	30,000	\$ 2,032,000	
SH 257/WCR19		Yes	GMA Line t- Crossroads Blvd	2.2	8,682	14,018	26,100	31,748	57,420	Rural Major Arterial	2	15,000	0.93	1.74	Widen to 4 Lanes	30,000	\$ 5,588,000	
WCR 21			WCR 70 - SH 392	1.0	3,505	1,591	4,900	1,620	4,900	Rural Major Collector	2	8,000	0.20	0.61				
WCR 23 Great Western Dr			SH 392 - Eastman Park Dr	1.0	1,172	1,912	8,500	1,789	8,500	Rural Minor Arterial	2	11,000	0.17	0.77				
WCR 23			Eastman Park Dr - Cache la Poudre	1.3	1,172	1,047	3,500	1,300	4,550	Rural Major Collector	2	8,000	0.13	0.44				
<b>New Roads</b>																		
WCR 72			WCR 13 - WCR 15	1.0			8,200		8,200	Urban Major Collector	2	11,000		0.75	New Road	11,000	\$ 3,720,000	
WCR 70.5	Minor		WCR 15 - WCR 17	1.0			3,800	-	3,800	Urban Minor Collector	2	11,000		0.35	New Road	11,000	\$ 3,720,000	
WCR 70			WCR 13 - WCR 15	1.0			5,600	-	5,600	Urban Major Collector	2	11,000		0.51	New Road	11,000	\$ 3,720,000	
WCR 70			WCR 15 - WCR 19	2.0			9,200		18,400	Urban Major Collector	2	11,000		0.84	New Road	11,000	\$ 7,440,000	
WCR 70			WCR 15 - WCR 68.5	0.7			6,000	-	4,200	Urban Major Collector	2	11,000		0.55	New Road	11,000	\$ 2,604,000	
Crossroads Blvd Extension			SH 257 - GMA Line	2.7			20,400	-	55,080	Rural Major Arterial	4	30,000		0.68	New Road	30,000	\$ 11,286,000	
Westgate Drive	Minor		SH 392 to LCR 5/32e	0.8			11,000	-	8,800	Urban Minor Collector	2	11,000		1.00	New Road & Monitor	11,000	\$ 2,976,000	
Westgate Drive			SH 392 to LCR 30	1.0			12,000	-	12,000	Urban Major Collector	2	11,000		1.09	New Road & Monitor	11,000	\$ 3,720,000	
WCR 15.5	Minor		WCR 70 to WCR 72	1.0			6,400	-	6,400	Urban Minor Collector	2	11,000		0.58	New Road	11,000	\$ 3,720,000	
								488,369	1,287,820									
																<b>Grand Total</b>		<b>\$ 142,115,500</b>



**Appendix B**  
**Typical Roadway Sections and Unit Cost Estimates**

**Windsor, Colorado**  
**Conceptual Opinion of Construction Costs**

Roadway Type: Major Rural Collector



\*Costs do not reflect sidewalks; however, sidewalk installation should be anticipated for new development.

\*\*Median may only be required at intersections; configuration to be determined at time of improvements.

**Estimated Costs**

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	15	\$ 4,000	\$ 60,000
2	Earthwork (Excavation or Embankment) CIP	CY	56,000	\$ 12	\$ 672,000
3	Topsoil and Reseeding	AC	6	\$ 5,000	\$ 30,000
4	Aggregate Base Course (CL 6)	CY	9,400	\$ 30	\$ 282,000
5	Hot Mix Asphalt	TN	10,200	\$ 70	\$ 714,000
6	Curb and Gutter - 2 foot Pan	LF	-	\$ 25	\$ -
7	Curb and Gutter - 1 foot Pan	LF	-	\$ 20	\$ -
8	Concrete Sidewalk	SY	-	\$ 50	\$ -
<b>9</b>	<b>Subtotal Construction Bid Items (CBI)</b>				<b>\$ 1,758,000</b>
10	Erosion Control and Water Quality (~5% of CBI)				\$ -
11	Traffic Control (~7.5% of CBI)				\$ 132,000
12	Construction and Design Engineering (~20% of CBI)				\$ 352,000
13	Subtotal 9-12				\$ 2,242,000
14	Contingency (10%) for Misc. & Unforeseen Items				\$ 224,200
				<b>USE</b>	<b>\$ 2,470,000</b>

Median and Formal Landscape Treatments not assumed for reimbursement costs.

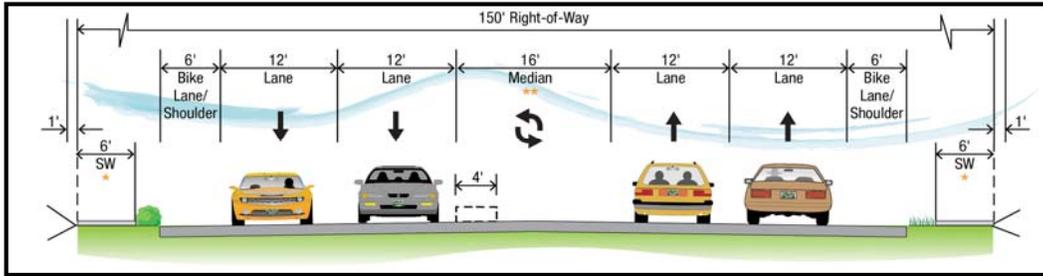
**Quantity Calculations**

**RURAL COLLECTOR (Major)**

Number of Lanes:	2	
Lane Width:	12	
Shoulder/Bike Width:	6	
Median Width:	12	
Total Pavement Width:	48 feet	(Average)
Aggregate Depth:	12 inches	
Pavement Depth:	6 inches	
Assumed Earthwork Depth:	3	(Assumes 3 foot Average Depth by 2x Paved Width)
ROW Width	120	(Use full width for Clearing & USE)
<b>Clearing &amp; Grubbing per mile (Acre):</b>	<b>14.5 (Use Full width of R/W)</b>	<b>15</b>
<b>Earthwork per mile (CY):</b>	<b>56320 (Exc. Or Embankment)</b>	<b>56,000</b>
<b>Topsoil/Reseeding per mile (Acre):</b>	<b>5.82 (Earthwork - Roadway)</b>	<b>6</b>
<b>Aggregate Base per mile (CY):</b>	<b>9387 (Class 6)</b>	<b>9,400</b>
<b>Hot Mix Asphalt per Mile (Ton):</b>	<b>10222 (Includes Emulsifieds)</b>	<b>10,200</b>

## Windsor, Colorado Conceptual Opinion of Construction Costs

Roadway Type: Rural Arterial



\*Costs do not reflect sidewalks; however, sidewalk installation should be anticipated for new development.

\*\*Median may only be required at intersections; configuration to be determined at time of improvements.

### Estimated Costs

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	18	\$ 4,000	\$ 72,000
2	Earthwork (Excavation or Embankment) CIP	CY	96,000	\$ 12	\$ 1,152,000
3	Topsoil and Reseeding	AC	10	\$ 5,000	\$ 50,000
4	Aggregate Base Course (CL 6)	CY	16,000	\$ 30	\$ 480,000
5	Hot Mix Asphalt	TN	17,500	\$ 70	\$ 1,225,000
6	Curb and Gutter - 2 foot Pan	LF	-	\$ 25	\$ -
7	Curb and Gutter - 1 foot Pan	LF	-	\$ 20	\$ -
8	Concrete Sidewalk	SY	-	\$ 50	\$ -
<b>9</b>	<b>Subtotal Construction Bid Items (CBI)</b>				<b>\$ 2,979,000</b>
<b>10</b>	<b>Erosion Control and Water Quality (~5% of CBI)</b>				<b>\$ -</b>
<b>11</b>	<b>Traffic Control (~7.5% of CBI)</b>				<b>\$ 223,000</b>
<b>12</b>	<b>Construction and Design Engineering (~20% of CBI)</b>				<b>\$ 596,000</b>
<b>13</b>	<b>Subtotal 9-12</b>				<b>\$ 3,798,000</b>
<b>14</b>	<b>Contingency (10%) for Misc. &amp; Unforeseen Items</b>				<b>\$ 379,800</b>
				<b>USE</b>	<b>\$ 4,180,000</b>

Median and Formal Landscape Treatments not assumed for reimbursement costs.

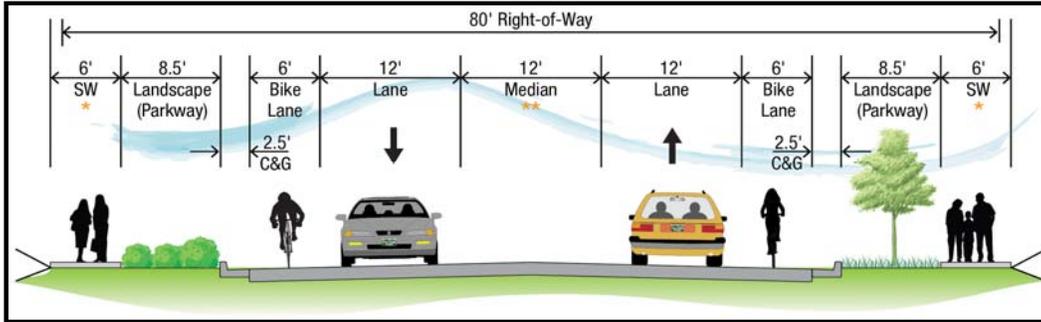
### Quantity Calculations

### RURAL ARTERIAL

Number of Lanes:	4	
Lane Width:	12	
Shoulder/Bike Width:	9	(Assumes RT Lane for 25% of Length)
Median Width:	16	
Total Pavement Width:	82 feet	(Average)
Aggregate Depth:	12 inches	
Pavement Depth:	6 inches	
Assumed Earthwork Depth:	3	(Assumes 3 foot Average Depth by 2x Paved Width)
ROW Width	150	(Use full width for Clearing & Grubbing)
		<b>USE</b>
<b>Clearing &amp; Grubbing per mile (Acre):</b>	<b>18.2 (Use Full width of R/W)</b>	<b>18</b>
<b>Earthwork per mile (CY):</b>	<b>96213 (Exc. Or Embankment)</b>	<b>96,000</b>
<b>Topsoil/Reseeding per mile (Acre):</b>	<b>9.94 (Earthwork - Roadway)</b>	<b>10</b>
<b>Aggregate Base per mile (CY):</b>	<b>16036 (Class 6)</b>	<b>16,000</b>
<b>Hot Mix Asphalt per Mile (Ton):</b>	<b>17463 (Includes Emulsifieds)</b>	<b>17,500</b>

## Windsor, Colorado Conceptual Opinion of Construction Costs

Roadway Type: Major Urban Collector



\*Costs reflect a five-foot wide sidewalk; however, sidewalk installation may be at greater width such as shown and may require additional right-of-way.

\*\*Median may only be required at intersections; configuration to be determined at time of improvements.

### Estimated Costs

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	10	\$ 4,000	\$ 40,000
2	Earthwork (Excavation or Embankment) CIP	CY	68,000	\$ 12	\$ 816,000
3	Topsoil and Reseeding	AC	7	\$ 5,000	\$ 35,000
4	Aggregate Base Course (CL 6)	CY	11,300	\$ 30	\$ 339,000
5	Hot Mix Asphalt	TN	12,400	\$ 70	\$ 868,000
6	Curb and Gutter - 2 foot Pan	LF	10,560	\$ 25	\$ 264,000
7	Curb and Gutter - 1 foot Pan	LF	-	\$ 20	\$ -
8	Concrete Sidewalk	SY	5,867	\$ 50	\$ 293,333
<b>9</b>	<b>Subtotal Construction Bid Items (CBI)</b>				<b>\$ 2,655,333</b>
<b>10</b>	<b>Erosion Control and Water Quality (~5% of CBI)</b>				<b>\$ -</b>
<b>11</b>	<b>Traffic Control (~7.5% of CBI)</b>				<b>\$ 199,000</b>
<b>12</b>	<b>Construction and Design Engineering (~20% of CBI)</b>				<b>\$ 531,000</b>
<b>13</b>	<b>Subtotal 9-12</b>				<b>\$ 3,385,333</b>
<b>14</b>	<b>Contingency (10%) for Misc. &amp; Unforeseen Items</b>				<b>\$ 338,533</b>
				<b>USE</b>	<b>\$ 3,720,000</b>

Median and Formal Landscape Treatments not assumed for reimbursement costs.

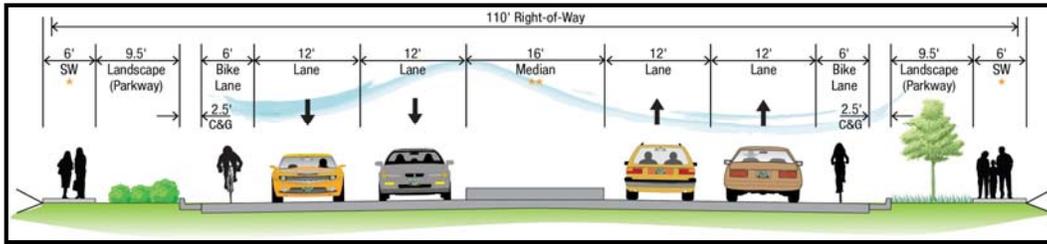
### Quantity Calculations

### URBAN COLLECTOR (Major)

Number of Lanes:	2	
Lane Width:	12	
Shoulder/Bike Width:	9	(Assumes RT Lane for 25% of Length)
Median Width:	16	
Total Pavement Width:	58 feet	(Average)
Aggregate Depth:	12 inches	
Pavement Depth:	6 inches	
Assumed Earthwork Depth:	3	(Assumes 3 foot Average)
ROW Width	80	(Use full width for Clearing & USE)
<b>Clearing &amp; Grubbing per mile (Acre):</b>	<b>9.7 (Use Full width of R/W)</b>	<b>10</b>
<b>Earthwork per mile (CY):</b>	<b>68053 (Exc. Or Embankment)</b>	<b>68,000</b>
<b>Topsoil/Reseeding per mile (Acre):</b>	<b>7.03 (Earthwork - Roadway)</b>	<b>7</b>
<b>Aggregate Base per mile (CY):</b>	<b>11342 (Class 6)</b>	<b>11,300</b>
<b>Hot Mix Asphalt per Mile (Ton):</b>	<b>12352 (Includes Emulsifieds)</b>	<b>12,400</b>
<b>Topsoil/Reseeding per mile (Acre):</b>	<b>2.67 (Earthwork - Roadway)</b>	<b>2</b>
<b>Aggregate Base per mile (CY):</b>	<b>0 (Class 6)</b>	<b>-</b>
<b>Hot Mix Asphalt per Mile (Ton):</b>	<b>0 (Includes Emulsifieds)</b>	<b>-</b>

## Windsor, Colorado Conceptual Opinion of Construction Costs

Roadway Type: 4-Lane Urban Arterial



\*Costs reflect a five-foot wide sidewalk; however, sidewalk installation may be at greater width such as shown and may require additional right-of-way.

\*\*Median may only be required at intersections; configuration to be determined at time of improvements.

### Estimated Costs

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	13	\$ 4,000	\$ 52,000
2	Earthwork (Excavation or Embankment) CIP	CY	96,000	\$ 12	\$ 1,152,000
3	Topsoil and Reseeding	AC	10	\$ 5,000	\$ 50,000
4	Aggregate Base Course (CL 6)	CY	16,000	\$ 30	\$ 480,000
5	Hot Mix Asphalt	TN	17,500	\$ 70	\$ 1,225,000
6	Curb and Gutter - 2 foot Pan	LF	10,560	\$ 25	\$ 264,000
7	Curb and Gutter - 1 foot Pan	LF	10,560	\$ 20	\$ 211,200
8	Concrete Sidewalk	SY	5,867	\$ 50	\$ 293,333
<b>9</b>	<b>Subtotal Construction Bid Items (CBI)</b>				<b>\$ 3,727,533</b>
<b>10</b>	<b>Erosion Control and Water Quality (~5% of CBI)</b>				<b>\$ -</b>
<b>11</b>	<b>Traffic Control (~7.5% of CBI)</b>				<b>\$ 280,000</b>
<b>12</b>	<b>Construction and Design Engineering (~20% of CBI)</b>				<b>\$ 746,000</b>
<b>13</b>	<b>Traffic Signal</b>	EA	1	\$ 250,000	<b>\$ 250,000</b>
<b>14</b>	<b>Subtotal 9-13</b>				<b>\$ 5,003,533</b>
<b>15</b>	<b>Contingency (10%) for Misc. &amp; Unforeseen Items</b>				<b>\$ 500,353</b>
				<b>USE</b>	<b>\$ 5,500,000</b>

Median and Formal Landscape Treatments not assumed for reimbursement costs.

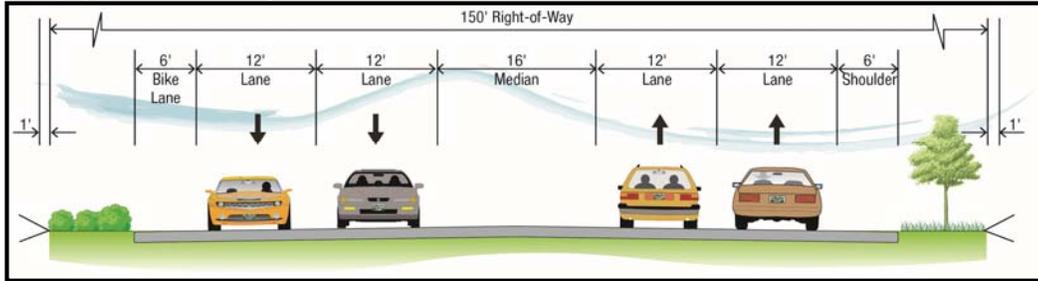
### Quantity Calculations

### URBAN ARTERIAL (4-Lane)

Number of Lanes:	4	
Lane Width:	12	
Shoulder/Bike Width:	9	(Assumes RT Lane for 25% of Length)
Median Width:	16	
Total Pavement Width:	82 feet	(Average)
Aggregate Depth:	12 inches	
Pavement Depth:	6 inches	
Assumed Earthwork Depth:	3	(Assumes 3 foot Average)
ROW Width	110	(Use full width for Clearing & USE)
<b>Clearing &amp; Grubbing per mile (Acre):</b>	<b>13.3 (Use Full width of R/W)</b>	<b>13</b>
<b>Earthwork per mile (CY):</b>	<b>96213 (Exc. Or Embankment)</b>	<b>96,000</b>
<b>Topsoil/Reseeding per mile (Acre):</b>	<b>9.94 (Earthwork - Roadway)</b>	<b>10</b>
<b>Aggregate Base per mile (CY):</b>	<b>16036 (Class 6)</b>	<b>16,000</b>
<b>Hot Mix Asphalt per Mile (Ton):</b>	<b>17463 (Includes Emulsifieds)</b>	<b>17,500</b>
<b>Topsoil/Reseeding per mile (Acre):</b>	<b>2.67 (Earthwork - Roadway)</b>	<b>2</b>
<b>Aggregate Base per mile (CY):</b>	<b>0 (Class 6)</b>	<b>-</b>
<b>Hot Mix Asphalt per Mile (Ton):</b>	<b>0 (Includes Emulsifieds)</b>	<b>-</b>

**Windsor, Colorado**  
**Conceptual Opinion of Construction Costs**

Roadway Type: Rural Widening



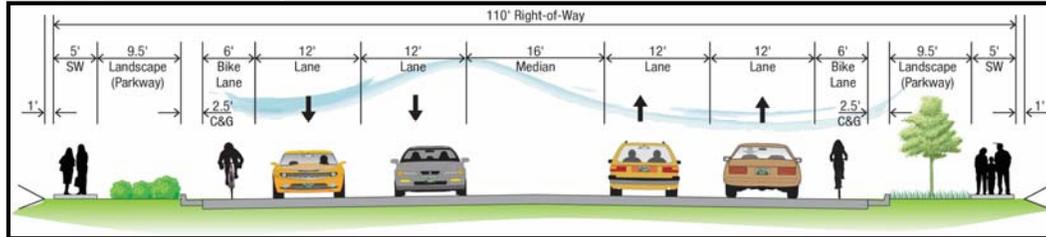
*Completed Widening Section*

**Estimated Costs**

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	9	\$ 4,000	\$ 36,000
2	Remove Existing Pavement Edge (Shoulder)	SF	20,000	\$ 1	\$ 20,000
3	Earthwork (Excavation or Embankment) CIP	CY	57,600	\$ 12	\$ 691,200
4	Reset Existing Features	LS	1	\$ 25,000	\$ 25,000
5	Topsoil and Reseeding	AC	9	\$ 2,000	\$ 18,000
6	Aggregate Base Course (CL 6)	CY	9,600	\$ 30	\$ 288,000
7	Hot Mix Asphalt	TN	10,500	\$ 70	\$ 735,000
8	<b>Subtotal Construction Bid Items (CBI)</b>				<b>\$ 1,813,200</b>
9	<b>Erosion Control and Water Quality (~5% of CBI)</b>				<b>\$ -</b>
10	<b>Traffic Control (~7.5% of CBI)</b>				<b>\$ 136,000</b>
11	<b>Construction and Design Engineering (~20% of CBI)</b>				<b>\$ 363,000</b>
12	<b>Subtotal 8-11</b>				<b>\$ 2,312,200</b>
13	<b>Contingency (10%) for Misc. &amp; Unforeseen Items</b>				<b>\$ 231,220</b>
				<b>USE</b>	<b>\$ 2,540,000</b>

## Windsor, Colorado Conceptual Opinion of Construction Costs

Roadway Type: Urban Widening



Completed Widening Section

### Estimated Costs

ITEM No.	Description	Unit	Quantity (per Mile)	Unit Cost	Per Mile Cost
1	Clearing and Grubbing	AC	8	\$ 4,000	\$ 32,000
2	Remove Existing Pavement Edge (Curb/walk)	LF	5,300	\$ 15	\$ 79,500
3	Earthwork (Excavation or Embankment) CIP	CY	57,600	\$ 12	\$ 691,200
4	Reset Existing Features (Signs etc.)	LS	1	\$ 100,000	\$ 100,000
5	Topsoil and Reseeding	AC	8	\$ 2,000	\$ 16,000
6	Aggregate Base Course (CL 6)	CY	6,336	\$ 30	\$ 190,080
7	Hot Mix Asphalt	TN	6,336	\$ 70	\$ 443,520
8	Concrete Sidewalk (5 Foot Wide + median)	SY	4,150	\$ 50	\$ 207,500
9	Curb and Gutter (1 side + median)	LF	10,500	\$ 25.0	\$ 262,500
10	Traffic Signal Modification (2 legs)	EA	1	\$ 125,000	\$ 125,000
11	<b>Subtotal Construction Bid Items (CBI)</b>				<b>\$ 2,147,300</b>
12	Erosion Control and Water Quality (~5% of CBI)				\$ -
13	Drainage Modifications and Connections (~4% of CBI)				\$ 86,000
14	Traffic Control (~7.5% of CBI)				\$ 215,000
15	Construction and Design Engineering (~20% of CBI)				\$ 429,000
16	<b>Subtotal 11-15</b>				<b>\$ 2,877,300</b>
17	Contingency (10%) for Misc. & Unforeseen Items				\$ 287,730
				<b>USE</b>	<b>\$ 3,170,000</b>

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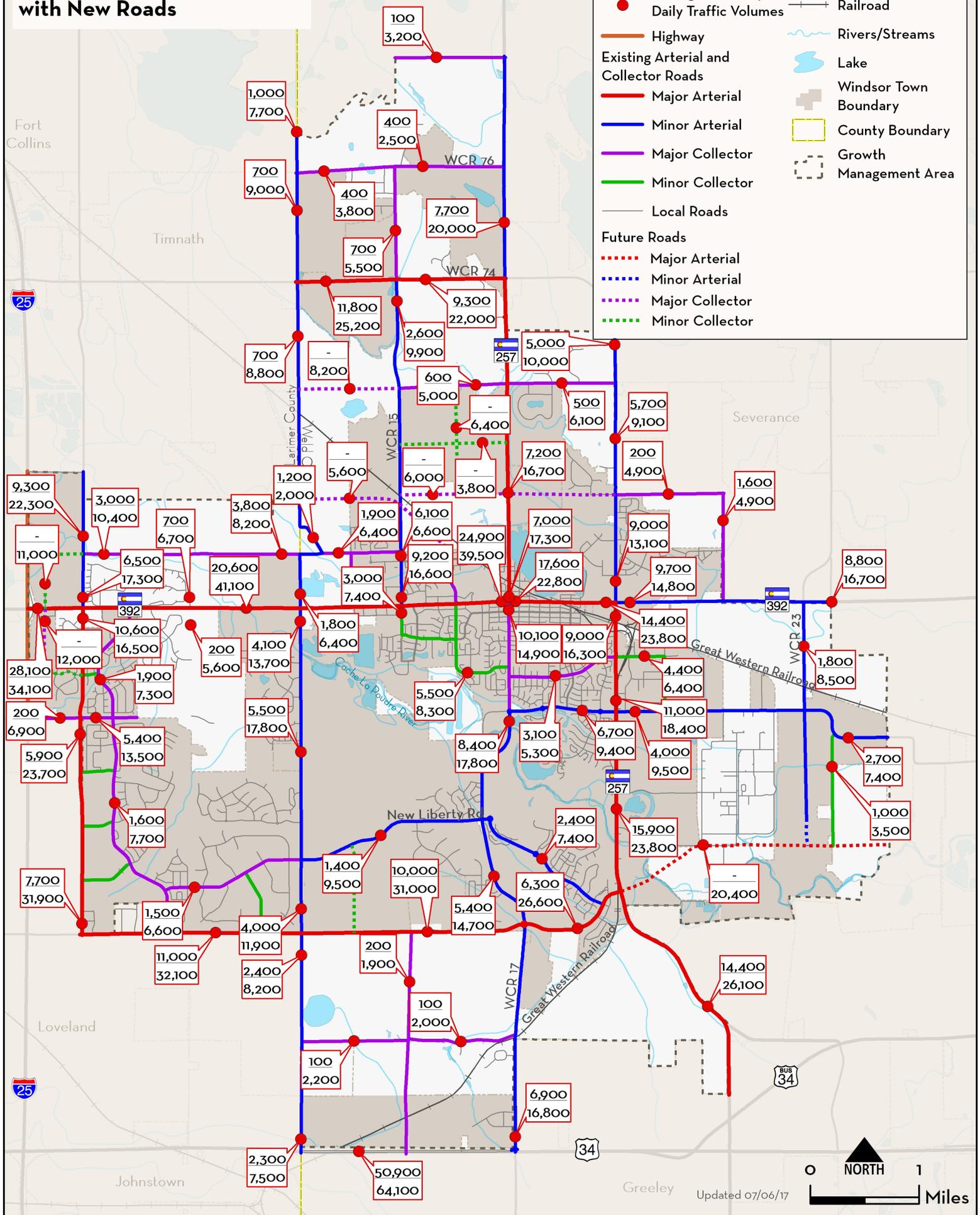
# Traffic Counts and Forecasts with New Roads

**Legend**

- Average Weekday Daily Traffic Volumes
- Highway
- Existing Arterial and Collector Roads
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads
- Railroad
- ~ Rivers/Streams
- Lake
- + Windsor Town Boundary
- County Boundary
- Growth Management Area

**Future Roads**

- ⋯ Major Arterial
- ⋯ Minor Arterial
- ⋯ Major Collector
- ⋯ Minor Collector



**2040 - Windsor Roadway Master Plan**  
**Roadway System Inventory and Analysis**

Road	Minor Collectors (Not Major Road System)	State Highway	Segment	Segment Length (Miles)	Average Daily Traffic			VMT		Capacity Analysis / Improvement Needs								
					Existing Counts	Count Year	2040 Model	2040 Forecasts (Manually Adjusted)	Existing	2,040	Funclass	Existing Thru Lanes	Existing Capacity (LOS C) (VPD)	Existing V/C	2040 No Action V/C	Preliminary 2040 Improvement Need	Capacity with Improvement	Estimated Construction Cost
<b>Existing Roads</b>																		
WCR 78			WCR 15 - WDR 17	1.0	106	2012	5,440	3,200	106	3,200	Rural Maj Coll (Gravel)	2	200	0.70	16.00	Pave	8,000	\$ 2,470,000
WCR 76			WCR 13 - WCR 15	1.0	391	2013	9,387	3,800	391	3,800	Rural Major Collector	2	8,000	0.05	0.48			
WCR 76			WCR 15 - WCR 17	1.0	383	2017	6,580	2,500	383	2,500	Rural Major Collector	2	8,000	0.04	0.31			
WCR 74			WCR 13 - WCR 15	1.0	11,767	2015	23,725	25,200	11,767	25,200	Rural Major Arterial	2	15,000	0.78	1.68	Widen to 4 Lanes	30,000	\$ 2,540,000
WCR 74			WCR 15 - WCR 17	1.0	9,346	2013	19,935	22,000	9,346	22,000	Rural Major Arterial	2	15,000	0.65	1.47	Widen to 4 Lanes	30,000	\$ 2,540,000
WCR 72			WCR 15 - SH 257	1.0	630	2017	4,679	5,000	630	5,000	Rural Major Collector	2	8,000	0.06	0.63			
WCR 72			SH 257 - WCR 19	1.0	496	2014	8,116	6,100	496	6,100	Rural Major Collector	2	8,000	0.07	0.76			
WCR 70			WCR 19 - WCR 21	1.0	166	2013	10,850	4,900	166	4,900	Rural Major Collector	2	8,000	0.02	0.61			
LCR 32e			LCR 5 - LCR 3	1.0	3,000	2015	13,485	10,400	3,000	10,400	Rural Major Collector	2	8,000	0.38	1.30	Monitor for Needs		
LCR 32e			LCR 3 - WCR 13	1.2	3,800	2015	9,866	8,200	4,560	9,840	Rural Major Collector	2	8,000	0.48	1.03	Monitor for Needs		
WCR 68			WCR 13 - WCR 15	0.8	1,904	2014	10,304	6,400	1,523	5,120	Urban Major Collector	2	11,000	0.17	0.58			
SH 392	Yes		I-25 to Westgate Dr	0.25	28,099	2016	19,012	34,100	7,025	8,525	Rural Major Arterial	4	30,000	0.93	1.14	Study to Determine		
SH 392	Yes		Westgate Dr - WCR 3	1.25	20,560	2017	34,536	41,100	25,700	51,375	Rural Major Arterial	2	15,000	1.28	2.74	Widen to 4 Lanes	30,000	\$ 1,587,500
SH 392	Yes		LCR 3 - WCR 13	1.00	20,560	2017	34,536	41,100	20,560	41,100	Rural Major Arterial	2	15,000	1.28	2.74	Widen to 4 Lanes	30,000	\$ 2,540,000
SH 392	Yes		WCR 13 - WCR 17	2.0	24,870	2016	31,647	39,500	49,740	79,000	Urban Major Arterial	4	30,000	0.81	1.32	Study to Determine		
SH 392	Yes		WCR 17 - 3rd St.	0.4	17,554	2016	20,363	22,800	7,022	9,120	Urban Major Arterial	2	15,000	1.16	1.52	Study to Determine		
SH 392	Yes		3rd St - WCR 19	0.6	14,402	2013	21,851	23,800	8,641	14,280	Urban Major Arterial	4	30,000	0.50	0.79			
SH 392	Yes		WCR 19 - WCR 21	1.0	9,657	2016	16,240	14,800	9,657	14,800	Urban Minor Arterial	2	11,000	0.86	1.35	Widen to 4 Lanes	30,000	\$ 3,170,000
SH 392	Yes		WCR 21 - East of WCR 23	1.0	8,772	2015	17,148	16,700	8,772	16,700	Rural Minor Arterial	2	11,000	0.80	1.52	Widen to 4 Lanes	30,000	\$ 2,540,000
Stone Mtn Dr/11th St	Minor		SH 292 - SH 257	1.1	5,500	2015	6,597	8,300	6,050	9,130	Urban Minor Collector	2	11,000	0.50	0.75			
Garden Dr			WCR 17 - SH 257	1.1	3,110	2017	3,348	5,300	3,421	5,830	Urban Major Collector	2	11,000	0.25	0.48			
Garden Dr/Diamond Val Dr	Minor		SH 257 - Eastman Pk Dr	0.8	4,370	2017	3,954	6,400	3,496	5,120	Rural Minor Collector	2	8,000	0.52	0.80			
LCR 30			Westgate - Fairgrounds Ave	0.4	170	2015	6,804	6,900	68	2,760	Urb Maj Coll (Gravel)	2	11,000	0.02	0.63	Pave	8,000	\$ 988,000
LCR 30			Fairgds Ave - E/of Highland Mdw Pkwy	0.6	5,420	2013	7,741	13,500	3,252	8,100	Urban Major Collector	2	11,000	0.59	1.23	Widen to 4 Lanes	22,000	\$ 1,902,000
LCR 30			E/of Highland Mdw Pkwy - LCR 3	0.6	180	2015	9,526	5,600	108	3,360	Rural Coll (Gravel)	2	200	0.90	28.00			
Eastman Pk Dr			WCR 17 - SH 257	1.0	6,676	2016	8,390	9,400	6,676	9,400	Rural Minor Arterial	2	11,000	0.60	0.85			
Eastman Pk Dr			SH 257 - WCR 23	2.2	4,037	2013	7,926	9,500	8,881	20,900	Rural Minor Arterial	2	11,000	0.39	0.86			
Eastman Pk Dr			WCR 23 - GMA Line	0.7	2,687	2013	9,471	7,400	1,881	5,180	Rural Minor Arterial	2	11,000	0.26	0.67			
Steeplechase Dr			Highland Mdw Pkwy - WCR 13	1.3	1,540	2017	13,462	6,600	2,002	8,580	Rural Major Collector	2	8,000	0.18	0.83			
New Liberty Rd			WCR 13 - WCR 17	1.8	1,400	2017	19,996	9,500	2,520	17,100	Urban Minor Arterial	2	11,000	0.12	0.86			
New Liberty Rd			WCR 17 - Crossroads Blvd	0.7	2,430	2017	11,266	7,400	1,701	5,180	Urban Minor Arterial	2	11,000	0.19	0.67			
Crossroads Blvd			Fairgrounds Ave - WCR 13	2.0	11,000	2015	21,975	32,100	22,000	64,200	Rural Major Arterial	2	15,000	0.73	2.14	Widen to 4 Lanes	30,000	\$ 5,080,000
Crossroads Blvd			WCR 13 - WCR 17	2.0	10,002	2016	20,984	31,000	20,004	62,000	Rural Major Arterial	2	15,000	0.63	2.07	Widen to 4 Lanes	30,000	\$ 5,080,000
Crossroads Blvd			WCR 17 - SH 257	1.0	6,270	2017	26,614	26,600	6,270	26,600	Rural Major Arterial	4	30,000	NA	0.89			
WCR 60			WCR 13 - WCR 15	1.0	67	2012	6,912	4,200	67	4,200	Rural Coll (Gravel)	2	200	0.48	21.00	Pave	8,000	\$ 2,470,000
WCR 60			WCR 15 - WCR 17	1.0	75	2012	10,180	4,000	75	4,000	Rural Coll (Gravel)	2	200	0.55	20.00	Pave	8,000	\$ 2,470,000
LCR 5			LCR 32e - GMA Line	0.7	9,315	2016	18,221	22,300	6,521	15,610	Urban Minor Arterial	2	11,000	0.81	2.03	Widen to 4 Lanes	22,000	\$ 2,219,000
LCR 5			SH 392 - LCR 32e	0.5	6,500	2015	11,038	17,300	3,250	8,650	Urban Minor Arterial	2	11,000	0.59	1.57	Widen to 4 Lanes	22,000	\$ 1,585,000
Fairgrounds Ave			LCR 30 - SH 392	1.0	10,611	2015	11,121	16,500	10,611	16,500	Urban Major Arterial	2	15,000	0.71	1.10	Widen to 4 Lanes	30,000	\$ 3,170,000
Fairgrounds Ave			Crooked Stick Dr - LCR 30	1.0	5,924	2013	24,300	23,700	5,924	23,700	Urban Major Arterial	2	15,000	0.44	1.58	Widen to 4 Lanes	30,000	\$ 3,170,000
Fairgrounds Ave			Crossroads Blvd - Crooked Stick Dr	1.0	7,700	2016	30,686	31,900	7,700	31,900	Urban Major Arterial	2	15,000	0.48	2.13	Widen to 4 Lanes	30,000	\$ 3,170,000
Highland Meadows Pkwy			LCR 30 - SH 392	1.0	1,900	2017	6,105	5,100	1,900	5,100	Urban Major Collector	2	11,000	0.16	0.46			
Highland Meadows Pkwy			Crossroads Blvd - LCR 30	2.4	1,610	2017	6,726	7,300	3,864	17,520	Urban Major Collector	2	11,000	0.13	0.66			
LCR 3			SH 392 - LCR 32e	0.5	650	2015	6,248	6,700	325	3,350	Rural Major Collector	2	8,000	0.08	0.84			
LCR 3			LCR 30 - SH 392	1.0	180	2015	9,526	5,600	180	5,600	Rural Coll (Gravel)	2	200	0.90	28.00			
WCR 13			WCR 76 - GMA Line	0.4	994	2015	6,273	7,700	398	3,080	Rural Minor Arterial	2	11,000	0.09	0.70			
WCR 13			WCR 74 - WCR 76	1.0	661	2013	10,222	9,000	661	9,000	Rural Minor Arterial	2	11,000	0.07	0.82			
WCR 13			WCR 72 - WCR 76	1.0	675	2012	9,518	8,800	675	8,800	Rural Minor Arterial	2	11,000	0.08	0.80			
WCR 13			LCR 32.e - WCR 72	1.5	1,197	2015	6,443	2,000	1,796	3,000	Rural Minor Arterial	2	11,000	0.11	0.18			
WCR 13			SH 392 - LCR 32e	0.5	1,800	2015	8,539	6,400	900	3,200	Rural Minor Arterial	2	11,000	0.16	0.58			
WCR 13			Kaplan Dr - SH 392	1.2	4,083	2013	13,593	13,700	4,900	16,440	Rural Minor Arterial	2	11,000	0.41	1.25	Widen to 4 Lanes	22,000	\$ 3,048,000
WCR 13			Steeplechase - Kaplan St	1.2	5,539	2016	11,965	17,800	6,647	21,360	Rural Minor Arterial	2	11,000	0.48	1.62	Widen to 4 Lanes	22,000	\$ 3,048,000
WCR 13			Crossroads Blvd - Steeplechase	0.6	3,973	2015	11,672	11,900	2,384	7,140	Rural Minor Arterial	2	11,000	0.36	1.08	Widen to 4 Lanes	22,000	\$ 1,524,000
WCR 13			WCR 60 - Crossroads Blvd	1.0	2,400	2015	10,166	8,200	2,400	8,200	Rural Minor Arterial	2	11,000	0.22	0.75			
WCR 13			US 34 to WCR 60	1.0	2,300	2015	9,831	7,500	2,300	7,500	Rural Minor Arterial	2	11,000	0.21	0.68			
WCR 15			WCR 74 - WCR 76	1.0	709	2015	9,745	4,500	709	4,500	Rural Major Collector	2	8,000	0.09	0.56			
WCR 15			WCR 70 - WCR 74	2.0	2,625	2015	7,336	9,900	5,250	19,800	Urban Minor Arterial	2	11,000	0.24	0.90			
WCR 15			LCR 32e - WCR 70	0.5	6,090	2015	7,780	6,600	3,045	3,300	Urban Minor Arterial	2	11,000	0.55	0.60			
WCR 15			SH 392 - LCR 32e	0.5	9,248	2015	11,936	16,600	4,624	8,300	Urban Minor Arterial	2	11,000	0.84	1.51	Widen to 4 Lanes	30,000	\$ 1,585,000
WCR 15	Minor		Walnut St - SH 392	0.2	3,021	2012	7,347	7,400	604	1,480	Urban Minor Collector	2	11,000	0.30	0.67			
WCR 15			US 34 - Crossroads Blvd	2.0	150	2012	2,830	1,900	300	3,800	Rural Coll (Gravel)	2	200	1.07	9.50	Pave	8,000	\$ 4,940,000
SH 257/WCR 17	Yes		WCR 74 to WCR 78	2.0	7,730	2017	13,671	20,000	15,460	40,000	Rural Minor Arterial	2	11,000	0.64	1.82	Widen to 4 Lanes	22,000	\$ 5,080,000
SH 257/WCR 17	Yes																	

Road	Minor Collectors (Not Major Road System)	State Highway	Segment	Segment Length (Miles)	Average Daily Traffic				VMT		Capacity Analysis / Improvement Needs								
					Existing Counts	Count Year	2040 Model	2040 Forecasts (Manually Adjusted)	Existing	2,040	Funclass	Existing Thru Lanes	Existing Capacity (LOS C) (VPD)	Existing V/C	2040 No Action V/C	Preliminary 2040 Improvement Need	Capacity with Improvement	Estimated Construction Cost	
WCR 19			SH 392 - WCR 70	1.0	9,000	2017	7,818	13,100	9,000	13,100	Urban Minor Arterial	2	11,000	0.76	1.19	Widen to 4 Lanes	30,000	\$ 1,585,000	
SH 257/WCR 19		Yes	Garden Dr - SH 392	0.5	9,009	2015	11,504	16,300	4,505	8,150	Urban Major Arterial	2	15,000	0.60	1.09	Widen to 4 Lanes	30,000	\$ 1,585,000	
SH 257/WCR 19		Yes	Eastman Park Dr - Garden Dr	0.5	10,976	2015	11,869	18,400	5,488	9,200	Urban Major Arterial	2	15,000	0.73	1.23	Widen to 4 Lanes	30,000	\$ 1,585,000	
SH 257/WCR 19		Yes	Crossroads Blvd - Eastman Park Dr	0.8	15,920	2017	14,294	23,800	12,736	19,040	Rural Major Arterial	2	15,000	1.02	1.59	Widen to 4 Lanes	30,000	\$ 2,032,000	
SH 257/WCR 19		Yes	GMA Line t- Crossroads Blvd	2.2	14,431	2016	17,942	26,100	31,748	57,420	Rural Major Arterial	2	15,000	0.93	1.74	Widen to 4 Lanes	30,000	\$ 5,588,000	
WCR 21			WCR 70 - SH 392	1.0	1,620	2016	5,500	4,900	1,620	4,900	Rural Major Collector	2	8,000	0.20	0.61				
WCR 23 Great Western Dr			SH 392 - Eastman Park Dr	1.0	1,789	2014	6,145	8,500	1,789	8,500	Rural Minor Arterial	2	11,000	0.17	0.77				
WCR 23			Eastman Park Dr - Cache la Poudre	1.3	1,000	2014	3,734	3,500	1,300	4,550	Rural Major Collector	2	8,000	0.13	0.44				
<b>New Roads</b>																			
WCR 72			WCR 13 - WCR 15	1.0			8,158	8,200		8,200	Urban Major Collector	2	11,000		0.75	New Road	11,000	\$ 3,720,000	
WCR 70.5	Minor		WCR 15 - WCR 17	1.0			3,786	3,800	-	3,800	Urban Minor Collector	2	11,000		0.35	New Road	11,000	\$ 3,720,000	
WCR 70			WCR 13 - WCR 15	1.0			5,600	5,600	-	5,600	Urban Major Collector	2	11,000		0.51	New Road	11,000	\$ 3,720,000	
WCR 70			WCR 15 - WCR 19	2.0				9,200		18,400	Urban Major Collector	2	11,000		0.84	New Road	11,000	\$ 7,440,000	
WCR 70			WCR 15 - WCR 68.5	0.7			5,998	6,000	-	4,200	Urban Major Collector	2	11,000		0.55	New Road	11,000	\$ 2,604,000	
Crossroads Blvd Extension			SH 257 - GMA Line	2.7			20,376	20,400	-	55,080	Rural Major Arterial	4	30,000		0.68	New Road	30,000	\$ 11,286,000	
Westgate Drive	Minor		SH 392 to LCR 5/32e	0.8			10,979	11,000	-	8,800	Urban Minor Collector	2	11,000		1.00	New Road & Monitor	11,000	\$ 2,976,000	
Westgate Drive			SH 392 to LCR 30	1.0			11,957	12,000	-	12,000	Urban Major Collector	2	11,000		1.09	New Road & Monitor	11,000	\$ 3,720,000	
WCR 15.5	Minor		WCR 70 to WCR 72	1.0			6,350	6,400	-	6,400	Urban Minor Collector	2	11,000		0.58	New Road	11,000	\$ 3,720,000	
										488,369	1,287,820								
																	<b>Grand Total including Minor Collectors</b>	<b>\$ 142,115,500</b>	
																	<b>Grand Total Major Streets</b>	<b>\$ 131,699,500</b>	



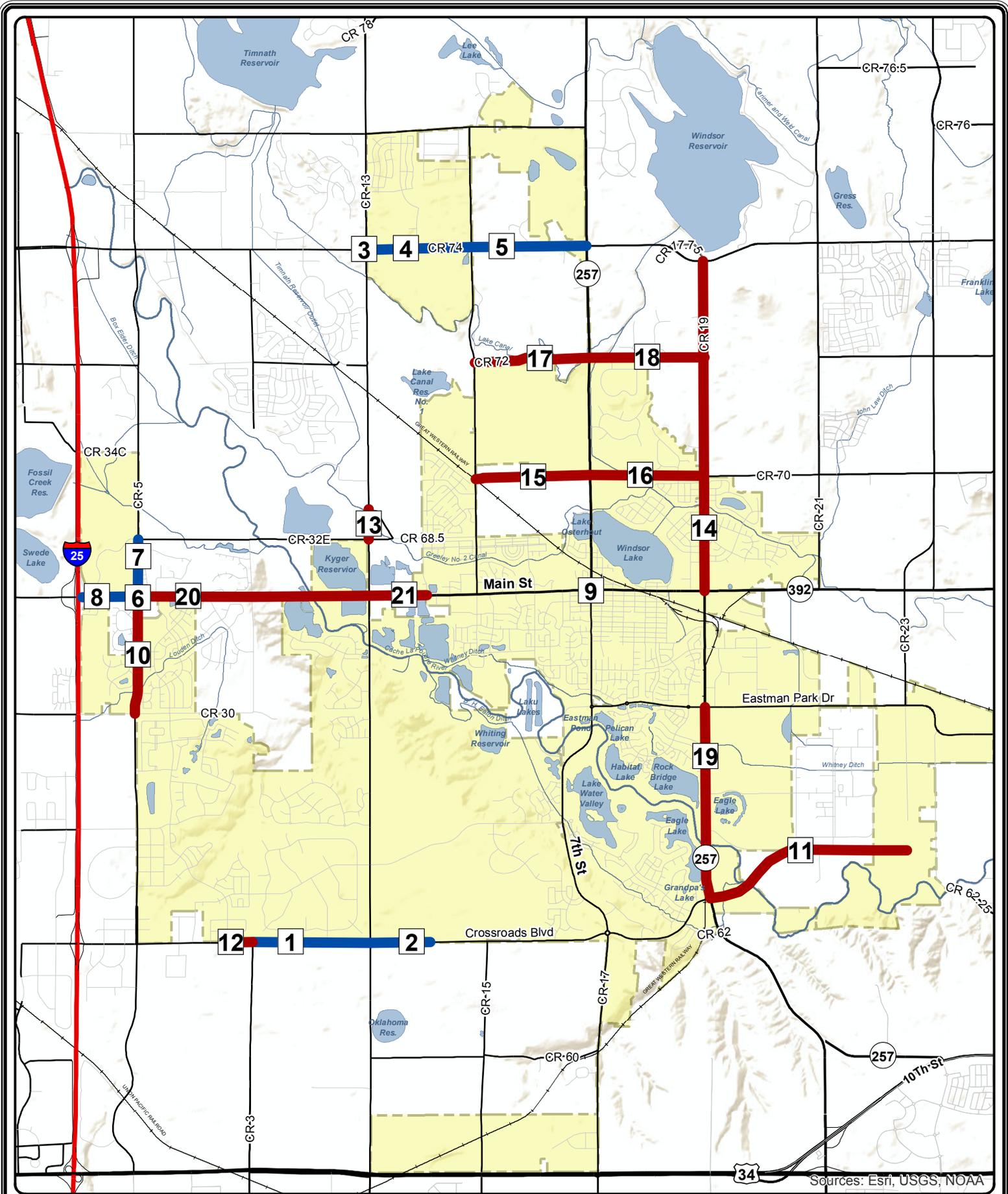
## ROADWAY IMPROVEMENT PLAN PRIORITIZATION

The Roadway Improvement Plan Prioritization (RIPP) Team, consisting of representatives from Town Manager's department, Police, Public Works, Engineering and Planning, reviewed the recently adopted Roadway Improvement Plan and prepared the following observations for consideration. The projects outlined in the below table are not listed in any order of priority; however, they have been grouped into the following categories:

- **Near Term Projects:** These projects may be associated with pending development or other Town projects.
- **Long Term Projects:** These projects are generally only feasible over longer periods of time and may require multiple year budgeting. Although these are also priority projects, they necessitate incremental planning and implementation. These projects may initially only involve the purchase of right-of-way.

Near Term Projects		
Project Number	Project Name/Component	Description
1	Crossroads Blvd.	LCR 3 to WCR 13 <ul style="list-style-type: none"> <li>• Expand to 4 lanes between LCR 3 and WCR 13</li> <li>• This road segment is in unincorporated Larimer County but is currently maintained by Windsor per IGA</li> </ul>
2	Crossroads Blvd.	WCR 13 to Covered Bridge Parkway <ul style="list-style-type: none"> <li>• Expand to 4 lanes between WCR 13 and roundabout</li> <li>• Adjacent RainDance Subdivision potential partnership</li> </ul>
3	Harmony/WCR 13 Intersection	Installation of traffic signal <ul style="list-style-type: none"> <li>• Town of Timnath has plans to install traffic signal at Harmony Rd. and WCR 13</li> <li>• Rocky Mountain Sports Park traffic impact study indicates northbound and southbound movements currently failing</li> </ul>
4	Harmony Rd.	WCR 13 to WCR 15 <ul style="list-style-type: none"> <li>• In conjunction with the Ridge at Harmony Road, the Town has retained an engineer to prepare exhibits pertaining to right-of-way acquisition agreements with adjacent property owners</li> <li>• Expand to 4 lanes including landscape median to mimic Timnath</li> </ul>
5	Harmony Rd.	WCR 15 to SH 257 <ul style="list-style-type: none"> <li>• In conjunction with Rocky Mountain Sports Park, expand to 4 lanes including landscape median</li> </ul>
6	LCR 5/SH 392 Intersection	<ul style="list-style-type: none"> <li>• The Town has retained Felsburg, Holt and Ullevig and is currently reviewing intersection for necessary improvements</li> </ul>
7	LCR 5	SH 392 to LCR 32E <ul style="list-style-type: none"> <li>• In conjunction with Ptarmigan Business Park, plans include expansion and roundabouts at Oakmont Lane and LCR 32E</li> </ul>
8	SH 392	I-25 to LCR 5 <ul style="list-style-type: none"> <li>• Expand to 4 lanes</li> <li>• Existing volume/capacity already identified as 1.28, indicating volumes exceeding level of service C</li> <li>• Potential partnership in conjunction with adjacent Ptarmigan Business Park development plans</li> </ul>

9	7 <sup>th</sup> & SH 392 Intersection	Add northbound double left turn <ul style="list-style-type: none"> <li>• Potential cost effective improvement at a high profile intersection</li> <li>• See sketch</li> </ul>
Long Term Projects		
Project Number	Project Name/Component	Description
10	LCR 5	LCR 30 to SH 392 (portions in Larimer County) <ul style="list-style-type: none"> <li>• Challenges with existing developments in vicinity of PVREA</li> </ul>
11	Crossroads Blvd.	SH 257 to Great Western Drive <ul style="list-style-type: none"> <li>• Grant application for 60% design approved</li> <li>• RFP released 2/23/18 with 3/20/18 deadline</li> </ul>
12	Crossroads Blvd.	Highland Meadows Parkway to LCR 3 (in Loveland) <ul style="list-style-type: none"> <li>• Expand to 4 lanes</li> <li>• Loveland recent planning efforts for this stretch of Crossroads</li> </ul>
13	WCR 13	North of LCR 32E/Jacoby Road to straighten jog <ul style="list-style-type: none"> <li>• Provides a north-south alternative between SH 392 and Harmony</li> <li>• Potential efficiencies in acquisition of right-of-way and construction in conjunction with City of Thornton water pipeline</li> <li>• Potential partners in Timnath and both counties</li> </ul>
14	WCR 19	SH 392 to Harmony Road <ul style="list-style-type: none"> <li>• Potential discussion with CDOT regarding realignment of SH 257 to follow WCR 19</li> </ul>
15	WCR 70	WCR 15 to SH 257 <ul style="list-style-type: none"> <li>• This is a new road that would provide an east-west alternative to Main St.</li> </ul>
16	WCR 70	SH 257 to WCR 19 <ul style="list-style-type: none"> <li>• This is a new road that would provide an east-west alternative to Main St. through downtown</li> </ul>
17	WCR 72	WCR 15 to WCR SH 257 <ul style="list-style-type: none"> <li>• Widen and improve two lanes to Town standards</li> <li>• East-west alternative to Main St.</li> </ul>
18	WCR 72	SH 257 to WCR 19 <ul style="list-style-type: none"> <li>• Widen and improve two lanes to Town standards</li> <li>• East-west alternative to Main St.</li> </ul>
19	SH 257	Crossroads Blvd to Eastman Park Dr. <ul style="list-style-type: none"> <li>• Existing volume/capacity already identified as 1.02, indicating volumes exceeding level of service C</li> </ul>
20	SH 392	LCR 5 to LCR 3 <ul style="list-style-type: none"> <li>• Existing volume/capacity already identified as 1.28, indicating volumes exceeding level of service C</li> </ul>
21	SH 392	LCR 3 to 17 <sup>th</sup> St <ul style="list-style-type: none"> <li>• Expand to 4 lane (including bridge)</li> <li>• Existing volume/capacity between LCR 3 and WCR 13 is already identified as 1.28, indicating volumes exceeding level of service C</li> <li>• Existing volume/capacity between WCR 13 and WCR 17 is currently identified as 0.81 and is forecast to be 1.32 by 2040 (the plan recommends this segment be studied to determine improvement need)</li> </ul>



Sources: Esri, USGS, NOAA

# Roadway Improvement Plan



- Long Term
- Near Term
- Windsor Corporate Limits - 25.6 sqmi



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 Created: 10/28/2009  
 Created by: stonerich  
 File: RIPP\_Map



# Harmony Road Windsor

