

From: Daniel Sailer <DSailer@crgov.com>

Sent: Monday, April 19, 2021 10:32 AM

To: Owen Ballou [REDACTED]

Cc: Dave Corliss <DCorliss@crgov.com>; Jack Cauley <JCauley@crgov.com>; TownCouncil Mailbox <towncouncil@crgov.com>; Tara Vargish <TVargish@crgov.com>

Subject: FW: Timber Canyon Neighborhood – Resident Concerns

Hello Owen,

We've had a chance to review your most recent input (attached). I've used the reference numbers in the attached to provide our additional feedback:

Item 1a & 2a: A traffic evaluation connected with the widening project indicated that a right turn lane was not necessary to provide acceptable service levels. We have completed some random observations and have not witnessed incidents of close calls for rear-end type accidents. We have estimated the cost to construct a right turn lane, which due to existing utility infrastructure in the vicinity, is estimated to cost well above a typical turn lane. Because the benefit is anticipated to be low in relationship to the cost, this improvement is not being recommended by staff.

Item 2b: We will be making adjustments to the current signs. The attached graphic (second attachment) provides a summary of the changes that will be occurring this month.

Item 3b, 3bi & 3bii: We understand the HOA's perspective. The Town is sympathetic, and we wish we could fund all requested community projects. Due to finite revenue streams, we currently have many more projects identified than our abilities to fund. While we continually look to leverage our funds with partnerships, as well as by assessing potential new revenue streams, we need to prioritize all projects. The funding of noise mitigation measures is deemed a lower priority in relationship to currently identified projects. Staff is not recommending noise mitigation measures be funded by the Town. During our update to Town Council to seek direction on the intersection traffic control visioning for various intersections along Crowfoot Valley Road on April 20th, we will share the HOA's request to have Town Council take up the review of your noise mitigation request to determine if they would like staff to put this on a future Town Council agenda. In 2017 Town Council did receive information on Engine Break Mufflers, and chose not to take action to restrict their use. We would also not recommend this at this time based on the safety element they assist with.

Item 6a: We are happy to work with some timeframes that are convenient for you to meet and review some of the concrete damage concerns. If you would like to propose some dates and time that work for you in the near future, we'll work with you to get this set up.

Item 7c: Please feel free to reach out to me directly with any concerns about lack of follow up items. I can be reached at: dsailer@crgov.com, or 720-733-2470. During active snow operations, staff does its best to respond to all contacts in a timely manner. Responses may be longer during these times of higher contact volume.

Item 7e: This sign has been installed



Item 7f: We are currently working with the contractor to complete this work as soon as possible. As of this writing, we have not received a firm timeframe but will pass along this information once it's received.

Regards,
Dan

Dan Sailer, P.E. | Director
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COVID-19 UPDATES: Find the latest COVID-19 updates from the Town and its government partners, including available community resources and information on how to Work With Us Online, at [CRgov.com/COVID](https://crgov.com/COVID).

April 7, 2021

Mr. David Corliss
Town Manager
Town of Castle Rock

RE: Timber Canyon HOA Reply to January 22, 2021 Town Response

Hi Dave,

Our apologies for our delay in replying to the thoughtful and detailed response you provided on January 22nd. However, we wanted to complete our discussions regarding Crowfoot Valley Road improvements with the HOA Boards of Piñon Soleil, Diamond Ridge, Timber Ridge and Sapphire Point, which represent a total of 1,100 voting households, prior to issuing our response.

For continued simplicity, we have gone ahead and responded directly (with red text) into the letter you sent, below.

1. Gates for Community

a. Status update, role of Town, need for gates for security, etc.

See information below next item.

Following discussions with the Boards of Piñon Soleil, Diamond Ridge, Timber Ridge and Sapphire Point, we remain aligned in our expectation that the Town installs a right turn lane on the northbound section of Crowfoot Valley Road, leading onto Knobcone Drive, in addition to speed control/speed limit reduction on the north and southbound lanes of Crowfoot Valley Road.

b. TC HOA Request of Town – Confirm acceptability of gate addition concept or identify showstoppers, support fast-track approval process

Gated Street Policy and process: Attached is the Town's gated street policy. It lays out the requirements that an existing neighborhood must follow in order to request approval for gated streets. The HOA would be required to take over these as private streets, including all of the required street maintenance, snowplowing and street sweeping, in addition to the installation of a gate system that is equipped to meet the needs of Town access for emergency response and emergency utility repair. Section D of the attached policy outlines that an existing neighborhood needs to go through a Site Development Plan Amendment process, requiring public hearings with both Planning Commission and the Public Works Commission for recommendation, before going to Town Council for final decision. All of the criteria identified in section C of the attached policy would need to be demonstrated on the Site Development Plan Amendment, including showing the appropriate vehicle turnaround in advance of gates and placement of gates greater than 60 feet from the roadway. If approved, a Right of Way permit would be needed for construction. The costs of this process is fully born by the applicant. If you would like to proceed with this, please contact Pam Hall with Development Services at phall@crgov.com to set up a preapplication meeting to go over all of the necessary submittal requirements. A staff planner will be assigned to the project and will assist the HOA through the process if you desire to proceed.

2. Turning lane from Crowfoot Valley Road into Timber Canyon (Knobcone Dr.)

a. Safety issue caused by recent construction to reconfigure and expand lanes, elimination of dedicated turn lane

Background on design: During the design phase a review of traffic operations without the dedicated right turn lane was assessed due to the compact nature of the right-of-way available and the existing topography. Based on the small volume of right turning traffic throughout the day the operations indicated an efficient level of service grade. As a result, the incidence of rear end accident types was anticipated to be low.

As we discussed on the broader call regarding the further expansion of Crowfoot Valley Road and Founders Parkway, we remain concerned about the Town's view of an "acceptable" level of rear-end collisions associated with the current traffic flow, as you turn north onto Crowfoot Valley Road from Founders Parkway. As indicated above, we reiterate our expectation for a right turn lane on the northbound section of Crowfoot Valley Road, leading onto Knobcone Drive.

b. TC HOA Request of Town – Restripe and repurpose right lane into turn lane, add signage immediately after road bend

The Town's Traffic Engineering staff has assessed this concept. While the restriping of the existing two northbound lanes to add a dedicated right turn lane would assist with reducing the chance of rear end types of incidents, there is an increased safety concern associated with the shorter distance that the higher volume of main street traffic volumes would have. This would increase the risk of a higher number of side-swipe/rear end incidents. This probability of a higher frequency of this type of incident exists due to the higher volume of traffic that travels straight through the intersection.

In addition, the future configuration of Crowfoot Valley Road once widened will look similar to the graphic that follows on the next page. Douglas County is currently in the process of designing the second through lane for the northbound direction to match into the improvements that are occurring with the Canyons South development. They are anticipating that construction could begin this year. Once this occurs, the merging situation will be eliminated.

Based on this, we are recommending to add additional signage to warn drivers of the upcoming Knobcone intersection, as well as adding a sign that identifies the lane usage (type of movements that can occur from each lane. This should aid with notifying drivers to expect turning traffic from the right lane.

Thank you for having installed the two new signs, warning of the upcoming intersection at Knobcone Drive, as well as identifying upcoming lane usage. However, based on our recent community Board Meeting, our community has not seen this have the impact we require, which we believe is due to the signs' locations. In addition to a right turn lane onto Knobcone Drive, we request that the signs be moved further south, closer to Founders Parkway, to allow drivers more time to move over prior to approaching Knobcone Drive. We would also request that the signage indicate a distance to the crossroad, as the Knobcone Drive entrance is well hidden from Crowfoot Valley Road.

3. Noise from traffic

a. Changes in circumstances since completion of construction on Crowfoot/Founders and ongoing construction of surrounding (new) communities.

See information below next item

b. Potential mitigation

While the Town has identified potential noise mitigation, it does not recommend any solution, other than suggesting that the Timber Canyon HOA cover the cost for pinery as a noise barrier. We expect that the Town can appreciate why our community finds this entirely unacceptable. Please see below.

i. TC HOA Request of Town (Immediate) – Install engine brake muffler / noise ordinance signs, support of enforcement of noise violations

Attached is a memorandum completed by the Town's Police Department on this subject. It is estimated that existing truck traffic has compliant engine break mufflers. We understand that these systems are noisy, but they do provide a significant safety feature for traffic.

We are assured that most trucks have compliant engine break mufflers. However, as we expect the Town understands, this is not the issue, which is the unacceptable level of noise produced by these trucks, as they choose to use their engine brakes, rather than their natural braking systems, and our strong concern that this will become exacerbated, traffic flow continues to increase on Founders Parkway and Crowfoot Valley Road.

ii. TC HOA request of Town (Future Project) – Installation of barrier walls and/or earthen berms

A noise wall may offer some assistance with noise reduction. To be effective, it is estimated that these would need to be fairly tall based on CDOT's forecasted expansion need to sixlanes on Founders Pkwy. CDOT is currently installing noise walls along I-25. These walls are approximately 12-feet tall on average and the unit cost for construction is close to \$6 Million/mile. Walls like these would need to be designed specifically for the surrounding environment. I would estimate a lower cost here, but it's difficult to say by how much. The noise fencing installed along N. Meadows Drive is not likely sufficient for this condition (a future 6-lane facility with higher speeds, and steeper topography). If the Town were to pursue this, we would need to defer other transportation capital improvements identified within the Town's Transportation Master Plan. This would need to be a decision made by the full Town Council.

A suggested alternative is for the HOA to consider adding additional evergreen trees along their borders with Founders Pkwy and Crowfoot Valley Road. While likely not as effective as a noise wall, this option does have an added aesthetic benefit.

During our initial call, which included Mayor Gray and Councilmember Cavey, the Town stated that it would consider the installation of pinery along Founders Parkway and Crowfoot Valley Road; not that the Town would propose that the Timber Canyon HOA cover the cost to add pinery to reduce noise, as a result of infrastructure projects approved by the Town or County. We are resolute that, if sound mitigation is reasonably required as a result of infrastructure project approval, the infrastructure

approval must specifically include noise mitigation for the impacted communities. To date, our community has already experienced a reduction in quality of life and home value (documented from feedback from home showings) and we expect this to further decline without mitigation by the Town. If such mitigation approval by the Town would require a review by, and approval from, the full Town Council, we request that the full Town Council review such request.

4. Landscaping

a. Damage to landscape from Crowfoot Valley Road expansion project construction

See information below next item

b. TC HOA Request of Town – Confirm/fulfill timeline of project completion

Sod and irrigation repairs have been completed. There is some native grass seeding that still needs to occur behind the new sidewalk. This is scheduled to be done in the spring during the growing season. Monitoring of these areas will be continued.

5. Speed Bumps in Neighborhood

a. Safety issue caused by persistent “cut-through” traffic on Beechnut Pl. and Knobcone Dr., many of which exceed posted speed limits

See information below next item

b. TC HOA Request of Town (Immediate) – Install speed bumps on both streets

The Town has an established program that we are happy to work with the neighborhood on.

Program information is available on the Town’s website:

<http://www.crgov.com/1847/Traffic-Calming>

Please feel free to reach out to our Town’s program manager: Tom Reiff at treiff@crgov.com if you desire to learn more about the program, or get started.

We have reached out to Tom via email and will be submitting the necessary signed form to take next steps.

6. Infrastructure repair

a. TC HOA Request of Town (Immediate) – Fill/reseal deep asphalt cracks/road throughout the community. Repair dilapidated concrete drains.

We currently have crack seal maintenance planned to begin in the spring of this year for these streets (tentatively May timeframe). We are also happy to assess the referenced concrete drains. Please let us know if you’d like to meet on site to point out the locations or provide us locations in a different manner.

We would be glad to meet with the Town to show the Town the affected concrete. Please let us know when you can be available.

7. General Comments

a. Increased population in the area in the future will exacerbate all of these concerns- growth is supposed to fund improvement to Town

New develop does pay impact fees that are dedicated toward capital projects to increase

capacity to assist with accommodating this growth. These fees can only be utilized for this purpose.

b. Property value impacts to issues raised above, etc.

Market variables that impact property values are challenging to forecast. The Town recognizes that these variables are broader than the infrastructure that the Town manages. We therefore are not able to assess property value impacts.

c. Secondary topics- Snow removal priority for Tulip Tree Place, Silver Pine Drive, and Beechnut Drive

Beechnut Drive is currently a priority 2 street that gets plowed each time our plow crews deploy. The other listed streets are either priority 3 or 4 and will get plowed when snow accumulations are 4-inches or greater in the street between the colder period of Nov 15 to Mar 15. Outside of this period these streets will get plowed when snow accumulations are 8-inches or greater in the street. We also prioritize the removal of ice buildup that occurs within the street. Information on the Town's website provides additional information on our snow and ice management program: <http://www.crgov.com/1835/Snow-Information>

We will assess these streets for ice removal needs and prioritize removal with other locations.

Thank you for your assessment. We have tried to use the phone number and email above and have found them to be non-responsive and, as a result, have not proven useful. Please let us know how we might go about receiving a response to our emails and calls.

d. Street sweeping schedule

Street sweeping occurs twice a year on all streets: Spring and Fall. We will also sweep after snow storms when sand is placed to assist with traction control. While it's difficult for our crews to tailor sweeping schedules to each neighborhood's various individual trash schedules we will assess the possibility of avoiding Mondays on these streets.

e. "No Outlet" Sign at Tulip Tree Place

We will plan to place a No Outlet sign either on the street name sign at the intersection, or a larger sign closer to the intersection.

Thank you. What do you see as the timing to have this work completed?

f. Reconfigure the southeast curb return radius at the intersection of Knobcone with Crowfoot Valley Road

During the design process, a 25-foot radius was identified for this corner which would match the radius on the northeast corner of the intersection. The radius is the maximum that could have been achieved without relocating the existing inlet. The inlet would be very difficult to relocate as it's in line with the existing storm sewer. In order to accommodate a storm sewer relocation, the entire run of storm sewer under Knobcone would likely need to be removed and reconstructed along with the access and median nose. There is also a gas line and electric line to the east of the inlet that would be in conflict.

Our project manager has assessed whether this curb return was constructed per the design, and found that it does need to be adjusted. This is under the contractor's responsibility and we will be working with them to schedule this repair work. While we don't have a specific

timeframe, it should occur in early spring. In the meantime, our Traffic Engineering staff has assessed the current configuration and feels the right turn speeds do not pose an increased risk of rear end accidents from occurring.

While we find it implausible that having to come to a virtual stop on Crowfoot Valley Road to enter the community does not pose any increased risk of rear end accidents, we would appreciate it if you could please provide us with an update on the timing for the contractor to complete this repair work.

Thank you again, for the time that you, your team, Mayor Gray and Councilmember Cavey are taking in helping us resolve these outstanding issues. We look forward to our continued collaboration.

Best Regards,

Owen Ballou
President, Timber Canyon HOA

Cc: Jason Gray, Mayor
Laura Cavey, Town Councilmember – District 3
Dan Sailer, Public Works Director
Tara Vargish, Development Services Director
Dan Chadwick, Timber Canyon HOA



Knobcone Dr

Keep existing lane control sign 36"x36"
Through and Through/Right Approx 180ft
south of Knobcone.

Replace intersection ahead sign with lane
control sign 36"x36" with a through and a
though/right. Add 350ft Ahead plaque.

Crowfoot Valley

Relocate intersection ahead sign 36"x36"
670ft in advance of Knobcone. Add an
650ft Ahead plaque under the "Watch for
Turning Vehicles" plaque.