

DELTA COUNTY PLANNING COMMISSION

**Hotchkiss Town Hall
276 W Main St., Hotchkiss, CO 81419
Wednesday, September 8, 2021 @ 5:30 p.m.**

**Tom Kay, Chair
Tate Locke, Vice-Chair
Carl Holm, Director**

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<https://www.deltacounty.com/725/Agendas-and-Minutes>

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Instructions for Public Participation via Zoom:

The public can join the meeting remotely by registering in advance of the meeting at:
https://us02web.zoom.us/join/register/tZUsc-qprDloG9R-tqe6-Mwj0Dd64-_Xbmm4
After registering, you will receive a confirmation email containing information about joining the meeting.

REGULAR AGENDA

5:30 P.M. – CALL TO ORDER

ROLL CALL

DISTRICT 1

Dick Gilmore

Steve Schrock

Steve Shea

Cindy Watson, Associate

DISTRICT 2

Layne Brones

Tate Locke, Vice Chair

Hardy Hutto

Vacant, Associate

DISTRICT 3

Jacob Gray

Tom Kay, Chair

Eli Wolcott

Kate Darlington, Associate

PUBLIC COMMENTS

This is time set aside for the public to comment on matters not on the agenda. The Chair may set a time limit for speakers.

AGENDA ADDITIONS, DELETIONS, AND CORRECTIONS

The Planning Commission Secretary will announce if there are any changes to the agenda that arose after posting of the agenda.

SCHEDULED ITEMS

1. PLN21-013/Anthony Ranches

Consider: 1) Rezone to change from Agricultural/20-acre (A-20) to Rural Industrial & Commercial (RI/C); and 2) Preliminary Plat to subdivide 12.41-acres into five (5) commercial lots of at least two acres. The project is located at 35191 & 35189 Hwy 133, Hotchkiss.

RECOMMENDATION: Staff recommends that the Planning Commission recommend that the Board of County Commissioners:

CERTIFICATION OF POSTING

On 09/01/2021 at 11:00 AM, Kate Kelly did post the above AGENDA as public notice of the 09/08/2021 meeting. The official notice is placed on the front entrance of the Delta County Courthouse located at 501 Palmer, Delta, Colorado and a courtesy copy is sent to the Delta County website at www.deltacounty.com.

- a. Rezone a 12.41-acre parcel (Parcel 3243-292-00-015/Account R007665) from Agricultural “20” (A-20) to Rural Industrial & Commercial (RI/C); and
 - b. Approve a Preliminary Plat to subdivide 12.41 acres into five (5) lots, two (2) phases; Phase I: Lot 1 (1.954 acres), Phase II: Lot 2 (3.105 acres), Lot 3 (2.824 acres), Lot 4 (2.060 acres), and Lot 5 (2.295 acres), subject to 14 conditions; and
 - c. Agree to construct a public road through this parcel from Highway 133 to 3500 Road.
2. Consider “Innovative Affordable Housing Strategies” identified in Colorado Housing Bill 1271.
RECOMMENDATION: Provide a recommendation to the Board of County Commissioners.

COMMISSIONER COMMENTS, REQUESTS AND REFERRALS

This is time set aside for the Commission to comment, request, or refer a matter that is not on the agenda for future consideration.

DEPARTMENT REPORT

This is time set aside for the Director to report on matters affecting the Department.

ADJOURNMENT

Next Meeting: Wednesday, September 22, 2021 at 5:30 pm, Delta County Administration Building, Delta, CO

CERTIFICATION OF POSTING

On 09/01/2021 at 11:00 AM, Kate Kelly did post the above AGENDA as public notice of the 09/08/2021 meeting. The official notice is placed on the front entrance of the Delta County Courthouse located at 501 Palmer, Delta, Colorado and a courtesy copy is sent to the Delta County website at www.deltacounty.com.



STAFF REPORT

Delta County Planning Commission

**Hotchkiss Town Hall
276 W Main St., Hotchkiss, CO 81419**

Wednesday, September 8, 2021 @ 5:30 p.m.

PLN21-013/Anthony Ranches

Consider: 1) Rezone to change from Agricultural/20-acre (A-20) to Rural Industrial & Commercial (RI/C); and 2) Preliminary Plat to subdivide 12.41-acres into five (5) commercial lots of at least two acres. The project is located at 35191 & 35189 Hwy 133, Hotchkiss.

PROJECT INFORMATION:

Property Owner: Anthony Ranches LLC
Applicant: Janna Anthony & Denny Wilson
Site Address: 35191 & 35189 Hwy 133, Hotchkiss
Location: Section 29, Township 14S, Range 92W, 6thPM
Parcel ID/Acct: 324329200015/R007665
Parcel Size: 12.41 Acres
Zoning: A-20

RECOMMENDATION:

Staff recommends that the Planning Commission recommend that the Board of County Commissioners:

- a. Rezone a 12.41-acre parcel (Parcel 3243-292-00-015/Account R007665) from Agricultural "20" (A-20) to Rural Industrial & Commercial (RI/C); and
- b. Approve a Preliminary Plat to subdivide 12.41 acres into five (5) lots, two (2) phases; Phase I: Lot 1 (1.954 acres), Phase II: Lot 2 (3.105 acres), Lot 3 (2.824 acres), Lot 4 (2.060 acres), and Lot 5 (2.295 acres), subject to 14 conditions; and



- c. Agree to construct a public road through this parcel from Highway 133 to 3500 Road.

SUMMARY:

Janna Anthony and Denny Wilson (dba Anthony Ranches) own a 12.41-acre parcel with frontage along Highway 133 about ½ mile north of the Town of Hotchkiss. The site is partially developed with Kwiki Tire II (35191 Hwy 133) and a Specific Development permit for Dependable Lumber (35189 Hwy 133). There is a shared access off Highway 133 for these two uses, and the parking lot for Kwiki Tire II connects with the RV Park access to the south.

This is a through-lot with frontage also along 3500 Road on the west. The surrounding area consists of a mobile home park abutting the property on the south, Pitt Construction Company northeast off Highway 133, and some agricultural lands.

At a pre-application conference, staff discussed items, including: existing commercial businesses located on the property (Kwiki Tire II, Dependable Lumber), water taps, septic, highway access, County road access, right-of-way, and lot design. The site design is specifically intended to separate Kwiki Tire II and retain access for Lot 2. The applicant shared their vision of a master plan that included Storage Units and a possible expansion of the Mobile Home Park (located to the south of the property).

The parcel has been zoned as A-20, which requires a minimum of 20 acres per lot. Based on surrounding conditions, the applicant requests that the County rezone the property as Rural Industrial/Commercial (RI/C), which requires a minimum lot size of 2.0 acres. If the rezone is approved, then the applicant wants to subdivide the property creating five (5) commercial lots ranging in size from 2.0 to 3.1 acres. Under the new Land Use Code, uses like Retail, Services and Rural Industry (e.g. lumber yard, storage units) are Permitted Uses in the RI/C zone, subject to a Zoning Permit. Permitted Uses are subject to Administrative Review as ministerial actions meaning a permit is granted if applicable standards (e.g. setbacks) are met. Staff has verified that septic for Lot 3 (existing Shop) could be designed to fit the flag portion fronting onto 3500 Road.

Staff recommended using the new road centerline as the dividing line rather than having one lot with area on both sides of the road, which connects from Highway 133 to 3500 Road. Applicants have offered for this to become a public road if there is assistance from the County and CDOT. Previously, County agreed to construct the road if the owners dedicated the land. Staff finds that public access in this location would afford the ability to close the access for 3500 Road from Highway 133, which poses a safety hazard due to sharp turning movements and steep grades.



CDOT supports closing the 3500 Road with this new access but also noted they would want improved turning movements (e.g. acceleration/deceleration lanes). County asked if CDOT would be willing to participate to help improve conditions in this area. CDOT noted that if they were to participate, they would use Federal funding that triggers wage/labor requirements that would increase construction costs. Staff finds that CDOT requirements would not be a County obligation, meaning the applicants would need to work out access from Highway 133 with CDOT.

The project would be completed in two phases. Phase 1 would create Lot 1 for Kwiki Tire II, which is an existing permitted use (no intensification). Therefore, staff has included a general condition allowing Phase 1 to proceed but requiring the applicant to work with CDOT regarding access from Highway 133 for Phase 2 (Lots 2-5).

Staff finds that a rezone for this property would be consistent with the established use of the property, including Specific Development (SD06-006) as well as surrounding land use/zoning. The Town of Hotchkiss was consulted and has no objection to this proposed project. The PC recommendation will be presented to the Board of County Commissioner at a noticed public hearing.

DISCUSSION:

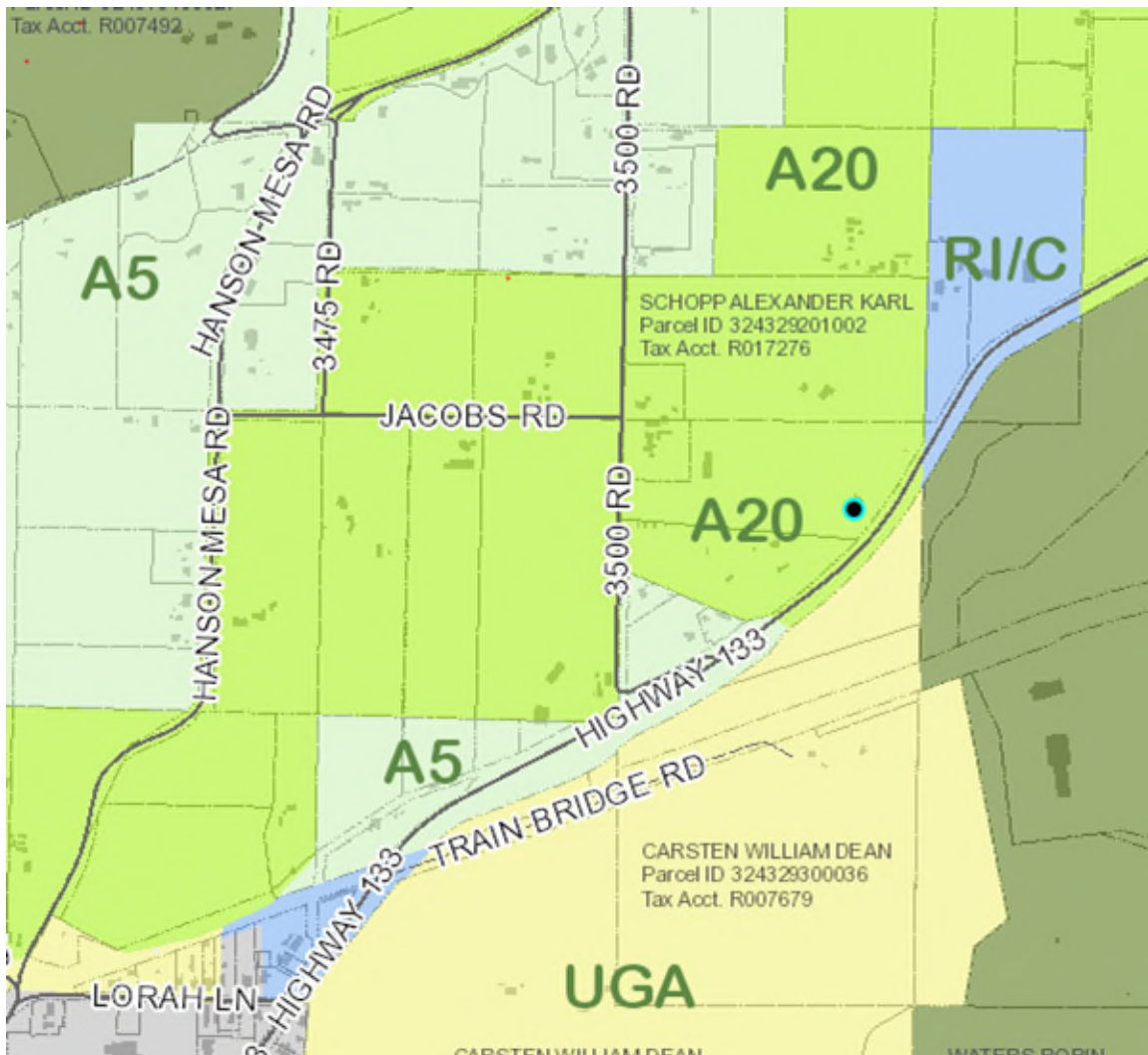
The Site consists of 12.41 acres (Parcel #324329200015) located about 0.5 miles north of the Town of Hotchkiss. This property is zoned per the Delta County Land Use Code as A-20. There are two (2) existing structures including Kwiki Tire II and a shop (35191 Hwy 133). Specific Development (SD06-006) was approved for a lumber warehouse, distribution facility and contractors yard (Dependable Lumber, 35189 Hwy 133) in May 2006 (Resolution 2006-R-016), subject to conditions that limit the type of sales to contractors only and restricts hours of operation.

On April 8, 2021, Janna Anthony submitted an application (PLN21-013/Anthony Ranches) to subdivide about 12 acres into three (3) lots. The design was to create one parcel for Kwiki Tire II, one parcel for the Dependable Lumber site, and a remainder parcel split by a shared access road.

On May 3, 2021, a Pre-application Conference was held with staff representatives from County Planning, County Engineering, County Road & Bridge (District #3) and County GIS. The applicants (Janna Anthony and Denny Wilson) and their representative, Randy Wilmore, were in attendance. The applicant noted how the property has been assessed/taxed as commercial, and has continued as a commercial use for over 25 years. Staff noted that property assessments are based on actual use versus zoning, so that is not affected by the Land Use Code.



The minimum acreage for subdividing this parcel is 20 acres per lot. All three parcels would be less than the 20-acre minimum, and variances would be required for each lot less than 20 acres. In staff's opinion, the variance process was not to create subdivision but rather allowing for a single exception. This A-20 zoning is located adjacent to RI/C to the northeast (along Hwy 133), A-5 south of the mobile home park, and UGA across Hwy 133 (see Zoning Map below). The agreed Growth Management boundary for the Town of Hotchkiss abuts the subject property. Based on zoning in the area and the proximity to the Town of Hotchkiss with highway frontage and existing (permitted) commercial uses, staff recommended including a request to rezone the property as Rural Industrial/Commercial (RI/C), which requires a minimum lot size of 2.0 acres, as the best approach to achieve their objective. However, staff emphasized that rezoning at this point is unknown territory with a new Land Use Code.



Under the new Land Use Code, uses like Retail, Services and Rural Industry (e.g. lumber yard, storage units) are Permitted Uses in the RI/C zone, subject to



a Zoning Permit that is an administrative review. Permitted Uses are ministerial actions meaning a permit is granted if applicable standards (e.g. setbacks) are met. Uses that met requirements prior to the LUC are considered legal nonconforming uses. Such uses can continue in their current condition, but will require being brought up to current code when/if conditions change (e.g. expansion). The Specific Development permit is focused on a lumber yard (Kwiki Tire II not included – pre-dated Specific Development Regulations).

A proposed private road straddled Lots 1 & 2, and bisected the proposed Lot 3. The new access road could be used by the public and, at one time, there was an agreement for County and CDOT to share the cost of this proposed road. The applicant still has an interest in making this road a public road, as it would allow the public to access 3500 Road from the through street and not have to access 3500 Road directly from Highway 133, which poses a safety hazard for both the County and CDOT.

Lot configuration was discussed, as staff questioned the lot design that was presented for Lot 2. The applicant clarified that the design was intended to retain access for Lot 2. Septic for Lot 2 would be relocated to the flag portion fronting onto 3500 Road. The applicant shared their vision of their master plan that included Storage Units and a possible expansion of the Mobile Home Park (located to the south of the property). Staff recommended that if this was the plan, the applicant could use the new road centerline as the dividing line to split Lot 3 and create a fourth lot.

An Application Packet was sent to the applicants on May 21, 2021 summarizing the pre-application conference and explaining the process. This packet included a Land Use Application, Application checklist, Site Plan checklist, and a Subdivision checklist. This application, along with the required fees, was to be filled out and submitted to the Planning Department.

On July 7, 2021, Ms. Janna Anthony submitted a complete application and all required fees were paid in full. Ms. Anthony had some questions in regards to the application sections for subdivision. Planning staff helped Ms. Anthony with the application to ensure that all sections of the form were filled out completely and that all required documentation was submitted for department review.

A Traffic Impact Study (TIS) dated January 24, 2019 was submitted with this application (Attached). The TIS was based on redeveloping the site with additional uses, including additional RV spaces adjoining Mountain Valley Meadows RV Park to the south, expanded tire store, RV/Boat & Self-Storage, office and storage yard, warehousing, and retail uses. Sight distance meets CDOT's requirements from the north, but is short 115 feet for multi-unit trucks traveling from the south; so the TIS recommends including acceleration/ deceleration lanes. CDOT finds that this report is acceptable as a single project. The Preliminary Plat illustrates that the project would be competed in two



Phases: Phase 1 (Lot 1), Phase 2 (Lots 2-5). Since Phase 1 consists of creating a separate lot for Kwiki Tire II (existing), staff recommends that the highway improvements do not apply to Phase 1, but are triggered with Phase 2 (Condition 14).

A Final Plat will need to reflect the new Well Permit number of 322907, as the existing well (Permit #261367) has been changed from an exempt in-house use only well to an exempt commercial well. Well Permit #322907 allows a withdrawal of 108,600 gallons per year, and must have a totalizing flow meter. This amount allows up to 20 employees to work at the building for commercial purposes on a normal 5-day work week. It also allows up to 11 customers a day for commercial purposes during those working hours. These numbers for commercial use can be adjusted as long as the annual amount of 108,600 gallons is not exceeded. The well cannot be used for irrigation or any other use. If ownership changes hands in the future, and the owner of the parcel wants to exceed the annual amount permitted or add additional types of use, they will be required to obtain a Water Court approved Augmentation Plan and purchase augmentation from the North Fork Water Conservancy District. A new Well Permit number will be issued at that time. Staff recommends a condition that reflects this situation (Condition #10).

Staff has reviewed all documents submitted by the applicant and finds that they are sufficient. All required fees have been paid for this application. Therefore, Staff is recommending approval to rezone and subdivide Anthony Ranches (PLN21-013).

OTHER AGENCIES INVOLVED:

Planning Staff sent the Preliminary Plat along with a summary to the Review Agencies for comment on July 14, 2021. Adjoining Property Owners (within a 200-foot radius from Parcel #324329200015) were also sent a Public Notice for this application, including the applicant. Comments have been received by DMEA, the Delta County Engineering Department, District #3 R&B Foreman, John Allen, and Hotchkiss Fire District. Planning has not received any additional feedback from any other review agencies or adjoining property owners.

DMEA (attached): Lots 1 & 3 have existing electric service. In order to maintain acceptable voltages and reliability, development larger than five (5) lots will be designed with an appropriate number of phase conductors to be installed within the development to enable balancing the feeder load. The primary electrical system will be designed with the ability to feed each lot with an alternate phase or feeder connection to DMEA's primary system. Exceptions to those standards will require written approval by DMEA's Engineering and Operation Managers. Three phase power is also available along 3500 Road.



DMEA has requested that the developer submit the latest, and most up-to-date, Approved Preliminary Plat in an AutoCAD (.dwg) format, before a DMEA System Designer can meet with the developer (Condition #7).

Hotchkiss Fire District: The nearest hydrant is on Jacobs Lane, which according to the Fire Chief, is too far away (1900 ft.) to provide adequate flow, and not on a path fire engines would use to respond to the subdivision from Town. The next closest hydrant is on Lorah Lane and Hwy 133 (3800 ft. from the subdivision) and has a significant difference in elevation, which would not allow sufficient flow to this development.

Condition # 8 requires the developer install a fire hydrant capable of providing at least 250 GPM at or near the southeast corner of Lot 4 and southwest corner of Lot 5 (drawing attached). However, Hotchkiss Fire Chief expressed concern for the water pressure that would be available for a fire hydrant. Hanson Mesa would be a possible source of the water, if granted, but is not a guarantee. This will need to be figured out in order for the hydrant to be installed. With installing this improvement, a fire mitigation fee would not be applied in this case.

Doug Fritz, Hotchkiss Fire Chief, has concerns with the proposed zone change to RI/C, as the commercial/industrial buildings on the lots that have no fire protection will negatively affect the Fire District's ISO rating, and thereby increase insurance costs to existing businesses and homeowners within the Fire District. Mr. Fritz stated that if the proposed lots became residential, the requirements for a hydrant would remain the same.

County Engineering (attached)/Road & Bridge/CDOT: 3500 Road is classified as a Local Access road with a 60-foot right-of-way width. There is 30 feet of right-of-way called out in Book 483, Page 91, recorded under Reception #386380.

A road designed through the project is proposed as a private road, but there have been discussions for making it a public road. This road needs to be built to County Standards if it will be dedicated to Delta County in the future.

All proposed access points will need to be shown for each lot on the Final Plat (Condition #3). Access to the new lots must be from the new road, no direct access from 3500 Road or Highway 133. Also, access to proposed Lot 3 will need to be reconfigured to be perpendicular to the proposed road.

All setbacks, existing and proposed utilities with easements, and the existing water line (beginning to end, water well to the eastern shop) will need to be shown on the Final Plat. Adjoining Property Owners will also need to be shown on the Final Plat (Condition #6).

The west end of the proposed road within the project needs to be shifted south to meet the required (25-foot and 15-foot) setbacks, including structures or on-site



wastewater treatment systems. Proposed lot lines need to account for existing shop, proposed septic tank, and leach field meeting required setbacks. As such, the east end of the project road needs to be shifted north to meet the required setbacks.

On August 23, 2021, Planning Staff met with County Engineering, County Road & Bridge (District 3) and the County Administrator to discuss the access from Highway 133 to the proposed subdivision as well as the access point for 3500 Road. A proposed through street would make it possible for the County to eliminate the existing access for 3500 Road off of Highway 133, which has steep grades and sharp curves.

At this meeting County Administrator informed staff of previous communications that took place between the applicant, the County and CDOT, regarding this road project. The County had agreed to pay for construction of the road, provided the applicant offers to dedicate the necessary right-of-way to the County. It is staff understanding that CDOT was not going to contribute to the project as it is developer driven.

At this time, CDOT has not provided a definitive recommendation for access off the Highway other than concurring with the TIS. However, according to the TIS, turn lanes and acceleration lanes are needed on the Highway. It is unclear if CDOT will require/need additional right-of-way to accommodate required turn lanes and acceleration lanes. Phase 1 would create Lot 1 for Kwiki Tire II, which is an existing permitted use (no intensification). Therefore, staff has included a general condition allowing Phase 1 to proceed but requiring the applicant to work with CDOT regarding access from Highway 133 for Phase 2.

Prepared by: Kate Kelly, Planning & Community Development Technician II
970.874.2107
kkelly@deltacounty.com
August 31, 2021

Attachment(s):

- Draft Resolution
 - o Recommended Conditions
- DMEA Comments
- Hotchkiss Fire District Comments/Sketch
- County Engineering Comments/Red-line Sketch
- Traffic Impact Study (dated January 24, 2019)

**RESOLUTUION
OF THE
PLANNING COMMISSION
OF THE COUNTY OF DELTA,
STATE OF COLORADO**

PLN21-013/ANTHONY RANCHES

RECOMMEND THAT THE BOARD OF COUNTY COMMISSIONERS 1) AMEND THE DELTA COUNTY LAND USE CODE REZONING 12.41 ACRES (PARCEL 3243-292-00-015) FROM AGRICULTURAL/20-ACRE (A-20) TO RURAL INDUSTRIAL & COMMERCIAL (RI/C); AND 2) APPROVE A PRELIMINARY PLAT TO SUBDIVIDE 12.41-ACRES INTO FIVE (5) COMMERCIAL LOTS OF AT LEAST TWO ACRES.

RECITTALS

WHEREAS, Anthony Ranches, LLC, a Colorado Limited Liability Company, consisting of Janna Anthony (Manager) and Dennis Wilson (Member), collectively referred to as “Owner” or “Owners(s)” are the property owners of record of the real property consisting of 12.41 acres located at 35191 & 35189 Highway 133, Hotchkiss (Parcel 3243-292-00-015, Account: R007665); and

WHEREAS, on January 5, 2021, Delta County Board of County Commissioners adopted the Delta County Land Use Code (LUC). Resolution No 2021-R-001 repealed regulations regarding land use and subdivision and adopted a new land use code (including zoning maps); and

WHEREAS, the property is zoned Agricultural/20-Acres (“A-20”), which requires a minimum of 20.0 acres per parcel; and

WHEREAS, on June 7, 2010, a Growth Management Agreement between Delta County and the Town of Hotchkiss was recorded (Reception #: 643282) to establish conditions for development near the municipality; and

WHEREAS, on April 8, 2021, a pre-application was submitted with a sketch plan requesting a 3-Lot subdivision with all three parcels being less than the 20-acre minimum; and

WHEREAS, on May 3, 2021, a pre-application conference was held between the applicants and staff from Delta County to review preliminary materials to help identify potential issues and applicable review procedures; and

WHEREAS, on May 21, 2021, a letter was sent to the owners summarizing the pre-application conference, an application form and checklists identifying materials required with the application; and

WHEREAS, on July 7, 2021, an application to rezone the property and subdivide 12.41 acres into five commercial lots (two with existing commercial development) was submitted to the Planning Department; and

WHEREAS, on July 8, 2021, the application package was determined to be complete by the Planning Department; and

WHEREAS, the application (PLN21-013) includes a request to rezone the property from A-20 to Rural Industrial/Commercial (RI/C) , which requires a minimum of 2.0 acres per parcel; and

WHEREAS, the application (PLN21-013) includes a Preliminary Plat subdividing a 12.41 acre parcel into five (5) lots, two (2) phases; Phase I: Lot 1 (1.954 acres), Phase II: Lot 2 (3.105 acres), Lot 3 (2.824 acres), Lot 4 (2.060 acres), and Lot 5 (2.295 acres); and

WHEREAS, the subject property fronts State Highway 133 on the east and 3500 Road on the west; and

WHEREAS, requests to amend the Land Use Code, including amending the Zoning map, are legislative action subject to consideration by the Planning Commission to make a recommendation to the Board of County Commissioners; and

WHEREAS, applications for a Preliminary Plat are a discretionary action subject to consideration by the Planning Commission to make a recommendation to the Board of County Commissioners; and

WHEREAS, the proposed Preliminary Plat is designed to meet applicable development standards relative to land use (setbacks, etc.) roads and bridges (access), water, and septic; and

WHEREAS, the proposed Preliminary Plat has been reviewed to ensure proper access to utilities and services (water, electricity, septic, etc.), including easements where necessary; and

WHEREAS, on July 14, 2021, County sent the Preliminary Plat along with a summary to the Review Agencies for comment; and

WHEREAS, on July 14, 2021, a Public Notice was sent to Adjoining Property

Owners (200-foot radius) and notice was posted on the property informing the public that on September 8, 2021 the Delta County Planning Commission would consider this matter; and

WHEREAS, on September 8, 2021, the Planning Commission held a duly noticed public hearing to consider the application including: 1) Rezone Parcel #324329200015 from Agricultural "20" (A-20) to Rural Industrial & Commercial (RI/C); and Preliminary Plat to subdivide 12.41 acres into five (5) commercial lots of at least two acres (PLN21-013/Anthony Ranches).

DECISION

NOW, THEREFORE, BE IT RESOLVED, having considered all the written and documentary evidence, the administrative record, and other evidence presented, the Delta County Planning Commission does hereby:

- A. Find that amending the 2021 Land Use Code, rezoning the subject property as Rural Industrial/Commercial (RI/C), fits with zoning in the area:
 1. This A-20 zoning is located adjacent to RI/C to the northeast (along Hwy 133), A-5 zoning south of the mobile home park, and UGA zoning across Highway 133.
 2. A Growth Management Agreement between Delta County and the Town of Hotchkiss was recorded (Reception #: 643282) to establish conditions for development near the municipality. The Growth Management boundary for the Town of Hotchkiss abuts the subject property. The Town of Hotchkiss was consulted and has not expressed any objection to this change.
 3. The site is located in close proximity to the Town of Hotchkiss with highway frontage and existing (permitted) commercial uses.
- B. Find that the proposed Preliminary Plat (PLN21-013/Anthony Ranches), as designed and conditioned, meets all applicable standards of the 2021 Delta County Land Use Code, as amended:
 1. The project meets minimum standards for lot size. If the zoning is changed to RI/C, the Land Use Code requires the minimum parcel size is 2.0 acres, lot width of 150 feet, and lot frontage of 75 feet. Lot sizes range from 2.0 to 3.1 acres with a minimum width/frontage of about 200 feet.
 2. The project would provide adequate access for the new lots. A proposed through street would make it possible for the County to eliminate the existing access for 3500 Road off of Highway 133, which has steep grades and sharp curves. Access to the new lots must be from the new road, no direct access from 3500 Road or Highway 133.
 3. Proof of adequate (domestic) water is required to create a new lot. Well Permit #322907 allows a withdrawal of 108,600 gallons per year for

commercial use. Water taps/meters are required to be obtained and installed prior to accepting a final plat.

4. The project would be completed in two phases. Phase 1 would create Lot 1 for Kwiki Tire II, which is an existing permitted use (no intensification). Condition 14 allows Phase 1 to proceed but requiring the applicant to work with CDOT regarding access from Highway 133 for Phase 2 (Lots 2-5).
5. The project adequately mitigates fire concerns. Condition 8 requires the developer install a fire hydrant (Storage tank) capable of providing at least 250 GPM at or near the southeast corner of Lot 4 and southwest corner of Lot 5.

C. Recommend that the Board of County Commissioners:

- a. REZONE Parcel #324329200015 from Agricultural "20" (A-20) to Rural Industrial & Commercial (RI/C); and
- b. APPROVE PLN21-013/Anthony Ranches located within SW ¼ NE ¼ of Section 29, T.14S, R.92W, 6th P.M. 0.5 miles northeast of the Town of Hotchkiss, Colorado (Parcel: 324329200015), subdividing a 12.451-acre parcel into five commercial lots of at least two acres, two (2) phases; Phase I (Lot 1, Kwiki Tire II) and Phase II (Lots 2-5), subject to conditions of approval attached hereto and incorporated herein by reference as Exhibit A.; and
- c. AGREE to construct a public road through this parcel from Highway 133 to 3500 Road.

ADOPTED AS SET FORTH ABOVE on this 8th day of September, 2021 upon motion of Commissioner _____, seconded by Commissioner _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

COUNTY OF DELTA
STATE OF COLORADO

Carl P. Holm, AICP
Planning Commission Secretary

Dated: _____

EXHIBIT A

Conditions of Approval PLN21-013/Anthony Ranches

1. PLN21-013 is approved to be completed in two phases:
 - o Phase 1 (Lot 1): Improvements must be completed and a Final Plat submitted within one (1) year from the date of BoCC approval of the Preliminary Plat.
 - o Phase 2 (Lots 2-5): Improvements must be completed and a Final Plat submitted within two (2) years from the date of BoCC approval of the Preliminary Plat.

Timing for completion of public improvements can be deferred subject to a Subdivision Improvement Agreement (SIA). If a Final Plat is not submitted within the timeline noted herein, or as part of a SIA, the approval shall expire and the plat is considered vacated. Written request to extend the approval timeline must be received at least 30 days prior to the prescribed expiration. (Planning)

2. If the project access road is to be a public road, the applicant shall dedicate adequate right-of-way (60 feet) to Delta County. (Engineering)
3. All lots within this subdivision shall be served by the project access. No access shall be permitted directly off of 3500 Road or Highway 133. All proposed access points must be illustrated for each lot on the Final Plat. Access shall be designed to be perpendicular to the project road (Engineering, Road & Bridge)
4. The Final Plat shall illustrate required setbacks of each lot. (Planning)
5. All existing and proposed easements and encumbrances, including, but not limited to: existing and proposed utility easements, storage tanks (fire), and the existing waterline (beginning to end, including water well to the eastern shop), shall be shown on the Final Plat for each Phase. (Engineering)
6. The Final Plat for each Phase shall include the most current name and parcel number of adjoining property owners. (Engineering)
7. Electrical service shall be established for each lot prior to accepting the Final Plat. The developer shall submit the latest, and most up to date, Approved Preliminary Plat in an AutoCAD (.dwg) format to DMEA System Designer and obtain approval from DMEA's Engineering & Operations Manager. (Planning/DMEA)
8. The developer shall install a fire hydrant (storage tank) capable of providing at least 250 GPM at or near the southeast corner of Lot 4 and southwest corner of Lot 5 to the satisfaction of Hotchkiss Fire Chief. The location of the storage tank for water and associated hydrant shall be shown on the Final Plat with sufficient easement to maintain the system. (Hotchkiss Fire, GIS)
9. Label all wells within the subject property on the Final Plat. (Planning)
10. Include a plat note on the Final Plat as follows: *"Well Permit #322907 allows a withdrawal of 108,600 gallons per year, and must have a totalizing flow meter. This amount allows up to 20 employees to work at the building for*

commercial purposes on a normal 5-day work week. It also allows up to 11 customers a day for commercial purposes during those working hours. These numbers for commercial use can be adjusted as long as the annual amount of 108,600 gallons is not exceeded. The well cannot be used for irrigation or any other use. If ownership changes hands in the future, and the owner of the parcel wants to exceed the annual amount permitted or add additional types of use, they will be required to obtain a Water Court approved Augmentation Plan and purchase augmentation from the North Fork Water Conservancy District. A new Well Permit number will be issued at this time” (Planning)

11. Submit an Irrigation Plan to the Planning Department for review and approval prior to accepting a Final Plat. The irrigation plan will need to address all shares, for all owners of the proposed lots, of the North Fork Farmers Lateral Ditch Company. The provider and number of shares must be identified in note on the Final Plat. (Planning)
12. Prior to any new development, the owner shall obtain an address from County GIS and septic permits approved by Environmental Health for each lot. (GIS, Envir. Health)
13. Prior to accepting the Final Plat for each phase, the owner shall provide proof of water taps and identify the tap number for each lot within that phase.
14. Prior to accepting a Final Plat for Phase 2, the applicant shall provide proof of access by CDOT from Highway 133. (Engineering/CDOT)



PLN21-013/Anthony Ranches Preliminary Plat and Rezone

Darleen Carron <darleen.carron@dmea.com>
To: Kate Kelly <kkelly@deltacounty.com>

Tue, Aug 10, 2021 at 10:14 AM

Good morning,

DMEA's comments are:

Lot 1 and 3 have existing electric service.

In order to maintain acceptable voltages and reliability, developers larger than, or with future additions will be larger than 5 lots present or future will be designed with an appropriate number of phase conductors to be installed within the development to enable balancing the feeder load. Also, the primary electrical system will be designed with the ability to feed each lot with an alternate phase or feeder connection to DMEA's primary system. Exceptions to those standards will require written approval by DMEA's Engineering and Operation Managers.

Three phase power is available along 3500 Rd.

Contact DMEA at 1-877-687-3632 to speak with a Customer Service Representative when you are ready to start the process of requesting new service.

In order to maintain acceptable voltages and reliability, developers larger than, or with future additions will be larger than 5 lots present or future will be designed with an appropriate number of phase conductors to be installed within the development to enable balancing the feeder load. Also, the primary electrical system will be designed with the ability to feed each lot with an alternate phase or feeder connection to DMEA's primary system. Exceptions to those standards will require written approval by DMEA's Engineering and Operation Managers.

DMEA requires all developers submit to DMEA the latest and most updated (Approved Preliminary Plat) electronic version of their development before a DMEA System Designer can meet with the developer.

When signing up for electric service for the subdivision, please submit an Approved Preliminary Plat in an AutoCAD(.dwg) format to gisteam@dmea.com.

Thanks,

Darleen

Darleen Carron

System Design Aide

Delta Montrose Electric Assn

darleen.carron@dmea.com

970-240-1273



From: Kate Kelly [mailto:kkelly@deltacounty.com]

Sent: Wednesday, July 14, 2021 4:33 PM

To: John Allen <jallen@deltacounty.com>; Robbie LeValley <rlevalley@deltacounty.com>; Mark Taylor <mtaylor@deltacounty.com>; Greg Rajnowski <grajnowski@deltacounty.com>; Tim McCracken <tmccracken@deltacounty.com>; Carrie Derco <cderco@deltacounty.com>; Debbie Griffith <debbieg@deltacounty.com>; Jim Farmer <jim.farmer@deltaschools.com>; Kurt Clay <kurt.clay@deltaschools.com>; paul.ficklin@blackhillscorp.com; Shelby Bear <shelby.bear@dmea.com>; Darleen Carron <darleen.carron@dmea.com>; mayor.wilkening@townofhotchkiss.com; Marlene Searle <clerk@townofhotchkiss.com>; hfd1@tds.net; Bill Long (TDS Paonia) <bill.long@tdstelecom.com>; dawn.bresett@state.co.us; darlene.trainor@state.co.us; Luke Reschke - DNR <luke.reschke@state.co.us>; Aggen - CDOT, Kandis <kandis.aggen@state.co.us>; Killian - CDOT, Brian <brian.killian@state.co.us>; deltaconservationd@gmail.com; mwerkmeister@usbr.gov

Cc: Kimberly Henderson <khenderson@deltacounty.com>

Subject: PLN21-013/Anthony Ranches Preliminary Plat and Rezone

CAUTION: This email originated from outside of DMEA. Do not click links, open attachments, or complete tasks unless you recognize the sender and know the content is safe.

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[Quoted text hidden]

RE: PLN21-013/Anthony Ranches Preliminary Plat and Rezone Hydrant requirement from Hotchkiss Fire District

doug fritz <dougfrtiz1@gmail.com>
To: Kate Kelly <kelly@deltacounty.com>

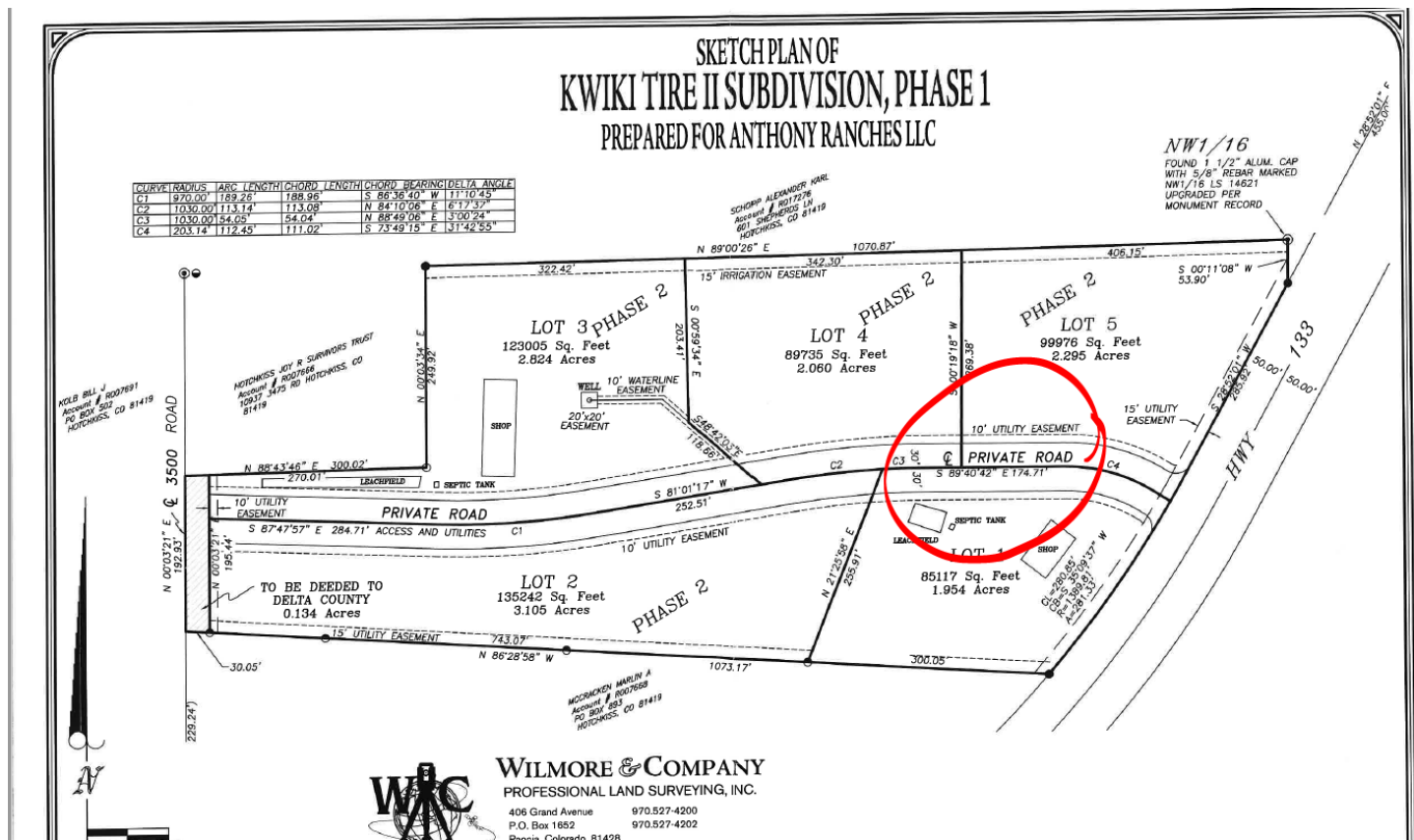
Tue, Aug 10, 2021 at 7:38 AM

The Fire District is requesting the developer install a fire hydrant capable of providing at least 250 GPM at or near the location indicated on the drawing.

The lots proposed to change to RI/C, and commercial/industrial buildings that have no fire protection (i.e., a water supply) negatively affect our Fire District's ISO rating, and thereby increase insurance costs to existing businesses and homeowners in our Fire District.

Even if the proposed lots became residential, our request would not change, as large homes without fire protection (again, a nearby water source) are life safety issues.

The nearest hydrant, on Jacobs Lane, is too far away (1900 ft) to provide adequate flow, and not on a path fire engines would use to respond to the subdivision from Town. The next closest hydrant, on Lorah Lane and Hwy 133, is 3800 ft from the subdivision, and the significant elevation difference would not allow sufficient flow.



Doug Fritz
Fire Chief
Hotchkiss Fire District
970-261-5679 cell
dougfrtiz1@gmail.com

Follow Hotchkiss Fire District on Facebook



From: Kate Kelly <kkelly@deltacounty.com>

Sent: Wednesday, July 14, 2021 4:33 PM

To: John Allen <jallen@deltacounty.com>; Robbie LeValley <rlevalley@deltacounty.com>; Mark Taylor <mtaylor@deltacounty.com>; Greg Rajnowski <grajnowski@deltacounty.com>; Tim McCracken <tmccracken@deltacounty.com>; Carrie Derco <cderco@deltacounty.com>; Debbie Griffith <debbieg@deltacounty.com>; Jim Farmer <jim.farmer@deltaschools.com>; Kurt Clay <kurt.clay@deltaschools.com>; paul.ficklin@blackhillscorp.com; shelby.bear@dmea.com; Darleen Carron <darleen.carron@dmea.com>; mayor.wilkening@townofhotchkiss.com; Marlene Searle <clerk@townofhotchkiss.com>; hfd1@tds.net; Bill Long (TDS Paonia) <bill.long@tdstelecom.com>; dawn.bresett@state.co.us; darlene.trainor@state.co.us; Luke Reschke - DNR <luke.reschke@state.co.us>; Aggen - CDOT, Kandis <kandis.aggen@state.co.us>; Killian - CDOT, Brian <brian.killian@state.co.us>; deltaconservationd@gmail.com; mwerkmeister@usbr.gov

Cc: Kimberly Henderson <khenderson@deltacounty.com>

Subject: PLN21-013/Anthony Ranches Preliminary Plat and Rezone

Dear Review Agencies,

Attached is the Public Notice/Case Summary for PLN21-013/Anthony Ranches Preliminary Plat and Rezone. This application is scheduled to be reviewed by the Planning Commission on September 8, 2021 at the Hotchkiss Town Hall located at 276 W Main St., Hotchkiss, CO 81419 @ 5:30 p.m.

Thank you in advance for your review and comments on this application.

--

Kate Kelly

Planning & Community Development Tech II

295 W 6th Street

Delta, CO 81416

970-874-2110

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Memo

To: Planning Department
From: Tim McCracken
CC: File
Date: August 17, 2021
Re: Engineering Comments for PLN21-013 Anthony Janna

1. 3500 Road is classified as a Local Access road with a 60' right-of-way width.
 - a. 30' right-of-way width per Book 483 Page 91, Reception Number 386380.
2. Proposed Private Road.
 - a. The west end of the Private Road needs to be shifted south to meet 25' and 15' setbacks (structures or on-site wastewater treatment systems are not allowed within setbacks). See Sketch Plan Review.
 - i. The existing Shop, proposed septic tank, and leach field need to be outside of setbacks.
 - b. The east end of the Private Road needs to be shifted north to meet 25' and 15' setbacks (structures or on-site wastewater treatment systems are not allowed within setbacks). Sketch Plan Review.
 - i. The existing shop, septic tank, and leach field need to be outside of setbacks.
 - c. The Proposed Private Road needs to be built to County Standards if it will be dedicated to Delta County in the future.
3. No access to Proposed Lot 2 from 3500 Road.
4. No access to Proposed Lot 1 and Lot 5 from Highway 133.
5. Reconfigure existing access to proposed Lot 3 to be perpendicular to the Proposed Private Road.
6. Show proposed access points from the private road to each lot on the Final Plat.
7. Show all the setbacks on the Final Plat.
8. Show all the existing and proposed utilities with easements on the Final Plat.
9. Show existing Waterline from the beginning (water well) to end (eastern shop) along with an easement.
10. Show all adjoining parcel owners on the Final Plat. See Sketch Plan Review.
11. **What is CDOTs recommendation for access off of the Highway? Turn lanes and acceleration lanes are need on the Highway.**
 - a. **Will CDOT need additional right-of-way for turn lanes and acceleration lanes?**
12. This review is not meant to be fully comprehensive, and additional requirements may arise at further reviews.

SKETCH PLAN OF KWIKI TIRE II SUBDIVISION, PHASE 1 PREPARED FOR ANTHONY RANCHES LLC

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	970.00'	189.26'	188.96'	S 86°36'40" W	11°10'45"
C2	1030.00'	113.14'	113.08'	N 84°10'06" E	6°17'37"
C3	1030.00'	54.05'	54.04'	N 88°49'06" E	3°00'24"
C4	203.14'	112.45'	111.02'	S 73°49'15" E	31°42'55"

KOLB BILL J
Account # R007691
PO BOX 502
HOTCHKISS, CO 81419

HOTCHKISS JOY R SURVIVORS TRUST
Account # R007666
10937 3475 RD HOTCHKISS, CO
81419

SCHOPP ALEXANDER KARL
Account # R017276
601 SHEPHERDS LN
HOTCHKISS, CO 81419

MCCRACKEN MARLIN A
Account # R007668
PO BOX 893
HOTCHKISS, CO 81419

NW1/16

FOUND 1 1/2" ALUM. CAP
WITH 5/8" REBAR MARKED
NW1/16 LS 14621
UPGRADED PER
MONUMENT RECORD

MILLER
CHADWELL E

Bearing
& Distance

1 SHIFT ROAD SOUTH TO
KEEP SHOP, PROPOSED
LEACH FIELD & SEPTIC
TANK OUT OF 25'
SETBACK

PROPOSED
SHOW ACCESS POINTS
FOR EACH LOT

2 SHIFT ROAD NORTH
TO KEEP SHOP,
LEACH FIELD & SEPTIC
TANK OUT OF 25'
SETBACK.

Turn Lanes &
Acceleration
lanes on the
Highway?



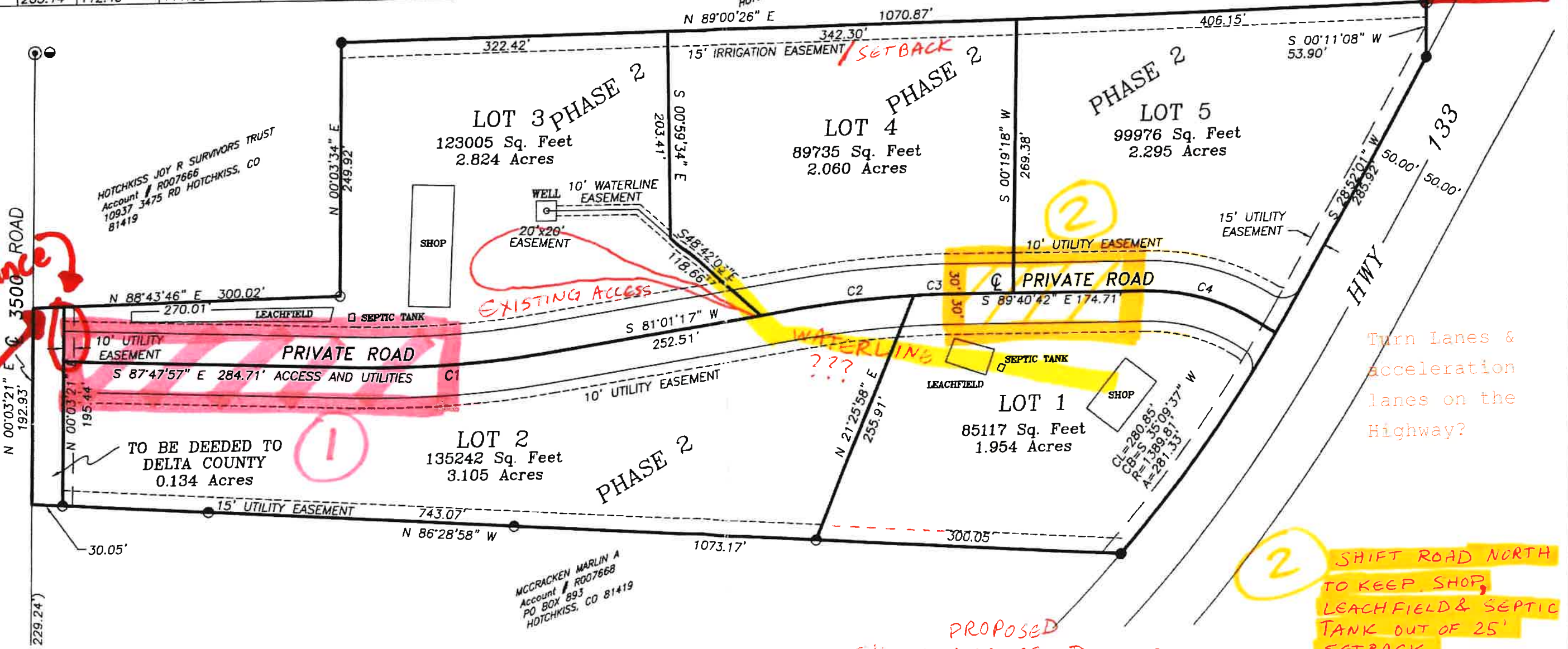
WILMORE & COMPANY
PROFESSIONAL LAND SURVEYING, INC.

406 Grand Avenue 970.527-4200
P.O. Box 1652 970.527-4202
Paonia, Colorado 81428

Defining Boundaries

JOB# J21091SKETCH APRIL 5, 2021 DRAWN BY: RAW FIELD: RAW

SCALE 1"=100'



Transportation Impact Study
for
Kwiki Tire II



January 24, 2019



PREPARED FOR:
Anthony Ranches, LLC
11333 3800 Road
Paonia, CO 81428

PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: 1371

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-two years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Transportation Impact Study for Kwiki Tire II

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1.0 Project Description

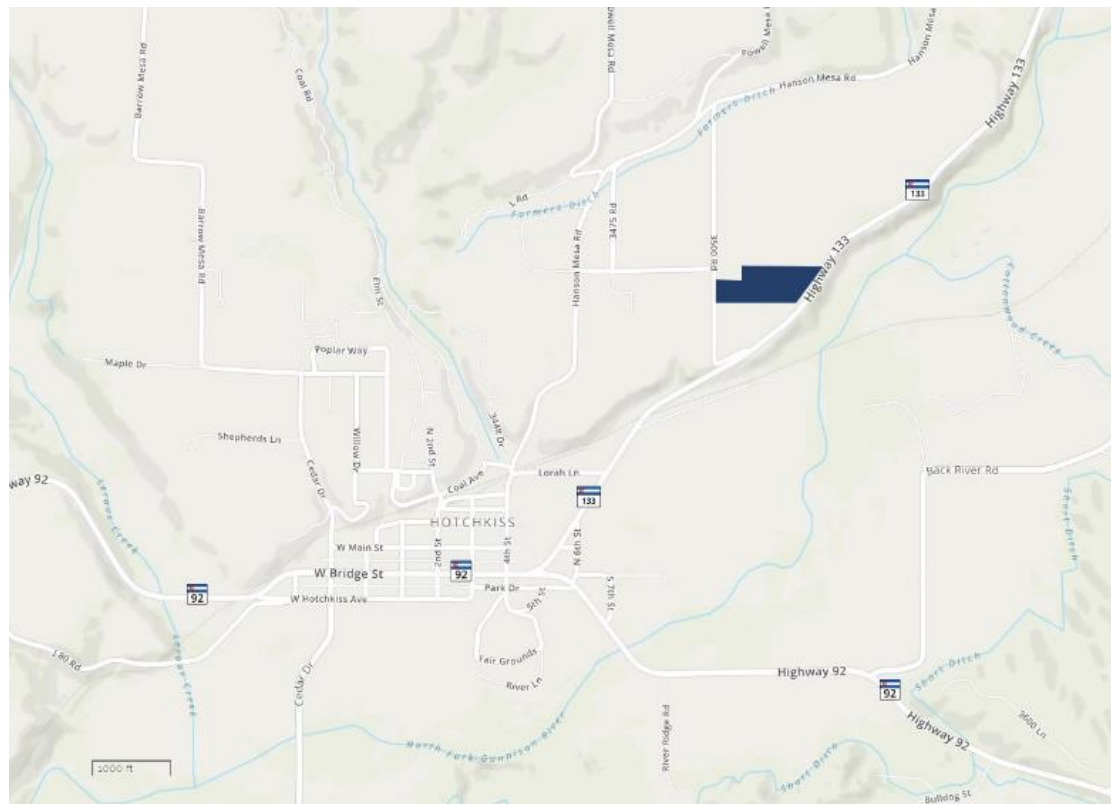
The Kwiki Tire II development project is a proposed 12.4 acre mixed use development located northeast of Hotchkiss, CO, approximately ½ mile from the Town limits on SH 133. The property currently consists of an existing automotive tire service store and a warehouse building. The applicant seeks to redevelop the property and provide additional uses, including additional RV spaces to adjoin the adjacent Mountain Valley Meadows RV Park (MVM RV Park) to the south, an expanded tire store, RV/Boat & Self Storage, office and storage yard, warehousing, and retail uses.

The property is bordered to the east by SH 133, and Delta County Road 3500 to the west. To the south is the existing Mountain Valley Meadows RV Park, and to the north is private farmland parcels. The project location is shown in **Figure 1**.

This study is intended to analyze the anticipated transportation impacts associated with this development. Traffic analysis has been performed for both background and total conditions for the near-term Year 2019 and long-range planning Year 2040.

For the Kwiki Tire II project, it was assumed that the project would be constructed in the near term Year 2019.

Figure 1: Vicinity Map



The site is currently home to the existing Kwiki Automotive Tire shop. During construction, a new shop will be constructed for Kwiki, as well as the other mixed uses.

The site presently takes access through two accesses on each side of the Kwiki Tire parking lot. The south access is also shared with the MVM RV Park. The north access provides access to the north side of the Kwiki parking lot as well as an existing metal building on the parcel.

The current northern access (Intersection #4) will serve as the primary site access. The southern site access (Intersection #2) will be closed. Additionally, CR 3500 (Intersection #1) will also be closed and will be rerouted through the site with a new alignment to Intersection #4. Existing access locations are depicted in **Figure 2**. **Figure 3** shows the proposed realigned 3500 Road. The conceptual site plan can be seen in **Figure 4**.

Figure 2: Existing Access Location Map

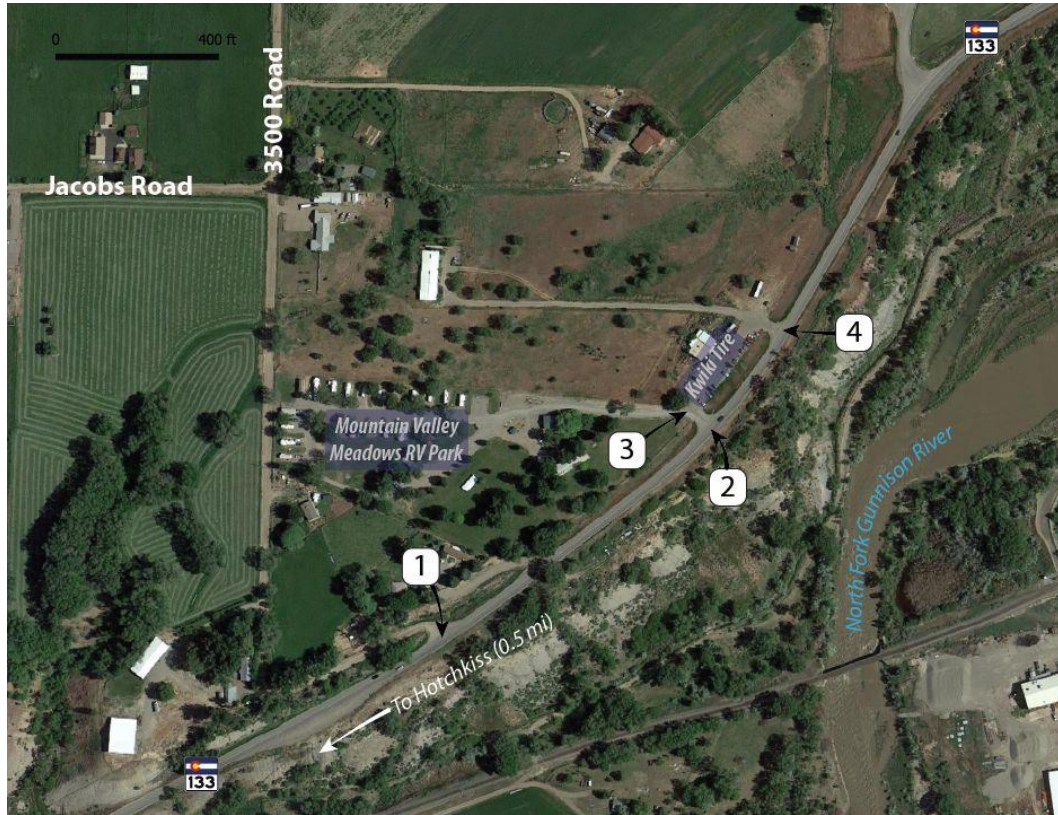


Figure 3: Proposed Access Location Map

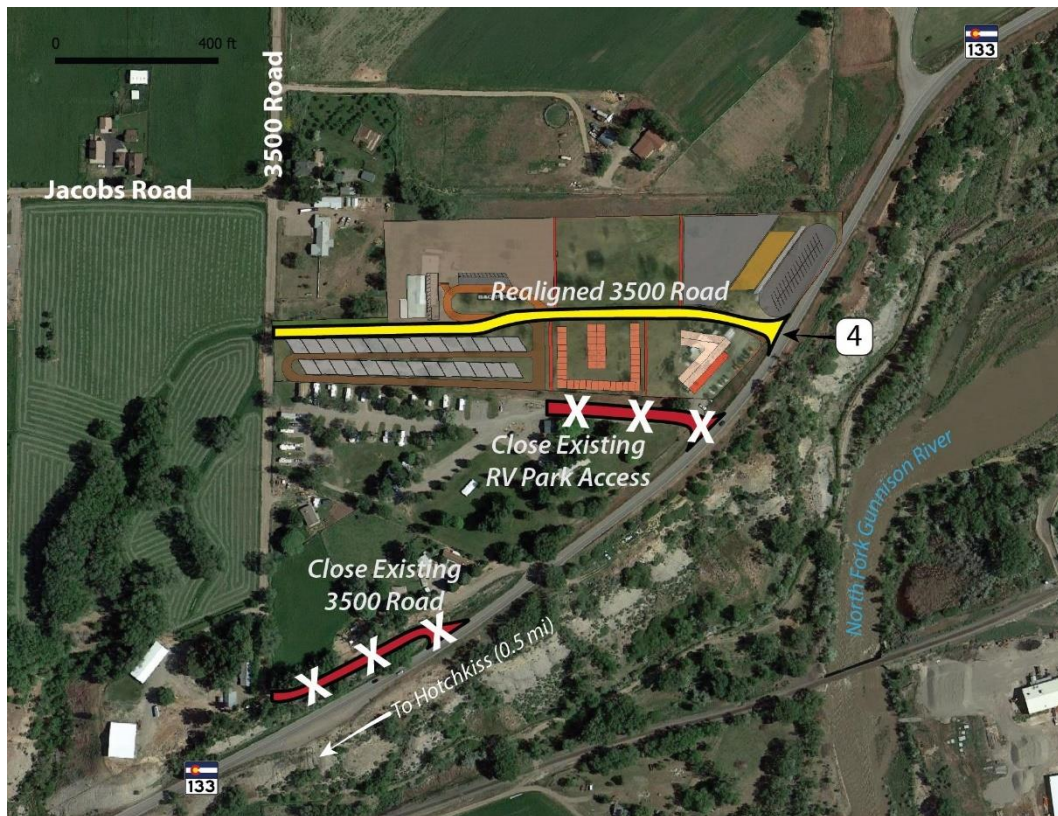


Figure 4: Conceptual Site Plan



2.0 Existing Conditions

2.1 Description of Existing Transportation System

SH 133: State Highway 133 is a two-lane highway that connects SH 92 in Hotchkiss to SH 82 in Carbondale. This regional route is classified by the State as Access Category R-A, Rural Arterial within the project area. SH 133 is considered a north/south highway, even though the alignment near the project site runs from the southwest to the northeast. For this study, the SH 133 intersections are northbound and southbound. The posted speed limit in the site area is 45mph.

Delta County Road 3500: Delta County Road 3500 (3500 Road) is a $\frac{3}{4}$ mile long road that connects to SH 133 to the south of the project site and has a small switchback to the west before heading north to Hanson Mesa Road. 3500 Road provides access to local traffic and is a road that is aligned with the grid that separates many of the parcels in the area. 3500 Road is unpaved and is approximately 22'-24' wide. The SH 133 access has compromised sight distance to the west. **Figure 5** shows the alignment of 3500 Road making the sharp westerly turn and the poor sight distance to the west.

Figure 5: 3500 Road at SH 133



Mountain Valley Meadows RV Park Access: Mountain Valley Meadows RV Park Access (RV Park Access) is a private east/west access road that accesses SH 133 on the west side. The existing Kwiki tire parking lot also connects to the RV Park Access. The access is unpaved and is located approximately 850' north of the existing 3500 Road intersection. The RV Park Access provides the prime access for the Mountain Valley Meadows RV Park facility.

2.2 Traffic Data Collection

Existing Traffic Volumes: Existing morning and evening peak hour weekday turning movement counts were collected by McDowell Engineering. Traffic data was collected on Wednesday, October 3, 2018, and Tuesday, October 16, 2018. Turning movement counts were collected from 7:00 – 9:00am and 4:00 – 6:00pm. The weather was clear. The October 16th counts were volume-balanced to align with the October 3rd data. Counts were collected at the following intersections:

1. SH133 & 3500 Road
2. SH133 & Mountain Valley Meadows RV Access Road
3. Mountain Valley Meadows RV Access Road & Kwiki Tire (South Access)
4. SH133 & Kwiki Tire (North Access)

The resulting Year 2018 peak hour vehicular volumes for an average weekday at these intersections can be seen in the **Appendix**. The traffic count volumes collected aligned with CDOT's OTIS data.

3.0 Future Traffic Projections

3.1 Existing & Committed Capital Improvement Projects

There are no existing or committed capital improvement projects that will impact this analysis.

3.2 Planned or Existing Land Development Projects

There are no planned or existing land development projects in the immediate vicinity other than this project, Kwiki Tire II.

3.3 Seasonal Adjustment Factor:

No seasonal adjustment factors were applied to any of the counts.

3.4 Background Traffic Growth

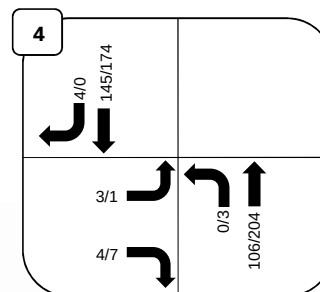
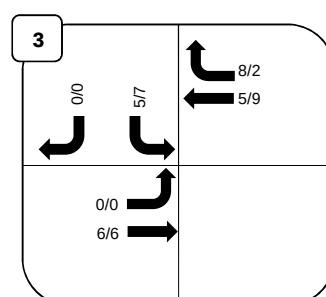
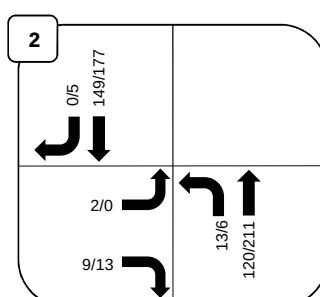
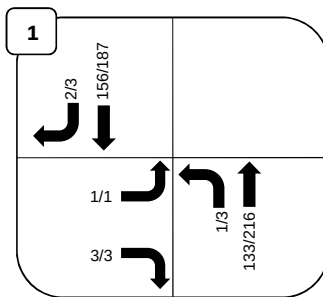
Long-term background growth was based upon the CDOT's published OTIS 20-year factor of 1.06. An annual growth rate of 0.29% was calculated for SH 133.

A 1.00% annual growth rate was applied to 3500 Road traffic. This is considered a conservative growth rate, as the adjacent properties in the vicinity are generally built out and are not proposed to be further developed or subdivided.

3.5 Background Traffic Forecasts

The resulting peak hour existing Year 2018 and projected Year 2019 and Year 2040 background traffic volumes can be seen in **Figure 6**, **Figure 7**, and **Figure 8**.

Figure 6: Year 2018 Existing Traffic Volumes



Intersections:

1. SH133 & 3500 Road
2. SH133 & Mountain Valley Meadows RV Access Road
3. Mountain Valley Meadows RV Access Road & Kwiki Tire (South Access)
4. SH133 & Kwiki Tire (North Access)



Project Number: M1371
Prepared by: GWS

LEGEND :

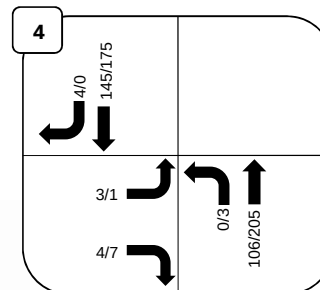
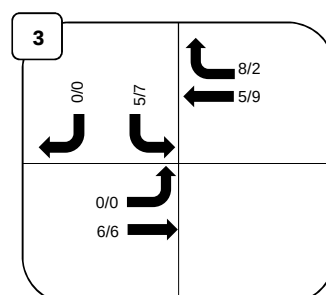
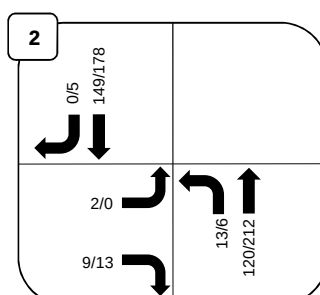
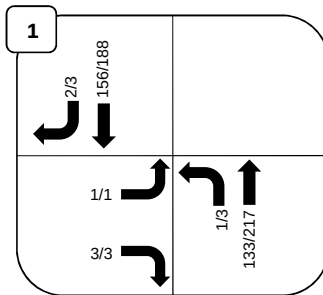
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 7: Year 2019 Background Traffic Volumes



Intersections:

1. SH133 & 3500 Road
2. SH133 & Mountain Valley Meadows RV Access Road
3. Mountain Valley Meadows RV Access Road & Kwiki Tire (South Access)
4. SH133 & Kwiki Tire (North Access)



Project Number: M1371
Prepared by: GWS

LEGEND :

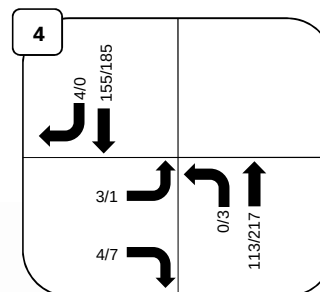
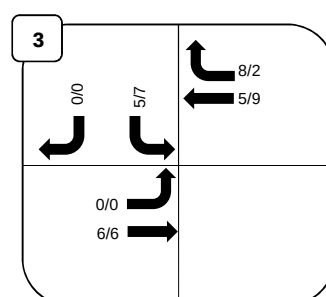
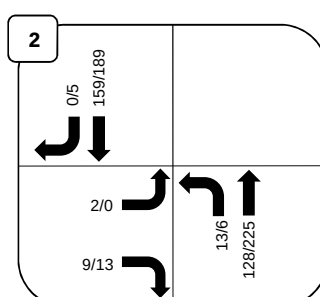
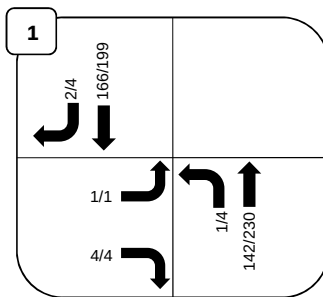
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 8: Year 2040 Background Traffic Volumes



Intersections:

1. SH133 & 3500 Road
2. SH133 & Mountain Valley Meadows RV Access Road
3. Mountain Valley Meadows RV Access Road & Kwiki Tire (South Access)
4. SH133 & Kwiki Tire (North Access)



Project Number: M1371
Prepared by: GWS

LEGEND :

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



3.6 Background Traffic Level of Service

Highway Capacity Manual 2010 (HCM) methodology was used to determine the existing, background Year 2019, and background Year 2040 Level of Service (LOS) at the studied intersections. Synchro 8 HCM software was used to analyze the unsignalized and signalized intersections. The results of this analysis can be seen in **Table 2**.

HCM LOS is defined by the following criteria:

Table 1: HCM 2010 Level-of-Service Criteria

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (Seconds/Vehicle)	Average Stop-Controlled Delay (Seconds/Vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>35-50
F	When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>80	>50

The following **Table 2** shows the resulting LOS as determined by HCM analysis:

Table 2: Background Level of Service

Access / Intersection		Traffic Control	Approach	Background Traffic Conditions			
				Level of Service (Delay in Seconds)			
#	Name			Year 2019		Year 2040	
				AM	PM	AM	PM
1	SH 133 & 3500 Road	EB Stop	EB	A (9.4)	A (9.9)	A (9.5)	A (9.9)
			NBL	A (0.1)	A (0.1)	A (0.1)	A (0.2)
2	SH 133 & Mountain Valley Meadows RV Access	EB Stop	EB	A (9.4)	A (9.3)	A (9.5)	A (9.4)
			NBL	A (0.8)	A (0.3)	A (0.8)	A (0.2)
4	SH 133 & Kwiki Tire North Access	EB Stop	EB	A (9.5)	A (9.5)	A (9.6)	A (9.6)
			NBL	A (0.0)	A (0.1)	A (0.0)	A (0.1)

As can be seen in **Table 2**, all intersections are anticipated to function at an acceptable Level of Service A in the Year 2019 and 2040 background traffic conditions.

4.0 Project Traffic

4.1 Existing Site Traffic

Kwiki Tire currently occupies the property. Existing counts captured the volumes at Kwiki Tire, as well as the RV Park. It was noted that during the count period, there were additional trips operating at Intersection #4 performing cleaning and hauling operations on the north side of the property.

The traffic counts were volume balanced along SH 133 because they were counted on different days. The balanced counts are consistent with previous count data obtained by CDOT on its OTIS website.

The Mountain Valley Meadows RV Park was also counted. The derived trip generation from these counts will be utilized for the expansion portion of the project.

4.2 Proposed Land Use

The proposed Kwiki Tire II development will consist of four parcels as follows:

- Lot 1 is a 1.7 Acre Parcel containing the new Kwiki Tire store consisting of 9.3ksf of ITE Land Use #848, Tire Store. The ITE land use was preferred over a derived trip equation due to additional clearing and hauling operations during the count period.
- Lot 2 is a 2.9 Acre Parcel that will be used by the Fiberworks facility. The trip generation analysis for this parcel was determined using a customized trip generation matrix for office and contractor storage as shown in **Table 4**.
- Lot 3 is a 3.4 Acre Parcel that will be used for a combination of self-storage, light industrial, warehousing, and retail uses. ITE Land Uses #151, Mini Warehouse; #110, General Light Industrial; #150, Warehousing; and #820 Shopping Center were used for this analysis.
- The 2.4 Acre Parcel in the southwest corner of the site is to be transferred to the adjacent Mountain Valley Meadows RV Park for an additional 29 RV Sites. A derived trip generation was utilized using the existing count data.

One phase of analysis will be performed, based upon the assumption that the uses will be constructed near the 2019 timeframe or shortly thereafter.

4.3 Trip Generation Analysis

Trip generation was estimated using the following methods:

- The Institute of Transportation Engineers' *Trip Generation Manual*² was used to determine the anticipated trip generation for uses that have corresponding ITE Land Uses and are within the guidelines for utilization of the ITE data.
- A customized trip generation was completed for the Fiberworks facility, due to their specific operations. See **Table 4**.
- Derived trip generation rates were utilized for the RV park based upon the existing traffic counts.
- The RV/Boat storage and RV Park uses were adjusted to account for larger vehicles using the *Access Code's* Section 2.3(4)(e) for Passenger Car Equivalents (PCEs).

4.4 Site-Generated Traffic

The buildout of the Kwiki Tire II is expected to generate a total of 2,468 external vehicle trips over the course of an average weekday. This includes 305 weekday morning peak hour trips and 295 weekday evening peak hour trips.

Refer to **Table 3** for trip generation calculations and further breakdown of these trips.

4.5 3500 Road Realignment

Due to sight distance and safety concerns, Delta County and the applicant have been working together to realign 3500 Road from its present location to the existing north access of Kwiki Tire. See **Figure 3** and **Figure 4** for the location of the realigned 3500 Road and the closure of the existing 3500 Road at SH 133. Only the road segment that heads due west will be closed, as the existing north-south alignment will be utilized for private property access. A turn around area will be provided on the new south end of 3500 Road.

The realigned 3500 Road will connect to SH 133 at the existing north access of Kwiki Tire and run west to intersect the existing 3500 Road running to the north. The south portion will remain in place to serve as an access driveway to the parcel to the south. 3500 Road will be reclaimed where it turns to the east, and the access to SH 133 will be removed. The section of the existing 3500 Road south of the new 3500 Road connection will no longer be known as 3500 Road. The County may want to explore options for vacating this land if feasible.

Existing counts were taken on 3500 Road. It is anticipated that there will be additional area traffic using the realigned 3500 Road. **Figure 9** shows the anticipated area that will utilize the realigned 3500 Road.

In addition to the closure of the existing 3500 Road, the RV park access will also be closed. The RV park will access SH 133 through the realigned 3500 Road, as will the rest of the proposed Kwiki Tire II development.

Figure 9: 3500 Road Contributing Area

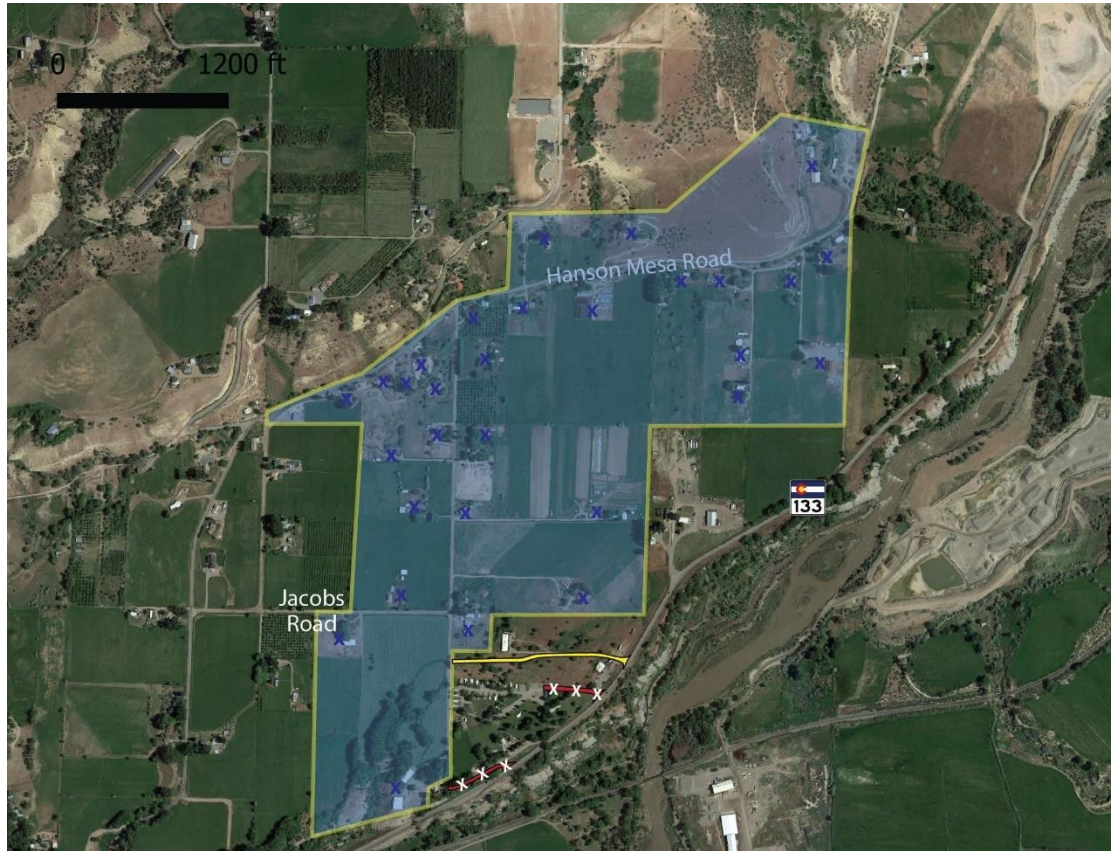


Table 3 - Kwiki Tire II Development
Project Trip Generation
Estimated Project-Generated Traffic

PROJECT NUMBER:
PREPARED BY:
DATE:
REVISED:

M1371
GWS
2019-01-24

ITE Code	Units ²	Eq. Coef	ITE Trip Generation Equation ¹			Average Weekday ⁵ Trips (VPD)	Morning Peak Hour		Evening Peak Hour	
			Avg. Weekday	AM Peak Hour	PM Peak Hour		Inbound	Outbound	Inbound	Outbound
							% Trips	Trips	% Trips	Trips
Use 1 - Tire Store										
#848 - Tire Store ^{1,4}	9.3 kSF GFA	Type a= b=	Rate 28.52	Rate 3.73	Rate 3.87	265	52% 18	48% 17	45% 16	55% 20
						265	18	17	16	20
Use 2 - RV/Boat & Self Storage										
#151 - Mini Warehouse ¹	16.7 kSF GFA	Type a= b=	Rate 1.51	Rate 0.20	Rate 0.20	25	50% 2	50% 2	51% 2	49% 2
PCE Adjustment ⁵			50.0% 50.0% 50.0%			13	1	1	1	1
						38	3	3	3	3
Use 3 - Existing & Expanded RV Park										
RV Park ³	31 RV Sites		Rate 4.84	Rate 0.35	Rate 0.48	150	45% 5	55% 6	60% 9	40% 6
RV Park Expansion ³	29 RV Sites		Rate 4.84	Rate 0.35	Rate 0.48	140	45% 5	55% 6	60% 9	40% 6
PCE Adjustment ⁵			25.0% 25.0% 25.0%			73	3	3	5	3
						363	13	15	23	15
Use 4 - Fiberworks Office, Maintenance Shop, and Storage Yard										
Fiberworks ⁶	4.8 kSF	Type a= b=	Rate 60.00	Rate 12.50	Rate 11.04	288	18% 11	82% 49	77% 41	23% 12
						288	11	49	41	12
Use 5 - Build to Suit										
#110 - General Light Industrial ⁷	37 kSF GFA	Type a= b=	A 3.79 57.96	A 0.72 12.09	B 0.69 0.90	198	87% 34	13% 6	18% 6	82% 24
						198	34	6	6	24
Use 6 - Warehouse / Storage Yard										
#150 - Warehousing ⁸	20 kSF GFA	Type a= b=	A 1.58 45.54	A 0.11 30.07	A 0.15 22.52	77	65% 21	35% 11	24% 7	76% 19
						77	21	11	7	19
Use 7 - Retail										
#820 - Shopping Center ¹	9.8 kSF	Type a= b=	B 0.68 5.57	A 2.76 77.28	B 0.72 3.02	1,239	54% 56	46% 48	50% 53	50% 53
						1,239	56	48	53	53
Total Trip Generation						2,468	156	149	149	146

Notes:

¹ Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017. (Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$) Rates or equations are selected in accordance with Figure 4.2, Process for Selecting Average Rate or Equation in Trip Generation Manual data, ITE Trip Generation Handbook, 3rd Edition, page 28.

² kSF = 1,000 Square Feet; GFA=Gross Floor Area

³ Rates calculated from existing traffic volumes

⁴ Assumes new Tire Store facility that replaces the existing tire store use.

⁵ Assumes a percentage of traffic volume has a PCE of 2. This represents the additional PCE volume that is added to the base volume.

⁶ Traffic volumes provided by Fiberworks. See Table 4.

⁷ Assumes General Light Industrial Land Use (#110), as ITE identifies this as a higher trip rate than general warehousing (#150). Assumes Floor Area Ratio (FAR) of 50%

⁸ Assumes a FAR of 50%

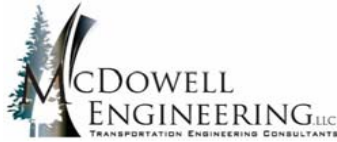


Table 4 - Project Trip Generation
Proposed Fiberworks Facility
Hotchkiss, Colorado
Estimated Project-Generated Traffic²

PROJECT NUMBER: M1371
PREPARED BY: GWS
DATE: 1/24/2019
REVISED:

Operational Description	Total People per Day	Total Vehicles per day	Total Vehicles Trips per day	Passenger Car Equivalent (PCE) Factor ¹	Trips per day (PCEs ¹)	Vehicle Trips per Hour (vph in PCEs ¹)																Notes		
		(vpd)	(vpd)		(vpd)	Direction	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm		8pm	9pm

External Trips																							
Administrative Staff	15	15	50	1	50	inbound		4	6	5					10								
						outbound							10				10	5					
Operations Staff - Passenger Vehicles	40	40	80	1	80	inbound		20	20														
						outbound												40					
Operations Staff - Trucks w/ Trailers	40	20	40	2	80	inbound											40						
						outbound			40														
Customers / Guests	11	11	22	1	22	inbound		1	1	1	1	1	1	1	1	1	1	1					
						outbound		1	1	1	1	1	1	1	1	1	1	1					
Maintenance Staff - Passenger Vehicles	3	3	12	1	12	inbound		2	1							1	2						
						outbound			2	1							1	2					
Maintenance Staff - Trucks w/ Trailers	3	3	12	2	24	inbound		4	2							2	4						
						outbound			4	2							2	4					
Deliveries / Trash	5	5	10	2	20	inbound				2		2	2		2			2					
						outbound				2		2	2		2			2					

Total Trips																							
Total External Peak Hour Trips for one Hangar (in PCEs)	97	226		288	inbound	0	24	33	11	1	3	3	1	13	1	4	9	41	0	0	0	0	
					outbound	0	0	1	49	4	3	3	11	3	1	1	16	12	40	0	0	0	
					Total Peak Hour Trips per Hangar (in PCEs)					0	24	34	60	5	6	6	12	16	2	5	25	53	

Notes:
¹ Passenger Car Equivalents are based upon Section 2.3(4)(e) of the State of Colorado's *State Highway Access Code* .
² The custom trip generation analysis is prepared based upon the applicant's proposed operations.
vpd - vehicles per day
vph - vehicles per hour



Table 5 - Kwiki Tire II Development
3500 Road Traffic Contribution
Contributing Area for 3500 Road

PROJECT NUMBER: M1371
 PREPARED BY: GWS
 DATE: 2019-01-24
 REVISED:

ITE Trip Generation Equation ¹						Average Weekday	Morning Peak Hour				Evening Peak Hour			
ITE Code	Units ²	Eq. Coef	Avg. Weekd ay	AM Peak Hour	PM Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips
Use 1 - Existing Counts at 3500 Road (Shown for reference only, not included in totals)														
3500 Road - Existing Count Data							43%	3	57%	4	60%	6	40%	4
							3		4		6		4	
Use 2 - Existing Contributing Area														
#210 - Single-Family Detached Housing ^{1,2}	30 DU	Type a=	B 0.92	B 0.91	B 0.94	343	26%	8	74%	20	64%	22	36%	12
		b=	2.71	0.20	0.34									
						343	8		20		22		12	
Total Trip Generation						343	8		20		22		12	

Notes:

¹ Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

² Includes the 3500 Road - Existing Count Data numbers

4.6 3500 Road Directional Distribution

The directional distribution of 3500 Road traffic is based upon existing counts and an analysis of the existing intersection. The distribution is influenced by several factors, including the following:

- The 3500 Road contribution area shown in **Figure 9**.
- The existing 3500 Road intersection was not conducive to left turns inbound and outbound, due to limited sight distance to the south and poor intersection geometry.
- Anecdotal evidence from local residents stating that they did not like using the 3500 Road intersection due to it being dangerous.

Based upon these observations, a directional distribution of 50% to/from the north and 50% to/from the south will be utilized for both inbound and outbound traffic. **Figure 10** depicts the anticipated directional distribution for AM and PM of the 3500 Road contribution area.

4.7 3500 Road Traffic Assignment

When the 3500 Road traffic is applied to the estimated 3500 Road distribution, the result is the anticipated assignment of 3500 Road trips that will use the realigned roadway. **Figure 11** and **Figure 12** depict the Year 2018 and Year 2019 short-term background 3500 Road weekday vehicle trips that are anticipated from the area in **Figure 9**, respectively. Similarly, **Figure 13** depicts the future Year 2040 vehicle trips that are anticipated from the area in **Figure 9**.

Figure 11, **Figure 12**, and **Figure 13** show the assignment for the Year 2018 existing, Year 2019 background, and Year 2040 background scenarios.

4.8 Site-Generated Directional Distribution

The directional distribution of site-generated traffic on adjacent roadways is influenced by several factors, including the following:

- The location of the site relative to other facilities and the roadway network,
- The configuration of the existing and proposed adjacent roadway network,
- Relative location of neighboring population centers.

Based upon review of the existing traffic patterns and counts the following morning and evening directional distribution was assumed:

- Thirty percent (30%) of site-generated traffic will originate to/from the north on SH 133.

- Seventy percent (70%) of site generated traffic will originate to/from the south on SH 133.

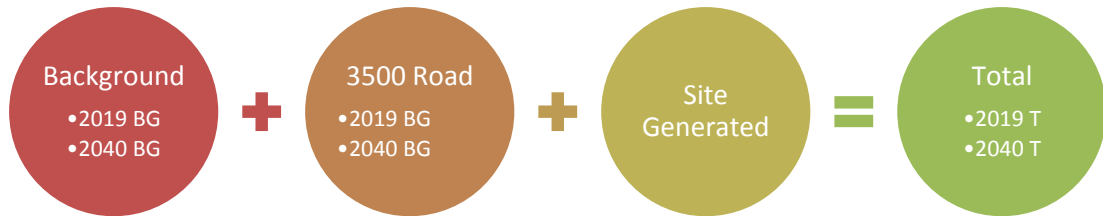
Figure 14 shows the project generated directional distribution.

4.9 Site-Generated Traffic Assignment

When the trip generation expected for this site is applied to the estimated trip distribution, the result is the anticipated assignment of trips on the roadway system. **Figure 15** depicts the traffic assignment.

4.10 Total Traffic

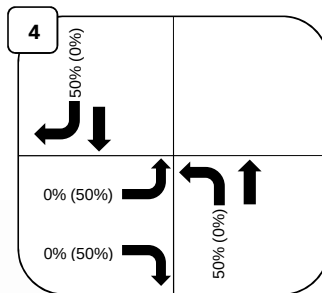
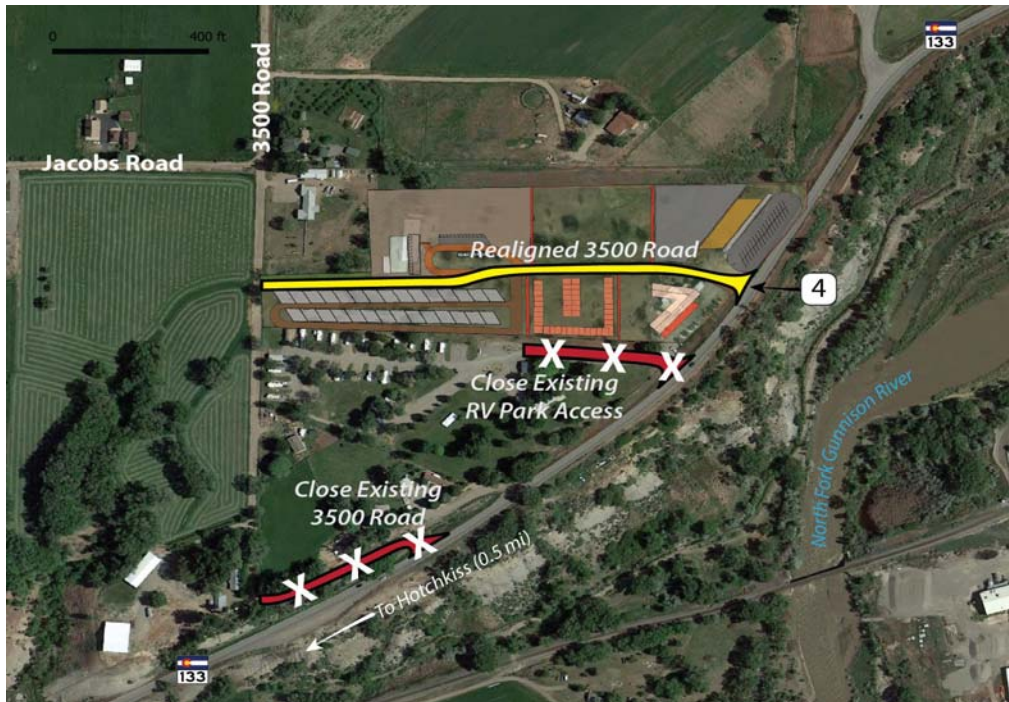
The total traffic anticipated at the realigned 3500 Road access to SH 133 (Intersection #4) is the sum of background traffic, the relocated 3500 Road traffic, and the site-generated traffic.



For Year 2019, the background traffic (**Figure 7**) added to the 3500 Road background traffic (**Figure 12**) and the site-generated traffic (**Figure 15**) to yield the total Year 2019 traffic in **Figure 16**.

Similarly, for Year 2040, background traffic (**Figure 8**) added to the 3500 Road background traffic (**Figure 13**) and the site-generated traffic (**Figure 15**) to yield the total Year 2019 traffic in **Figure 17**.

Figure 10: 3500 Road - Contribution Area Generated Traffic Distribution



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

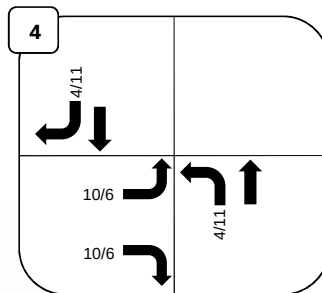
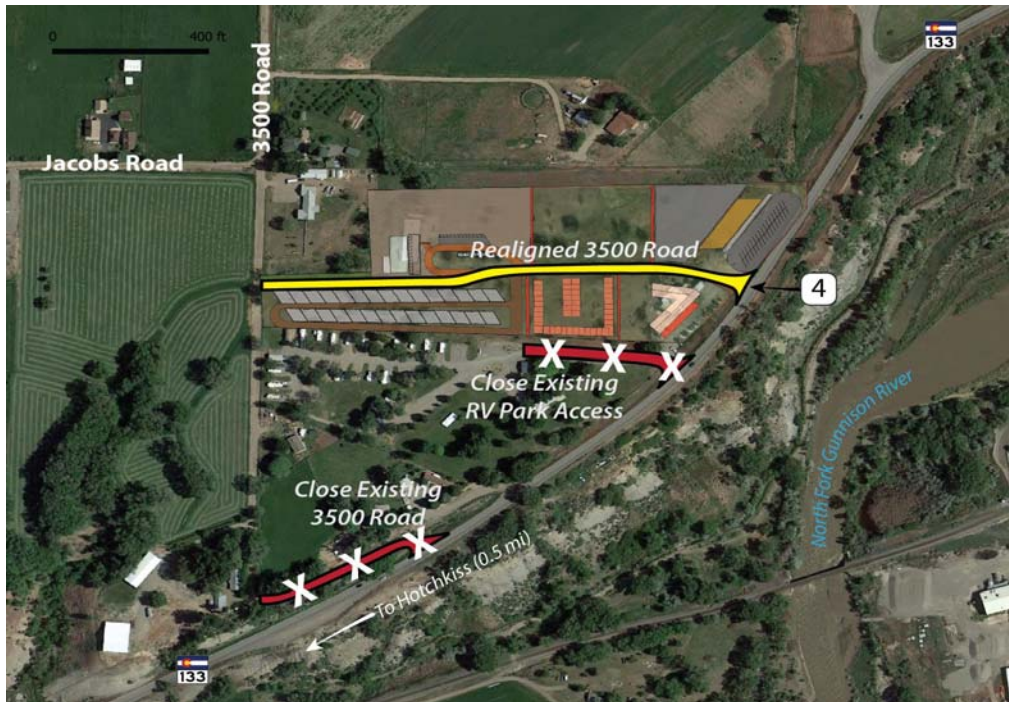
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 11: 3500 Road Traffic Assignment - Year 2018 Existing



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

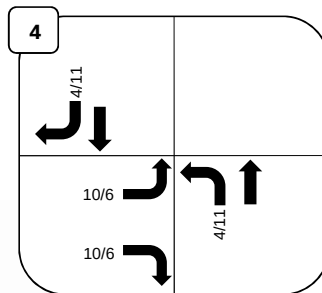
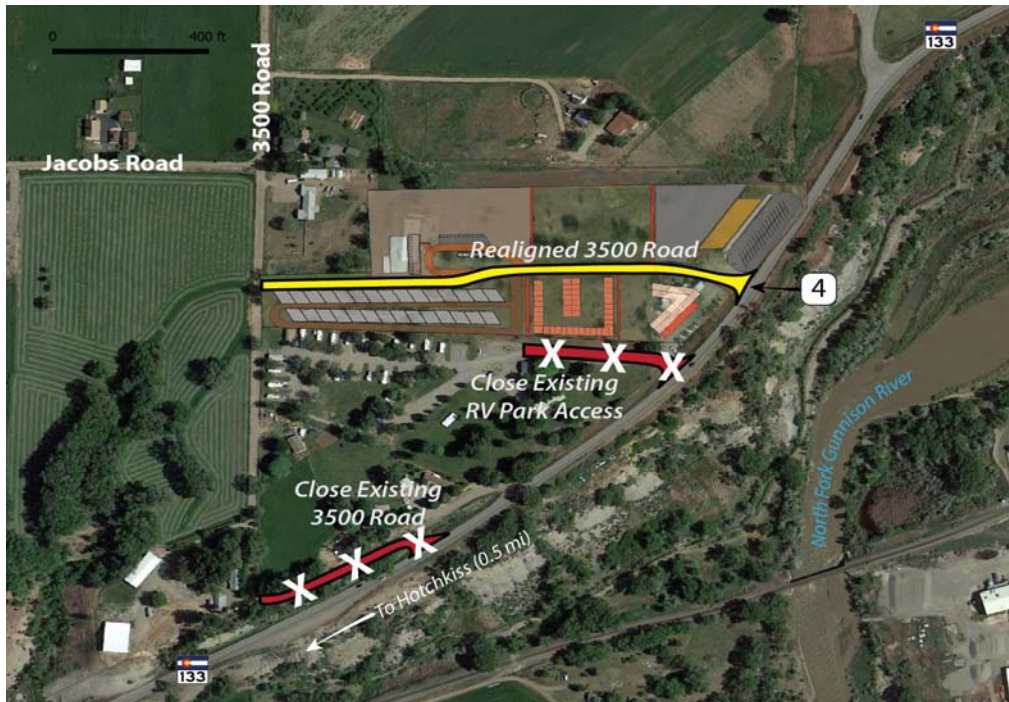
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 12: 3500 Road Traffic Assignment - Year 2019 Background



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

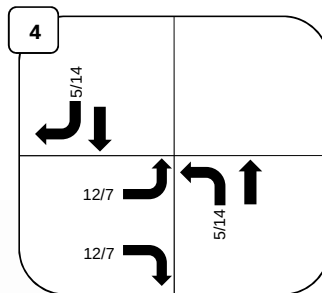
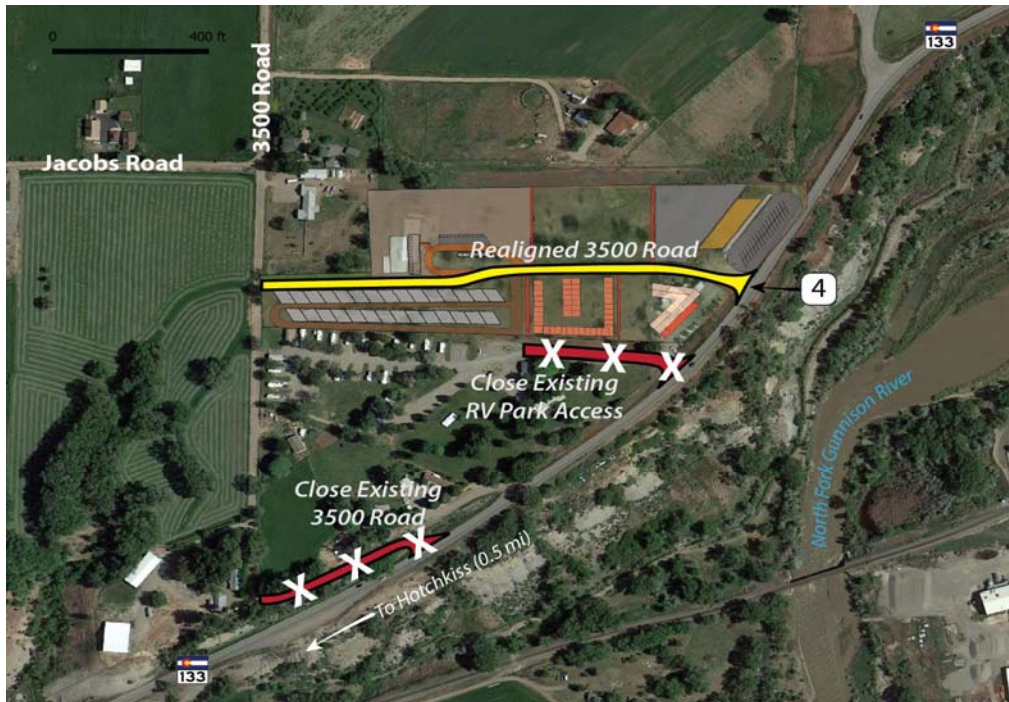
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 13: 3500 Road Traffic Assignment - Year 2040 Background



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

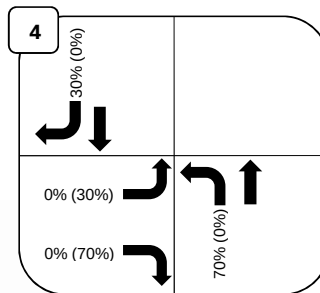
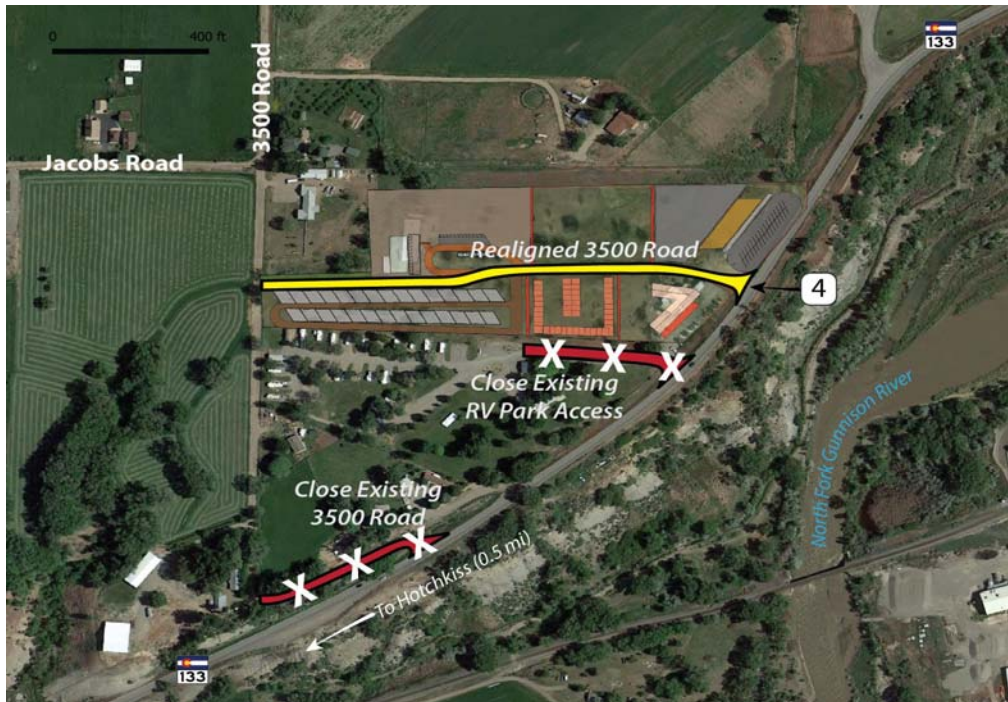
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 14: Kwiki Tire II Development - Project generated Traffic Distribution



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

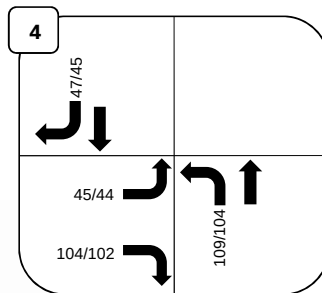
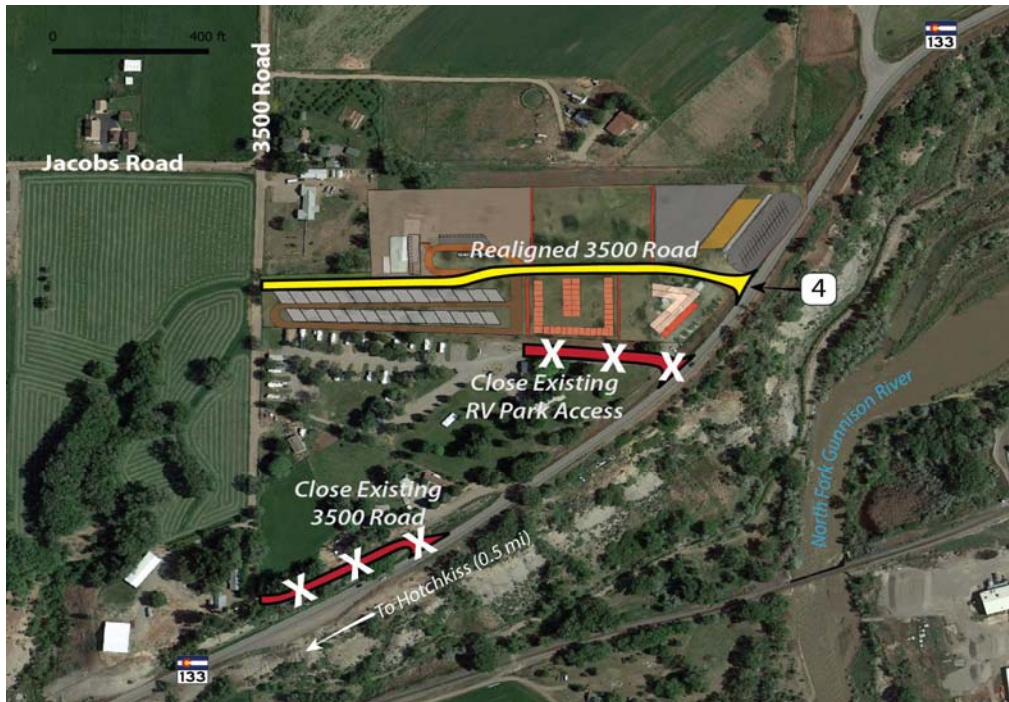
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 15: Kwiki Tire II Development - Project generated Traffic Assignment



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

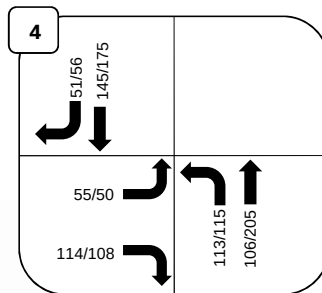
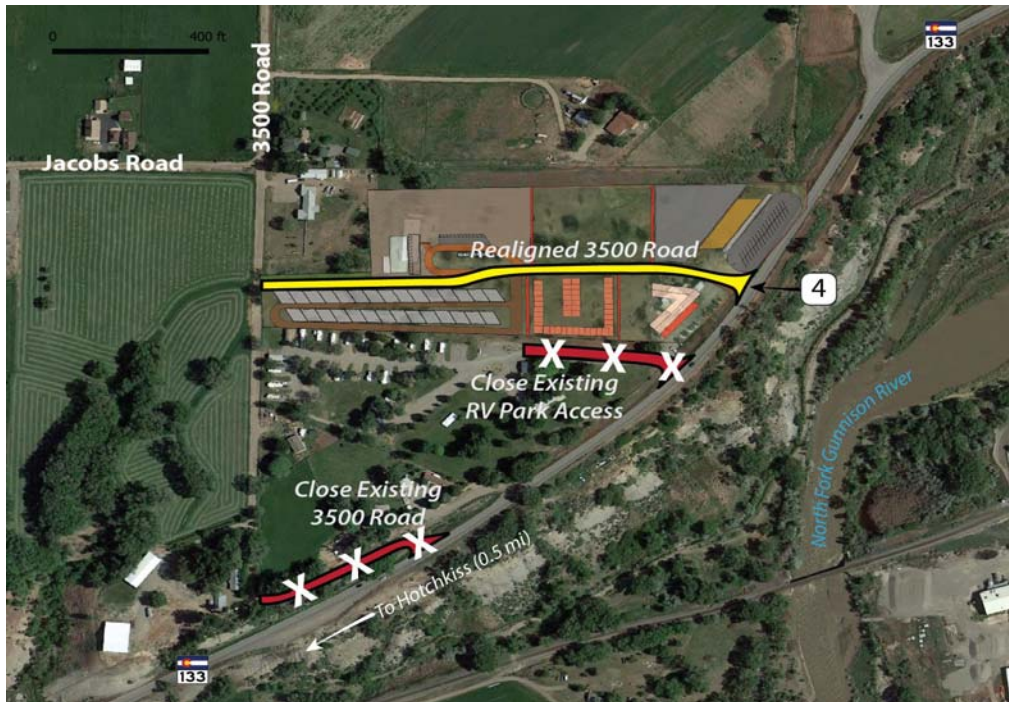
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 16: Year 2019 Total Traffic



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

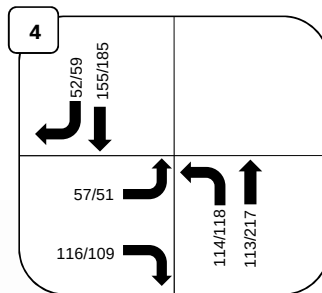
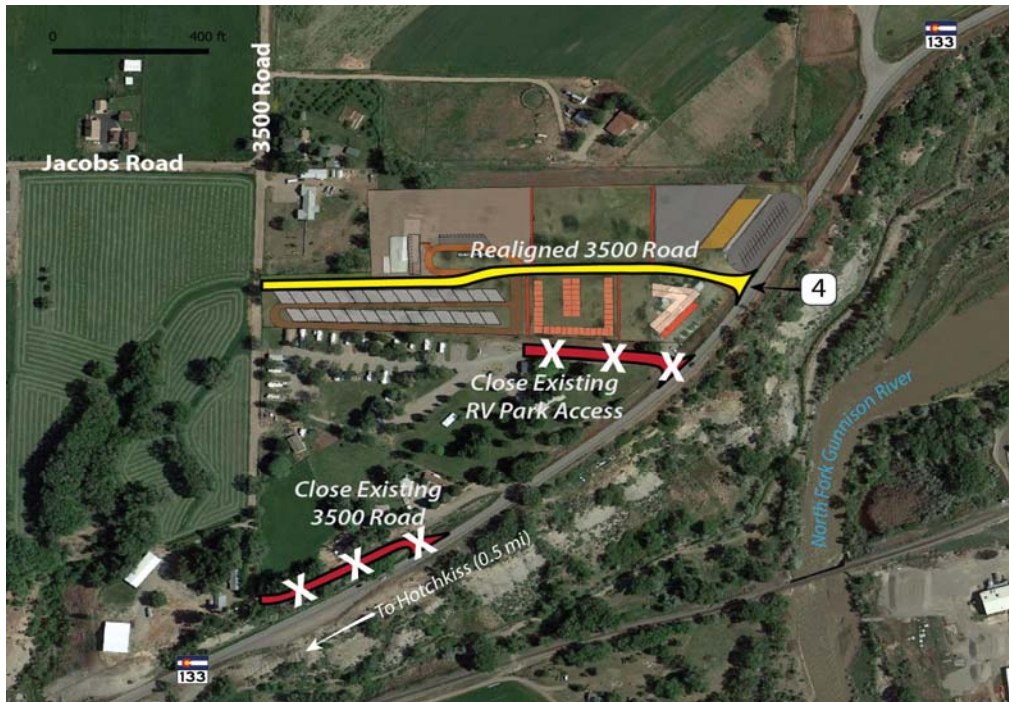
Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 17: Year 2040 Total Traffic



Intersections:
4. SH133 & Realigned 3500 Road



Project Number: M1371
Prepared by: GWS

LEGEND :

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX VPH (in PCEs)

Turning Movements



5.0 Transportation Impact Analysis

5.1 Future Transportation Network Improvements

The realigned 3500 Road intersection requires the construction of turn lanes to accommodate the background 3500 Road traffic volumes and total traffic volumes. Refer to **Figure 6** for additional details. It was assumed that these existing deficiencies would be addressed by Delta County in a jointly-funded (public-private) intersection improvement project. Therefore, the turn lane improvements to address existing deficiencies were addressed in total traffic conditions.

5.2 Site Design and Traffic Circulation Evaluation

The conceptual site plan (**Figure 4**) depicts the Kwiki Tire II Development's proposed accesses to the surrounding roadway network. It is understood that all traffic will access to/from the realigned 3500 Road, and not directly to SH 133.

All accesses to 3500 Road should be aligned to intersect 3500 Road at a right angle and should line up with accesses on the opposite sides of 3500 Road. Accesses should be no closer than 250' to SH 133 on 3500 Road to provide storage for outbound queues. The calculated 95th percentile queue has a length of two cars (approximately 50')

Accesses to 3500 Road should be spaced a minimum of 250 feet apart per Table 4-2 of the *Access Code*. 3500 Road should be posted at 35mph in the vicinity of the Kwiki Tire II site.

5.3 Auxiliary Turn Lane Requirements

Turn lane storage is determined by CDOT'S *State Highway Access Code*. Based upon each roadway's posted speed limits and projected Year 2040 traffic volumes, additional auxiliary turn lanes will be required. The following results can be seen in **Table 6**. The year and condition of the turn lane requirement is detailed in the last column.

Table 6 - Auxiliary Turn Lane Requirements¹

#	Int.	Mvmt	Posted Speed Limit (MPH)	SHAC Trigger Volume (VPH)	Year 2018 Existing		Year 2019 BG		Year 2040 BG		3500 Road Year 2018 Exist.		3500 Road Year 2019 BG		3500 Road Year 2040 BG		Kwiki Tire II Project Gen.		Year 2019 Total		Year 2040 Total		Existing Turn Lane	Access Code Required Turn Lane	Trigger Year & Condition
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
2	SH 133 & MVM RV Park Access	EBL	45	N/A	2	0	2	0	2	0													None		
		EBR	45	> 50	9	13	9	13	9	13													None		
		NBL	45	> 10	13	6	13	6	13	6													None	25' Storage + 435' (includes 13.5:1 taper)	Shown for reference only. Intersection #2 at MVM RV Park Access would trigger a NBL at Year 2018 under existing conditions.
		SBR	45	> 25	0	5	0	5	0	5													None		
4	SH 133 & Realign ed 3500 Road	EBL	45	N/A	3	1	3	1	3	1	10	6	10	6	12	7	45	44	55	50	57	51	None	550' (includes 13.5:1 taper)	Year 2019 Total - Left turn acceleration lane triggered due to Safety and Operations
		EBR	45	> 50	4	7	4	7	4	7	10	6	10	6	12	7	104	102	114	108	116	109	None	550' (includes 13.5:1 taper)	Year 2019 Total
		NBL	45	> 10	0	3	0	3	0	3	4	11	4	11	5	14	109	104	113	115	114	118	None	120' Storage + 435' (includes 13.5:1 taper)	Year 2019 Total. Background 2018 Existing 3500 Road volumes would trigger a 25' Storage + 435' (includes 13.5:1 taper) turn lane.
		SBR	45	> 25	4	0	4	0	4	0	4	11	4	11	5	14	47	45	51	56	52	59	None	435' (includes 13.5:1 taper)	Year 2019 Total

¹Based upon State Highway Access Code requirements for an R-A roadway with posted speed of 45mph.

- Triggered by State Highway Access Code Volumes
- Triggered by State Highway Access Code Safety and Operations

SH 133 & Mountain Valley Meadows RV Park Access: This intersection is shown for reference only, as the RV park will access the realigned 3500 Road. However, this access with the current traffic volumes would trigger a left turn deceleration lane.

SH 133 & Realigned 3500 Road: This intersection would require the northbound left deceleration lane, the southbound right deceleration lane, an eastbound right turn acceleration lane (south on SH 133), and an eastbound left turn acceleration lane (north on SH 133).

The eastbound right acceleration, northbound left deceleration, and southbound right deceleration lanes are all triggered by their corresponding turning volumes exceeding the threshold in the *State Highway Access Code*.

The eastbound left acceleration lane is required due to safety and operations at the intersection. Due to a higher percentage of larger vehicles (RVs, work trucks, etc.) and the high speed of the roadway at 45 mph, this lane is required, especially since the required sight distance for multi-unit trucks is deficient by approximately 115 feet. See **Section 5.5** for sight distance analysis.

All of the auxiliary lanes at the SH 133 & Realigned 3500 Road are required in the Year 2019 total traffic scenario. The realigned 3500 Road is not likely to occur without the Kwiki Tire II project. Even without the Kwiki Tire development, the shifted 3500 Road traffic would require the construction of a northbound left turn lane on SH 133. Left turn deceleration lanes have a storage component based upon the anticipated traffic volumes. Without the Kwiki Tire development, the County's 3500 Road traffic would require a northbound left turn lane with 25' storage + 435' lane (includes 13.5:1 taper). The Total traffic scenario (with the Kwiki Tire development) would require 120' of storage with the 435' lane. Lane geometrics are detailed in **Table 6**.

It is anticipated that a joint public-private intersection improvement project is needed at this intersection. To help share costs, the following **Table 7** outlines the percentage of impact per use.

Table 7: Total Traffic Contribution

Year 2019 Total					
Vehicle Trips through Realigned 3500 Road & SH 133					
	RV Park	Fiberworks	Other	3500 Road	Total
AM	28	60	217	28	333
PM	38	53	204	34	329
% of total					
	RV Park	Fiberworks	Other	3500 Road	Total
AM	8.4%	18.0%	65.2%	8.4%	100.0%
PM	11.6%	16.1%	62.0%	10.3%	100.0%
Average	10.0%	17.1%	63.6%	9.4%	100.0%

Year 2040 Total					
Vehicle Trips through Realigned 3500 Road & SH 133					
	RV Park	Fiberworks	Other	3500 Road	Total
AM	28	60	217	34	339
PM	38	53	204	42	337
% of total					
	RV Park	Fiberworks	Other	3500 Road	Total
AM	8.3%	17.7%	64.0%	10.0%	100.0%
PM	11.3%	15.7%	60.5%	12.5%	100.0%
Average	9.8%	16.7%	62.3%	11.2%	100.0%

AM & PM Average	9.9%	16.9%	62.9%	10.3%	100.0%
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5.4 Total Traffic Conditions

An HCM analysis was performed for both Year 2019 and Year 2040 AM and PM conditions. **Table** summarizes the total level of service (LOS) and delays.

Table 8: Total Traffic Level of Service

Access / Intersection		Traffic Control	Approach	Total Traffic Conditions			
				Level of Service (Delay in Seconds)			
				Year 2019		Year 2040	
#	Name			AM	PM	AM	PM
4	SH 133 & Realigned 3500 Road	EB Stop	EB	B (12.1)	B (13.1)	B (13.1)	B (13.5)
			NBL	A (4.1)	A (2.9)	A (2.9)	A (2.8)

SH 133 & Realigned 3500 Road: The total traffic scenarios assume that the auxiliary lanes as recommended in **Section 5.3** are constructed. Overall operations are good with the intersection operating at a Level of Service B (13.5 seconds) or better for the

Year 2040 PM scenario. Anticipated 95th percentile queues will be 2 vehicles or less for the eastbound and 1 vehicle for the northbound left approaches.

5.5 Site Access Sight Distance

Tables 4-1 and 4-2 in section 4.3 of CDOT's *State Highway Access Code* were used to determine adequacy of the sight distance of the proposed site accesses. Based upon the contributory land uses, a portion of the realigned 3500 Road traffic will consist of multi-unit truck traffic.

SH 133 & Realigned 3500 Road: Per Table 4-2, a two-lane roadway with a posted speed limit of 45mph requires a minimum sight distance of 765 feet for multi-unit trucks. The sight distance to the intersection from the north is in excess of the 765 feet required. From the south, the sight distance to the intersection is approximately 650 feet. Therefore, the sight distance is adequate for passenger cars, pickup trucks, and single unit trucks, but is approximately 115' short for multi-unit trucks.

5.6 Crash Data Analysis

Five years of crash data was requested and reviewed from CDOT's DiExSys Roadway Safety Systems from July 2012-2017. During that time, there were a total of 4 crashes between mile marker 0.5 and 1.5 on SH 133. One of the crashes involved two vehicles and was a rear end at a driveway access. With the anonymized data received, the analysis was unable to determine if this crash occurred at the intersection of SH 133 and 3500 Road.

The other three were single vehicle crashes. Of these three, one involved a wild animal strike, and the other two were caused by the vehicles leaving the roadway and striking a sign and fence respectively.

The addition of the auxiliary turn lanes will help to mitigate rear end crashes by providing adequate acceleration or deceleration outside of the main travel lanes and will also provide more maneuvering area for driver evasive movements.

A copy of the crash analysis can be found in the **Appendix**.

6.0 Recommendations and Conclusions

The Kwiki Tire II development project is a proposed 12.4 acre mixed use development located northeast of Hotchkiss, CO, approximately ½ mile from the Town limits on SH 133. The applicant seeks to redevelop the property and provide additional uses, including additional RV spaces to adjoin the adjacent Mountain Valley Meadows RV Park (MVM RV Park) to the south, an expanded tire store, RV/Boat & Self Storage, office and storage yard, warehousing, and retail uses.

The current northern access will serve as the primary site access. The southern site access will be closed. Additionally, CR 3500 will also be closed and will be rerouted through the site with a new alignment at the northern access.

Site Access and Circulation: From the south, the sight distance to the SH 133 & Realigned 3500 Road is approximately 650 feet of the required 765'. Therefore, the sight distance is adequate for passenger cars, pickup trucks, and single unit trucks, but is approximately 115' short for multi-unit trucks. Sight distance from the north meets the minimum spacing sight distance requirements per CDOT's *State Highway Access Code*.

Trip Generation: Kwiki Tire II is expected to generate a total of 2,468 external vehicle trips over the course of an average weekday. This includes 305 weekday morning peak hour trips and 295 weekday evening peak hour trips. A separate analysis was performed for the contribution area for the proposed realigned 3500 Road.

HCM Level of Service Analysis: An HCM analysis was performed for the background and total Year 2019 and Year 2040 scenarios.

SH 133 & Realigned 3500 Road: For the existing conditions, all intersections are anticipated to function at a Level of Service A in the Year 2019 and 2040 background traffic conditions. For the total scenarios, the auxiliary lanes were added to the analysis. Year 2019 and 2040 total traffic conditions are anticipated to have an acceptable Level of Service B or better.

Auxiliary Turn Lane Requirements: Turn lane storage is determined by CDOT'S *State Highway Access Code*.

SH 133 & Realigned 3500 Road: This intersection would require the northbound left deceleration lane, the southbound right deceleration lane, an eastbound right turn acceleration lane (south on SH 133), and an eastbound left turn acceleration lane (north on SH 133). Refer to **Table 6** for additional details.

The eastbound right acceleration, northbound left deceleration, and southbound right deceleration lanes are all triggered by their corresponding turning volumes exceeding the threshold in the *State Highway Access Code*.

The eastbound left acceleration lane is required due to safety and operations at the intersection. Moving the intersection approximately 115' to the north would

alleviate sight distance concerns and would not require the eastbound left acceleration lane.

It is anticipated that a joint public-private intersection improvement project is needed at this intersection.

Transportation Recommendations: Based upon the analysis and recommendations presented in this report, the Kwiki Tire II Development is anticipated to be successfully incorporated into Delta County's roadway network.

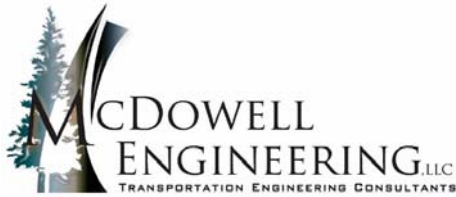
7.0 Appendix

Reference Documents

1. *10th Edition Trip Generation Manual*. Institute of Transportation Engineers, 2017.
2. *Trip Generation Handbook, An ITE Recommended Practice*. Institute of Transportation Engineers, 2001.
3. *Highway Capacity Manual*. Transportation Research Board, 2010.
4. *State Highway Access Code*. State of Colorado, 2002.
5. *CDOT OTIS*

Included Documents

1. Scoping Form
2. 2018 Existing Traffic Volumes
3. CDOT OTIS SH 133 CapacityApp
4. SH 133 Crash Data
5. Synchro



Traffic Study Scoping Form

Contact Information	
Consultant Name:	McDowell Engineering
Tele:	970-623-0788
E-mail:	kari@mcdowelleng.com
Developer/Owner Name:	Janna Anthony and Denny Wilson

Project Information (Attach proposed site plan.)								
Project Name:		Kwiki Tire (3500 Road Improvements)						
Project Location:		35191 CO-133, Hotchkiss, CO 81419						
Project Description: Application type (rezoning, subdivision), acreage, new or re-development, etc.								
Existing / Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size
Ex. Tire Store	per data collection		P. Tire Store Expansion	per data collection				
Ex. Campground	per data collection		P. Campground Expansion	per data collection				
P. Fiber Optic	per custom trip gen		P. Industrial	110	20 ksf			
Please attach Trip Generation Summary table for large or mixed use projects.								

Assumptions				
Study Horizons	Current Year: 2018	Buildout Year: 2019	Long Term Year: 2040	
Study Area Boundaries (Attach map if needed.)	North: Kwiki Tire's North Access	South: 3500 Road		
	East: SH 133	West: SH 133		
Intersections to be Evaluated (Attach map if needed.)	1. All site entrances	6.		
	2. SH 133 & 3500 Road	7.		
	3.	8.		
	4.	9.		
	5.	10.		
Trip Distribution	See attached sketch.			
Trip Reductions*	Internal Capture	Use: 0 %	Pass By	Use: 0 %
	Multi-Modal	Use: 0 %		Use: %
*Include in Trip Generation table if provided. Submit calculations based upon ITE's Trip Generation Handbook.				



McDowell Engineering Traffic Study Scoping Form

Assumptions (continued)			
Anticipated Future Traffic Growth Rates (Describe methodology.)	Per CDOT OTIS = 1.06 20 Year Factor on SH 133. 2% annual growth on 3500 Road.	Study Time Periods (Check all that apply.)	☒ AM (7-9) ☒ PM (4-6) ☐ SAT (noon) ☐ Other:
Other Factors (Proposed/assumed transportation improvements, other studies, nearby proposed developments, etc.)	Relocate 3500 Road to Kwiki Tire Access. Analyze crash data at current SH 133 & 3500 Road intersection.		
Analysis Methods & Issues (Check all that apply.)	☒ Synchro ☐ HCS ☐ aaSidra or Rodel ☒ Intersections ☐ Roadway Sections ☐ Signal Warrants ☒ Safety/Sight Distance ☒ Queuing & Storage ☒ CDOT (Access Permit, etc.) ☐ Identify Bicycle, Pedestrian & Transit Accommodations ☐ TDM ☐ Neighborhood Impacts ☐ Other:		

Attachments, Notes, & Other Assumptions:

The applicant is still trying to confirm whether the campground is willing to participate in this project. I'll keep you posted as we move forward.

Signed:  (Applicant or Consultant)	Review Agency: Department:
Print Name: Kari McDowell Schroeder, PE, PTOE (Applicant or Consultant)	Signed:
Date: 10/24/2018	Print Name: Date:

Kari McDowell Schroeder

From: Harbert - CDOT, Kent
Sent: Monday, November 5, 2018 2:16 PM
To: Kari McDowell Schroeder
Cc: Daniel Roussin
Subject: Re: Kwiki Tire (3500 Road) Hotchkiss - Proposed Traffic Scoping Form
Attachments: rte133a_00050-00150_listing.xlsx; general_summary 133A 0.50-1.50.pdf; detailed_summary 133A 0.50-1.50.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Kari,

A few comments on the methodology for Kwiki Tire:

- Have you done the data collection for the campground? If not, will you wait until next year, during camping season,?
- The study area boundaries don't make sense.
- Will the 2% growth factor for 3500 Road be applied after the estimated "current" traffic, with the relocation of 3500 Road, has been determined?
- There will be different contributing areas for those heading to and from the east on SH 133 and those heading to and from the west.
- 5 years of crash data are attached.

Thanks, *Kent*

T. Kent Harbert, PE, PTOE

Access Engineer
CDOT Region 3, Traffic and Safety Residency



222 South 6th Street, Room 100, Grand Junction, CO 81501-3794
Phone: 970.683.6279 Cell: 970.812.6768
Kent.Harbert@State.CO.US | www.codot.gov | www.cotrip.org



On Wed, Oct 24, 2018 at 10:23 AM Kari McDowell Schroeder <kari@mcdowelleng.com> wrote:

Kent,

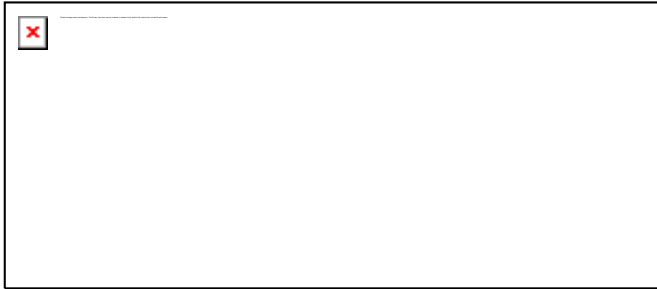
Attached is a proposed scoping form for the Kwiki Tire project in Hotchkiss. Let's discuss on Monday.

Thanks,

Kari

Kari J. McDowell Schroeder, PE, PTOE

Transportation / Traffic Engineer



Eagle • Broomfield • Grand Junction

970.623.0788 • 303.949.4748 • 303.845.9541 fax

kari@mcdowelleng.com

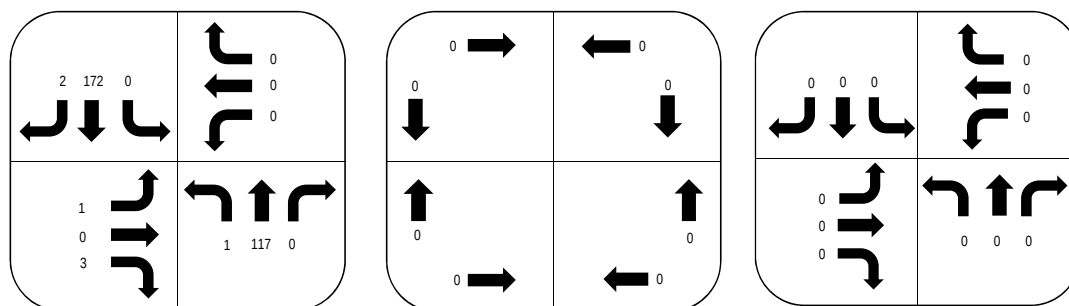
www.mcdowelleng.com

Intersection: SH133 & 3500 Road
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Tuesday, October 16, 2018
 Weather: Clear



	3500 Road												N/A												SH133												SH133																																											
	Eastbound												Westbound												Northbound												Southbound																																											
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Peak Hour Total	1 vph				0 pph				0 vph				0 pph				3 vph				0 pph				0 vph				0 pph				1 vph				0 pph				117 vph				0 pph				0 vph				0 pph				0 vph				0 pph				172 vph				0 pph				2 vph				0 pph			

Total Peak Hour Vehicle Traffic at Intersection	296	vph
Total Peak Hour Peds/Bikes at Intersection	0	pph
Total Peak Hour Traffic (All Modes) at Intersection	296	pph
Percentage Peak Hour Trucks at Intersection	1.4%	%
Peak Hour Factor	0.94	



Peak Hour Data (Cars, Trucks, & Buses)

Peak Hour Pedestrian Data

Peak Hour Bicycle Data



Vicinity Map

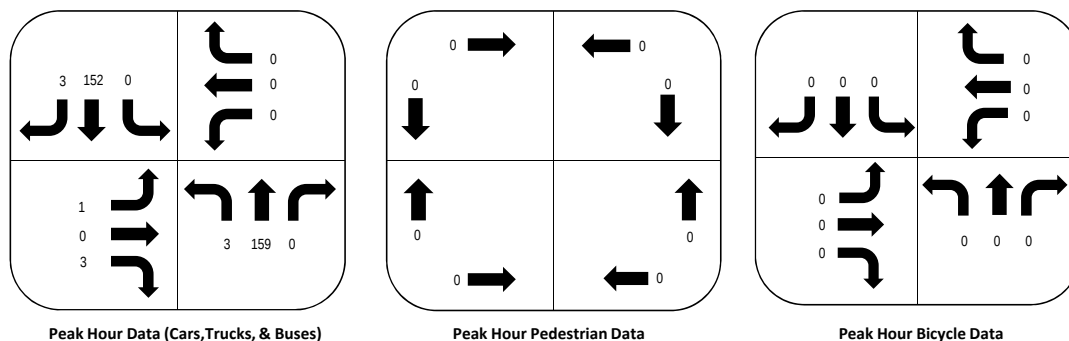
Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: SH133 & 3500 Road
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Tuesday, October 16, 2018
 Weather: Clear



	3500 Road												N/A												SH133												SH133																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

Total Peak Hour Vehicle Traffic at Intersection	321	vph
Total Peak Hour Peds/Bikes at Intersection	0	pph
Total Peak Hour Traffic (All Modes) at Intersection	321	pph
Percentage Peak Hour Trucks at Intersection	0.6%	%
Peak Hour Factor	0.89	



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: SH133 & Mountain Valley Meadows RV Access Road
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Wednesday, October 3, 2018
 Weather: Clear



	Mountain Valley Meadows RV Access Road												N/A												SH133												SH133																			
	Eastbound												Westbound												Northbound												Southbound																			
Time	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				Left				Thru				Right											
	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik																
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
7:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Total	4	1	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Peak Hour Total	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Peak Hour Total	2 vph				0 pph				0 vph				0 pph				9 vph				0 pph				0 vph				0 pph				13 vph				0 pph				120 vph				0 pph				0 vph				0 pph			

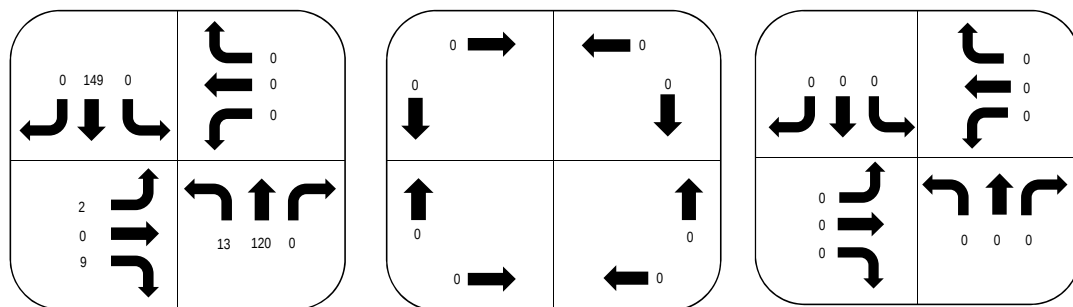
Total Peak Hour Vehicle Traffic at Intersection 293 vph

Total Peak Hour Peds/Bikes at Intersection 0 pph

Total Peak Hour Traffic (All Modes) at Intersection 293 pph

Percentage Peak Hour Trucks at Intersection 4.1% %

Peak Hour Factor 0.93



Peak Hour Data (Cars, Trucks, & Buses)

Peak Hour Pedestrian Data

Peak Hour Bicycle Data



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: SH133 & Mountain Valley Meadows RV Access Road
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Wednesday, October 3, 2018
 Weather: Clear



	Mountain Valley Meadows RV Access Road												N/A												SH133												SH133											
	Eastbound												Westbound												Northbound												Southbound											
Time	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				Left				Thru				Right			
	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik								
4:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	2	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour Total	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour Total	0 vph				0 pph				13 vph				0 pph				0 vph				0 pph				6 vph				0 pph				211 vph				0 pph				0 vph				0 pph			

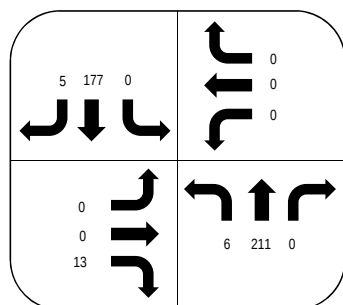
Total Peak Hour Vehicle Traffic at Intersection 412 vph

Total Peak Hour Peds/Bikes at Intersection 0 pph

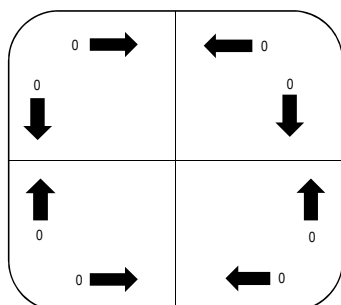
Total Peak Hour Traffic (All Modes) at Intersection 412 pph

Percentage Peak Hour Trucks at Intersection 1.2% %

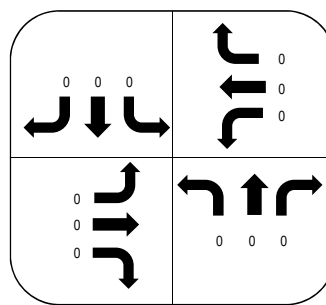
Peak Hour Factor 0.91



Peak Hour Data (Cars, Trucks, & Buses)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: Mountain Valley Meadows RV Access Road & Kwiki Tire South Access
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Wednesday, October 3, 2018
 Weather: Clear



Time	Mountain Valley Meadows RV Access Road												Mountain Valley Meadows RV Access Road												N/A												Kwiki Tire South Access											
	Eastbound												Westbound												Northbound												Southbound											
	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				Left				Thru				Right			
	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik				
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour Total	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour Total	0 vph 0 pph				6 vph 0 pph				0 vph 0 pph				0 vph 0 pph				5 vph 0 pph				8 vph 0 pph				0 vph 0 pph				0 vph 0 pph				0 vph 0 pph				5 vph 0 pph				0 vph 0 pph				0 vph 0 pph			

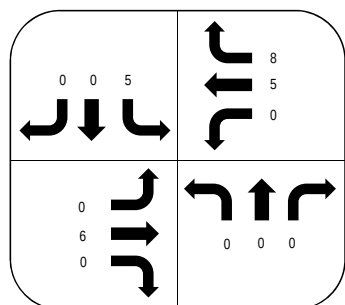
Total Peak Hour Vehicle Traffic at Intersection 24 vph

Total Peak Hour Peds/Bikes at Intersection 0 pph

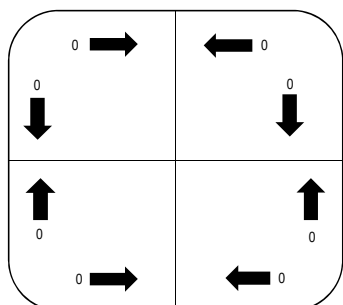
Total Peak Hour Traffic (All Modes) at Intersection 24 pph

Percentage Peak Hour Trucks at Intersection 0.0% %

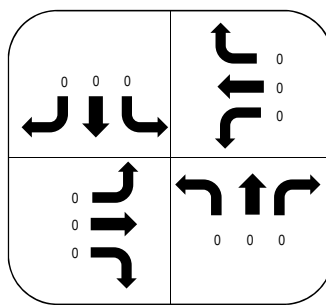
Peak Hour Factor 0.75



Peak Hour Data (Cars, Trucks, & Buses)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: Mountain Valley Meadows RV Access Road & Kwiki Tire South Access
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Wednesday, October 3, 2018
 Weather: Clear



	Mountain Valley Meadows RV Access Road												Mountain Valley Meadows RV Access Road												N/A												Kwiki Tire South Access															
	Eastbound												Westbound												Northbound												Southbound															
Time	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				Left				Thru				Right							
	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik												
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Total	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	12	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Peak Hour Total	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Peak Hour Total	0 vph 0 pph				6 vph 0 pph				0 vph 0 pph				0 vph 0 pph				9 vph 0 pph				2 vph 0 pph				0 vph 0 pph				0 vph 0 pph				0 vph 0 pph				7 vph 0 pph				0 vph 0 pph				0 vph 0 pph				0 vph 0 pph			

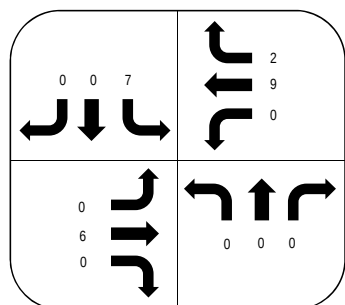
Total Peak Hour Vehicle Traffic at Intersection 24 vph

Total Peak Hour Peds/Bikes at Intersection 0 pph

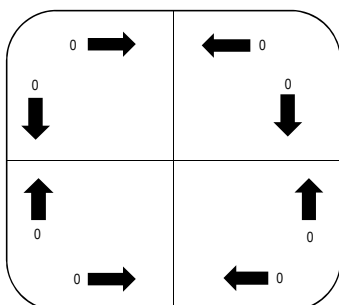
Total Peak Hour Traffic (All Modes) at Intersection 24 pph

Percentage Peak Hour Trucks at Intersection 0.0% %

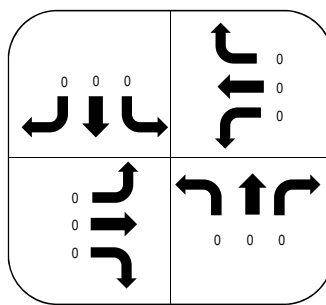
Peak Hour Factor 0.67



Peak Hour Data (Cars, Trucks, & Buses)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: SH133 & Kwiki Tire North Access
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Wednesday, October 3, 2018
 Weather: Clear



	Kwiki Tire North Access												N/A												SH133												SH133												
	Eastbound												Westbound												Northbound												Southbound												
Time	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				
	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik									
7:00 AM	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	11	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	236	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Total	3 vph 0 pph				0 vph 0 pph				4 vph 0 pph				0 vph 0 pph				0 vph 0 pph				0 vph 0 pph				106 vph 0 pph				0 vph 0 pph				0 vph 0 pph				145 vph 0 pph				4 vph 0 pph								

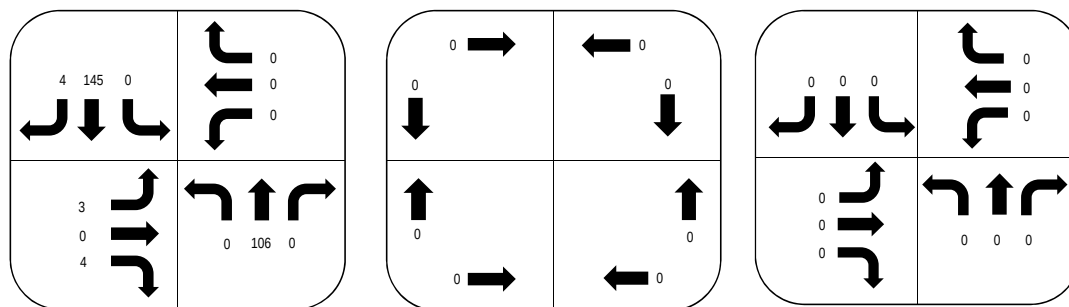
Total Peak Hour Vehicle Traffic at Intersection 262 vph

Total Peak Hour Peds/Bikes at Intersection 0 pph

Total Peak Hour Traffic (All Modes) at Intersection 262 pph

Percentage Peak Hour Trucks at Intersection 4.6% %

Peak Hour Factor 0.94



Peak Hour Data (Cars, Trucks, & Buses)

Peak Hour Pedestrian Data

Peak Hour Bicycle Data



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.

Intersection: SH133 & Kwiki Tire North Access
 Location: Hotchkiss, CO
 Traffic Data Collection Date: Wednesday, October 3, 2018
 Weather: Clear



	Kwiki Tire North Access												N/A												SH133												SH133											
	Eastbound												Westbound												Northbound												Southbound											
Time	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right				Left				Thru				Right			
	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik	Car	Trk	Ped	Bik								
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	6	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour Total	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour Total	1 vph				0 pph				0 vph				7 vph				0 vph				0 pph				3 vph				204 vph				0 vph				0 pph				0 vph				0 pph			

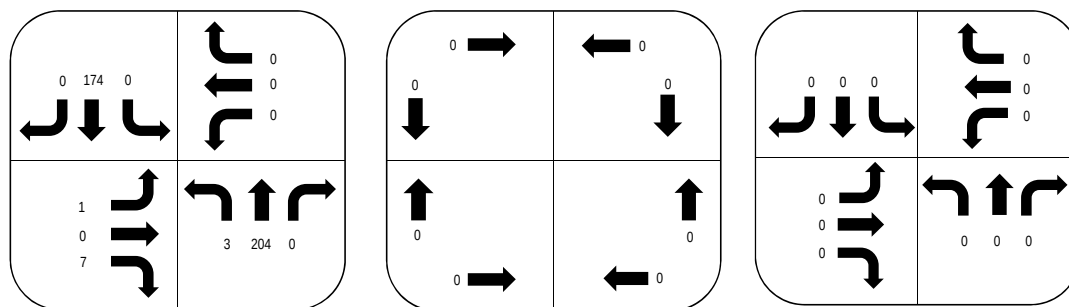
Total Peak Hour Vehicle Traffic at Intersection 389 vph

Total Peak Hour Peds/Bikes at Intersection 0 pph

Total Peak Hour Traffic (All Modes) at Intersection 389 pph

Percentage Peak Hour Trucks at Intersection 0.8% %

Peak Hour Factor 0.87



Peak Hour Data (Cars, Trucks, & Buses)

Peak Hour Pedestrian Data

Peak Hour Bicycle Data



Vicinity Map

Note: Peak hour of intersection is outlined in bold. This study uses the peak hour of generator shown in blue shade per State Highway Access Code.



OTIS Online Transportation
Information System

[CDOT-OTIS Online Transportation Information System](#)

[\(/otis/\)](#)

- [Highway Data \(/otis/HighwayData\)](#)
- [Traffic Data \(/otis/TrafficData\)](#)
- [Data Catalog \(/otis/catalog\)](#)
- [Reports \(/otis/Statistics\)](#)
- [Map View \(/otis/Flex/MapView\)](#)
- [Help \(/otis/HighwayData/Help?actionName=Index\)](#)

Highway Data Explorer

- [Search \(#search-tab\)](#)
- [Highway Details \(#geometrics-tab\)](#)
- [Traffic Statistics \(#traffic-tab\)](#)
- [Video Log \(#videolog-tab\)](#)
- [Documents \(#documents-tab\)](#)
- [Structures \(#structures-tab\)](#)

[\(/otis/TrafficData#ui/1/0/0/criteria/133A/0/3/true/true\)](#)

[\(/otis/Flex/MapView?hwy=133A&endrefpt=3\)](#)





[Search by highway segment \(#\)](#)

Select a route and begin and end ref points. You can select a route from the drop down list or click the pencil icon then click the map. You can enter the ref points into the text boxes or click the pencil icon then click the map.

Zoom to County (optional):

CDOT Route Number: 

Begin Reference: Min(0)  

End Reference: Max(68.821)  

[Search by traffic station \(#\)](#)

[Search by structure \(#\)](#)

[Section between intersections \(#\)](#)

Click the headings below to view results.

Highway 133A between 0 and 3 [Create Straight Line Diagram \(/otis/Std?route=133A&begRef=0&endRef=3&keys=31,120,121,122,32,123,126,127,20,23,13,24,18,16,21,27,30,25,1,3,12,6,5,10,117,118,63,65,111,94,58,54,55,96,97,95,108,51,100,103,102,109,110,98,48,49,104,105,106,107\)](#)

Description

[Export to Excel \(/otis/API/TRANSYS/DescOn/133A/0/3.csv\)](#)

Route Begin Ref End Ref Length				Description
133A	0	0.075	0.089	JCT SH 92 W AND E (BRIDGE ST) BEGIN SH 133 MILEPOST 0 -- BEGIN SH 133A
133A	0.075	0.168	0.106	UnNamed Event

Route	Begin Ref	End Ref	Length	Description
133A	0.168	0.173	0.005	RD S (6TH ST)
133A	0.173	0.308	0.134	UnNamed Event
133A	0.308	0.322	0.009	RD W (LORAH LANE AVE)
133A	0.322	0.522	0.13	UnNamed Event
133A	0.522	0.546	0.027	RRX (254-051M) D AND RGW RR
133A	0.546	0.822	0.312	UnNamed Event
133A	0.822	0.923	0.087	RD W (CO RD 35.00)
133A	0.923	1	0.066	UnNamed Event
133A	1	1.036	0.035	MILEPOST 1
133A	1.036	1.873	0.806	UnNamed Event
133A	1.873	1.971	0.094	MINORSTR (133A001840BL) UNNAMED DRAINAGE
133A	1.971	2	0.028	UnNamed Event
133A	2	2.007	0.01	MILEPOST 2
133A	2.007	2.122	0.171	UnNamed Event
133A	2.122	2.173	0.045	MAJOR STR (I-06-Q) JAY CREEK
133A	2.173	2.222	0.043	MINORSTR (133A002220BL) STOCK PASS
133A	2.222	2.225	0.003	RD NW (CO RD L.25) (CO RD L.00)
133A	2.225	2.26	0.033	UnNamed Event
133A	2.26	2.331	0.067	RD W (CO RD L.25) (CR 36.50)
133A	2.331	3	0.633	UnNamed Event
133A	3	3.073	0.067	MILEPOST 3

Pavement Primary Direction

[Export to Excel \(/otis/API/TRANSYS/PavementPrimaryDirection/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Pri DL Class	Pri Remaining DL	Pri IRI
133A	0	0.085	0.1	H	14	106
133A	0.085	0.173	0.1	H	14	86
133A	0.173	0.274	0.1	H	14	69
133A	0.274	0.41	0.1	H	14	160
133A	0.41	0.546	0.1	H	14	108
133A	0.546	0.634	0.1	H	14	95
133A	0.634	0.723	0.1	H	14	90
133A	0.723	0.811	0.1	H	14	72
133A	0.811	0.924	0.1	H	14	81
133A	0.924	1.036	0.1	H	14	60
133A	1.036	1.14	0.1	H	14	66
133A	1.14	1.244	0.1	H	14	71
133A	1.244	1.348	0.1	H	14	58
133A	1.348	1.452	0.1	H	14	66
133A	1.452	1.555	0.1	H	14	110
133A	1.555	1.659	0.1	H	14	128

Route	Begin Ref	End Ref	Length	Pri	DL Class	Pri	Remaining DL	Pri	IRI
133A	1.659	1.763	0.1	H		14			68
133A	1.763	1.867	0.1	H		14			95
133A	1.867	1.971	0.1	H		14			66
133A	1.971	2.049	0.1	H		14			78
133A	2.049	2.116	0.1	H		14			90
133A	2.116	2.225	0.1	H		14			116
133A	2.225	2.331	0.1	H		14			72
133A	2.331	2.437	0.1	H		14			66
133A	2.437	2.542	0.1	H		14			84
133A	2.542	2.648	0.1	H		14			65
133A	2.648	2.754	0.1	H		14			80
133A	2.754	2.859	0.1	H		14			70
133A	2.859	2.965	0.1	H		14			86
133A	2.965	3.073	0.1	H		14			90

Pavement Secondary Direction

[Export to Excel \(/otis/API/TRANSYS/PavementSecondaryDirection/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Sec	DL Class	Sec	Remaining DL	Sec	IRI
133A	0	3.073	3	-		-			

Speed Limit

[Export to Excel \(/otis/API/TRANSYS/SpeedLimit/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Pri	Speed Limit	Sec	Speed Limit
133A	0	0.308	0.334	35		45	
133A	0.308	0.547	0.167	40		45	
133A	0.547	1.4	0.849	45		45	
133A	1.4	1.499	0.096	45		55	
133A	1.499	6.899	5.334	55		55	

Toll / HOV

[Export to Excel \(/otis/API/TRANSYS/Toll/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Toll	HOV
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System Classification

[Export to Excel \(/otis/API/TRANSYS/SystemClassification/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Access Control	Admin Class	Functional Class	NHS Designation	Special System
133A	0	0.322	0.343	NR-A: Non-Rural Principal Highway	CDOT Highway 4	Minor Arterial	0 Not on NHS	NON-STRAHNET
133A	0.322	15.403	15.049	R-A: Regional Highway	CDOT Highway 4	Minor Arterial	0 Not on NHS	NON-STRAHNET

Route Classification

[Export to Excel \(/otis/API/TRANSYS/RouteClassification/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Highway Designation	Forest	Route Scenic	Truck Restriction	Terrain
133A	0	0.522	0.473	SH	0	Y	0 No Truck Restrictions	Rolling
133A	0.522	15.403	14.919	SH	0	Y	0 No Truck Restrictions	Mountainous

Jurisdiction Classification

[Export to Excel \(/otis/API/TRANSYS/JurisdictionClassification/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	FIPS City	FIPS County	Urban Area
133A	0	0.308	0.334	37545 - Hotchkiss	029 - Delta	UNDETERMINED
133A	0.308	15.403	15.058	00000 - None	029 - Delta	UNDETERMINED

CDOT Classification

[Export to Excel \(/otis/API/TRANSYS/CdotClassification/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Commission District	CDOT Engineering Region	Transportation Planning Region
133A	0	36.13	34.318	7	Region 3	Gunnison Valley

Geometrics 1

[Export to Excel \(/otis/API/TRANSYS/GeometricsGeneral/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Thr Ln Qty	Thr Ln Wd	Is Divided	Operation Surface Width
133A	0	1	0.965	2	11	No	Two-Way 30
133A	1	6.535	5.511	2	11	No	Two-Way 28

Geometrics 2

[Export to Excel \(/otis/API/TRANSYS/GeometricsPrimary/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Pri TL Qty	Pri TL Wid	Pri Surf	Pri Out Shld	Pri Out Shld Wid	Pri Out Safety	Pri Out Curb	Pri Snd Wall
133A	0	0.522	0.473	1	11	1 Asphalt 5	Combination 4		0 None	Unknown	None
133A	0.522	0.822	0.339	1	11	1 Asphalt 5	Combination 4		3 Blocked-Out W-Beam (Strong)	Unknown	None
133A	0.822	1	0.153	1	11	1 Asphalt 5	Combination 4		0 None	Unknown	None
133A	1	2.122	1.144	1	11	1 Asphalt 5	Combination 3		0 None	Unknown	None
133A	2.122	2.222	0.088	1	11	1 Asphalt 5	Combination 3		3 Blocked-Out W-Beam (Strong)	Unknown	None
133A	2.222	6.535	4.279	1	11	1 Asphalt 5	Combination 3		0 None	Unknown	None

Geometrics 3

[Export to Excel \(/otis/API/TRANSYS/GeometricsPrimary2/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Pri In Shld	Pri In Shld Wid	Pri In Curb	Pri Aux Ln Qty	Pri Aux Ln Type	Pri Aux Ln Wid	Pri LT Ln Qty	Pri LT Ln Wid
133A	0	6.535	6.476	1 No Shoulder	0	Unknown	0	None	0	0	0

Geometrics 4

[Export to Excel \(/otis/API/TRANSYS/GeometricsSecondary/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Med Type	Med Wid	Med Safety	Type	Man Acc Lns	Man Acc Lns Aln	Lt Rail Aln
133A	0	6.535	6.476	1 None	0	0 None		None	None	None

Mile Markers

[Export to Excel \(/otis/API/TRANSYS/MILEGROUPSON/133A/0/3.csv\)](#)

Route	Mile Marker	Length	UTM X	UTM Y	Longitude	Latitude
133A	1	0.965	265321.33	4298981.53	-107.68327	38.83175
133A	2	0.963	266319.99	4300111.47	-107.67269	38.84301
133A	3	1.005	267083.48	4301527.66	-107.65605	38.85276
133A	4	0.968	268038.82	4302750.41	-107.64225	38.85776

Click the headings below to view results.

Highway 133A between 0 and 3

AADT

[Export to Excel \(/otis/API/TRANSYS/AADT/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	AADT	% Trucks	Vehicle Miles Travelled
-------	-----------	---------	--------	------	----------	-------------------------

Traffic Capacity

[Export to Excel \(/otis/API/TRANSYS/TrafficCapacity/133A/0/3.csv\)](#)

Route	Begin Ref	End Ref	Length	Route Capacity	V/C Ratio	V/C Ratio 20
-------	-----------	---------	--------	----------------	-----------	--------------

Count Locations

[Export to Excel \(/otis/API/TRANSYS/TRAFFStation/133A/0/3.csv\)](#)

Route	Ref	Station	LOCATION	Count	Type
-------	-----	---------	----------	-------	------

Click the headings below to view results.

Highway 133A between 0 and 3

Camera:

Front

Right

 Direction:

Increasing

Decreasing

Full-Size

[View in Windshield App \(/otis/windshield#2018/133A/0/1/1\)](#)

Google Street View

Route Ref

Photo Year: 2018

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Click the headings below to view results.

Highway 133A between 0 and 3

ROW Plans

Route	Begin Ref	End Ref	ROW Plan
-------	-----------	---------	----------

Click the headings below to view results.
Highway 133A between 0 and 3

Structures

[Export to Excel \(/otis/API/TRANSYS/Structures/133A/0/3.csv\)](#)

Route Ref Strld Dir ClrminNE ClrmaxNE ClrminSW ClrmaxSW On / Under Type Sufficiency Rating GFP Location Photo



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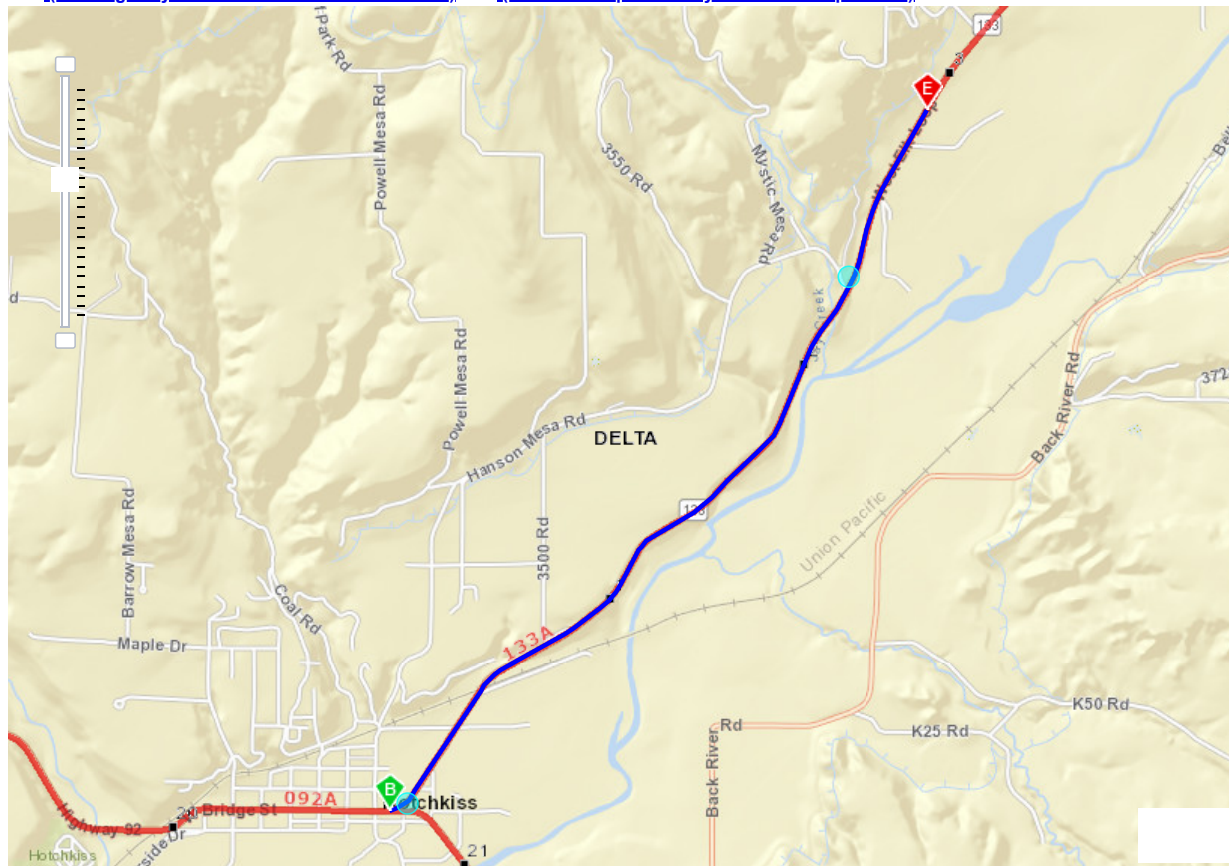
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- [Map View \(/otis/Flex/MapView\)](#)
- [Help \(/otis/TrafficData/Help?actionName=Index\)](#)

Traffic Data Explorer

[./otis/HighwayData#/ui/0/0/criteria/133A/0/2.859](#)

[./otis/Flex/MapView?hwy=133A&endrefpt=2.859](#)



[Search by city / county. \(#\)](#)

[Search by highway segment. \(#\)](#)

Select a route and begin and end ref points. You can select a route from the drop down list or click the pencil icon then click the map. You can enter the ref points into the text boxes or click the pencil icon then click the map.

Zoom to County (optional):

CDOT Route Number:

Begin Reference: Min(0) 

End Reference: Max(68.821) 

Count type: ☒ All ☐ Short Duration ☐ Continuous Count

[Search by traffic station. \(#\)](#)

- [Stations \(#stations-tab\)](#)
- [AADT \(#aadt-tab\)](#)
- [Future Traffic \(#futuretraffic-tab\)](#)
- [ESAL \(#esal-tab\)](#)

Found 2 Short Duration stations and 0 Continuous Count stations. Click the magnifying glass icon in front of a station to see count data below.

[Export to Excel \(/otis/API/TRANSYS/GetTrafficStationsByRouteRefs/133A/0/2.859/true/true.csv\)](#)

Station ID	Route	Start	End	County	City	Description
 104546	133A	0	2.222	Delta	Hotchkiss	ON SH 133 NE/O SH 92, BRIDGE ST, HOTCHKISS
 104547	133A	2.222	7.822	Delta		ON SH 133 NE/O HENSON MESA RD, CR L.25

Found 2 Short Duration stations and 0 Continuous Count stations. Click the magnifying glass icon in front of a station to see count data below.

[Export to Excel \(/otis/API/TRANSYS/GetAadtsByRouteRefs/133A/0/2.859/true/true.csv\)](#)

Station ID	Route	Start	End	Description	AADT	Year	Single Unit	Comb Trucks	% Trucks	20 Year Factor	DHV	DVMT	DD
 104546	133A	0	2.222	ON SH 133 NE/O SH 92, BRIDGE ST, HOTCHKISS	4,900	2017	140	50	3.9	1.06	12	10,765	57
 104547	133A	2.222	7.822	ON SH 133 NE/O HENSON MESA RD, CR L.25	4,100	2017	90	50	3.4	1.16	12	23,112	57

Found 2 Short Duration stations and 0 Continuous Count stations. Click the magnifying glass icon in front of a station to see count data below.

Projection Year: [Export to Excel \(/otis/API/TRANSYS/GetFutureTrafficByRouteRefs/2039/133A/0/2.859/true/true.csv\)](#)

Station ID	Route	Start	End	ADT	Year	Single Trucks	Combined Trucks	% Trucks	DHV	Projected ADT	Projected Single Trucks	Projected Combined Trucks
104546	133A	0	2.222	4,900	2017	140	50	3.9	12	5,223	149	53
104547	133A	2.222	7.822	4,100	2017	90	50	3.4	12	4,822	106	59

Build Year: Design Life (yrs): Lanes: Rigid pavement: ☐ [Export to Excel \(/otis/API/TRANSYS/GetEsalsByRouteRefs///1/false/133A/0/2.859/true/true.csv\)](#)

Route Start End Length ADT Year 20 Year Factor Single Trucks Combined Trucks Projected ADT Projected Single Trucks Projected Combined Trucks 18 Kip ESALs

- [Daily \(#daily-tab\)](#)
- [Monthly Summaries \(#monthly-tab\)](#)
- [Annual \(#annual-tab\)](#)

Dir 0h 1h 2h 3h 4h 5h 6h 7h 8h 9h 10h 11h 12h 13h 14h 15h 16h 17h 18h 19h 20h 21h 22h 23h

P = Primary direction S = Secondary direction C = Combined traffic counts

Download CDOT's traffic database

[Excel format \(http://dtdapps.coloradodot.info/staticdata/Downloads/TrafficDataBase/cdot_traffic.xlsx\)](http://dtdapps.coloradodot.info/staticdata/Downloads/TrafficDataBase/cdot_traffic.xlsx)

[Access format \(http://dtdapps.coloradodot.info/staticdata/Downloads/TrafficDataBase/cdot_traffic.zip\)](http://dtdapps.coloradodot.info/staticdata/Downloads/TrafficDataBase/cdot_traffic.zip)



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Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
Detailed Summary of Crashes Report

11/05/2018

Job #: 20181105135747

Location: 133A Begin: 0.50 End: 1.50 From: 07/01/2012 To: 06/30/2017

Severity

PDO: 3
INJ: 1 1 :Injured
FAT: 0 0 :Killed

Total: 4

Number of Vehicles

One Vehicle: 3
Two Vehicles: 1
Three or More: 0
Unknown: 0

Total: 4

Location

On Road: 2
Off Road Left: 1
Off Road Right: 1
Off Road at Tee: 0
Off in Median: 0
Unknown: 0

Total: 4

Lighting Conditions

Daylight: 3
Dawn or Dusk: 0
Dark - Lighted: 0
Dark - Unlighted: 1
Unknown: 0

Total: 4

Weather Conditions

None: 4
Rain: 0
Snow/Sleet/Hail: 0
Fog: 0
Dust: 0
Wind: 0
Unknown: 0

Total: 4

Crash Rates

PDO: 0.34 * * MVMT
INJ: 0.11 * ** 100 MVMT
FAT: 0.00 ** **Total: 0.45 ***

Crash Type

Overturning: 0
Other Non Collision: 0
Pedestrians: 0
Broadside: 0
Head On: 0
Rear End: 1
Sideswipe (Same): 0
Sideswipe (Opposite): 0
Approach Turn: 0
Overtaking Turn: 0
Parked Motor Vehicle: 0
Railway Vehicle: 0
Bicycle: 0
Motorized Bicycle: 0
Domestic Animal: 0
Wild Animal: 1
Light/Utility Pole: 0
Traffic Signal Pole: 0
Sign: 1
Bridge Rail: 0
Guard Rail: 0
Cable Rail: 0
Concrete Barrier: 0

Bridge Abutment: 0
Column/Pier: 0
Culvert/Headwall: 0
Embankment: 0
Curb: 0
Delineator Post: 0
Fence: 1
Tree: 0
Large Boulders or Rocks: 0
Barricade: 0
Wall/Building: 0
Crash Cushion: 0
Mailbox: 0
Other Fixed Object: 0
Total Fixed Objects: 2
Rocks in Roadway: 0
Vehicle Cargo/Debris: 0
Road Maintenance Equipment: 0
Involving Other Object: 0
Total Other Objects: 0
Unknown: 0

Total: 4

Mainline/Ramps/Frontage Roads

Mainline: 4
Crossroad (A): 0

Frontage/Ramp Intersections

M: 0 N: 0 O: 0 P: 0

Ramps

B: 0 F: 0 J: 0
C: 0 G: 0 K: 0
D: 0 H: 0 T: 0
E: 0 I: 0

Left Frontage Rd (L): 0
Rt Frontage Rd (R): 0
HOV Lanes (V): 0
Unknown: 0

Total: 4

Road Description

At Intersection: 0
At Driveway Access: 1
Intersection Related: 0
Non Intersection: 3
In Alley: 0
Roundabout: 0
Ramp: 0
Parking Lot: 0
Unknown: 0

Total: 4

Road Conditions

Dry: 3
Wet: 1
Muddy: 0
Snowy: 0
Icy: 0
Slushy: 0
Foreign Material: 0
With Road Treatment: 0
Dry w/Icy Road Treatment: 0
Wet w/Icy Road Treatment: 0
Snowy w/Icy Road Treatment: 0
Icy w/Icy Road Treatment: 0
Slushy w/Icy Road Treatment: 0
Unknown: 0

Total: 4

ADT: 4,917 Length: 0.98



Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
Detailed Summary of Crashes Report

11/05/2018

Job #: 20181105135747

Location: 133A Begin: 0.50 End: 1.50 From: 07/01/2012 To: 06/30/2017

Vehicle Type	Veh 1	Veh 2	Veh 3	Vehicle Movement	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	2	0	0	Going Straight:	4	0	0
Passenger Car/Van w/Trl:	0	0	0	Slowing:	0	0	0
Pickup Truck/Utility Van:	0	1	0	Stopped in Traffic:	0	1	0
Pickup Truck/Utility Van w/Trl:	0	0	0	Making Right Turn:	0	0	0
SUV:	2	0	0	Making Left Turn:	0	0	0
SUV w/Trl:	0	0	0	Making U-Turn:	0	0	0
Truck 10k lbs or Less:	0	0	0	Passing:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	0	0	0	Backing:	0	0	0
School Bus < 15 People:	0	0	0	Enter/Leave Parked Position:	0	0	0
Non School Bus < 15 People:	0	0	0	Starting in Traffic:	0	0	0
Motorhome:	0	0	0	Parked:	0	0	0
Motorcycle:	0	0	0	Changing Lanes:	0	0	0
Bicycle:	0	0	0	Avoiding Object/Veh in Road:	0	0	0
Motorized Bicycle:	0	0	0	Weaving:	0	0	0
Farm Equipment:	0	0	0	Wrong Way:	0	0	0
Hit and Run - Unknown:	0	0	0	Other:	0	0	0
Other:	0	0	0	Unknown:	0	0	0
Unknown:	0	0	0	Total:	4	1	0
Total:	4	1	0				

Contributing Factor	Veh 1	Veh 2	Veh 3	Direction	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	2	1	0	North:	1	1	0
Asleep at the Wheel:	1	0	0	Northeast:	0	0	0
Illness:	0	0	0	East:	0	0	0
Distracted by Passenger:	0	0	0	Southeast:	0	0	0
Driver Inexperience:	0	0	0	South:	3	0	0
Driver Fatigue:	0	0	0	Southwest:	0	0	0
Driver Preoccupied:	0	0	0	West:	0	0	0
Driver Unfamiliar with Area:	1	0	0	Northwest:	0	0	0
Driver Emotionally Upset:	0	0	0	Unknown:	0	0	0
Evading Law Enforcement Officer:	0	0	0	Total:	4	1	0
Physical Disability:	0	0	0				
Unknown:	0	0	0				
Total:	4	1	0				

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	3	1	0
Alcohol Involved:	0	0	0
RX, Medication, or Drugs Involved:	1	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	0	0	0
Total:	4	1	0

ADT: 4,917 Length: 0.98



Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
General Summary of Crashes Report

11/05/2018

Job #: 20181105135747

Location: 133A		Begin: 0.50	End: 1.50	From: 07/01/2012	To: 06/30/2017																																																																																
Severity PDO: 3 INJ: 1 1 :Injured FAT: 0 0 :Killed Total: 4		Crash Type Overturning: 0 Other Non Collision: 0 Pedestrians: 0 Broadside: 0 Head On: 0 Rear End: 1 Sideswipe Same: 0 Sideswipe Opposite: 0 Approach Turn: 0 Overtaking Turn: 0 Parked Motor Vehicle: 0 Railway Vehicle: 0 Bicycles: 0 Domestic Animal: 0 Wild Animal: 1 Fixed Objects: 2 Other Objects: 0 Unknown: 0 Total: 4		Weather Conditions None: 4 Rain: 0 Snow/Sleet/Hail: 0 Fog: 0 Dust: 0 Wind: 0 Unknown: 0 Total: 4																																																																																	
Number of Vehicles One Vehicle: 3 Two Vehicles: 1 Three or More: 0 Unknown: 0 Total: 4		Road Conditions Dry: 3 Wet: 1 Muddy: 0 Snowy: 0 Icy: 0 Slushy: 0 Foreign Material: 0 With Road Treatment: 0 Unknown: 0 Total: 4																																																																																			
Location On Road: 2 Off Road: 2 Unknown: 0 Total: 4		Vehicle Types																																																																																			
Mainline/Ramps/Frontage Rds Mainline: 4 Ramps: 0 Frontage/Ramp Intsx: 0 Frontage Roads: 0 HOV Lanes: 0 Unknown: 0 Total: 4		<table border="1"><thead><tr><th></th><th>Vehicle 1</th><th>Vehicle 2</th><th>Vehicle 3</th></tr></thead><tbody><tr><td>Passenger Car/Van:</td><td>2</td><td>0</td><td>0</td></tr><tr><td>Passenger Car/Van w/Trailer:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Pickup Truck/Utility Van:</td><td>0</td><td>1</td><td>0</td></tr><tr><td>Pickup Truck/Utility Van w/Trailer:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>SUV:</td><td>2</td><td>0</td><td>0</td></tr><tr><td>SUV w/Trailer:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Truck 10k lbs or Less:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Trucks > 10k lbs/Busses > 15 People:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>School Bus < 15 People:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Non School Bus < 15 People:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Motorhome:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Motorcycle:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Bicycle:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Motorized Bicycle:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Farm Equipment:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Hit and Run - Unknown:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Other:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Unknown:</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Total:</td><td>4</td><td>1</td><td>0</td></tr></tbody></table>			Vehicle 1	Vehicle 2	Vehicle 3	Passenger Car/Van:	2	0	0	Passenger Car/Van w/Trailer:	0	0	0	Pickup Truck/Utility Van:	0	1	0	Pickup Truck/Utility Van w/Trailer:	0	0	0	SUV:	2	0	0	SUV w/Trailer:	0	0	0	Truck 10k lbs or Less:	0	0	0	Trucks > 10k lbs/Busses > 15 People:	0	0	0	School Bus < 15 People:	0	0	0	Non School Bus < 15 People:	0	0	0	Motorhome:	0	0	0	Motorcycle:	0	0	0	Bicycle:	0	0	0	Motorized Bicycle:	0	0	0	Farm Equipment:	0	0	0	Hit and Run - Unknown:	0	0	0	Other:	0	0	0	Unknown:	0	0	0	Total:	4	1	0		
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Unknown:	0	0	0																																																																																		
Total:	4	1	0																																																																																		
Lighting Conditions Daylight: 3 Dawn or Dusk: 0 Dark - Lighted: 0 Dark - Unlighted: 1 Unknown: 0 Total: 4																																																																																					
Crash Rates PDO: 0.34 * * Per MVMT INJ: 0.11 * ** Per 100 MVMT FAT: 0.00 ** Total: 0.45 *																																																																																					

ADT: 4,917 Length: 0.98

1: SH 133 & 3500 Road
2019 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	1	133	156	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	3	1	145	170	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317	171	172			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317	171	172			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	675	873	1405			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	146	172			
Volume Left	1	1	0			
Volume Right	3	0	2			
cSH	814	1405	1700			
Volume to Capacity	0.01	0.00	0.10			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.4	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		18.3%		ICU Level of Service		A
Analysis Period (min)		15				

1: SH 133 & 3500 Road
2019 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	3	217	188	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	3	3	236	204	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	448	206	208			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	206	208			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	567	835	1363			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	239	208			
Volume Left	1	3	0			
Volume Right	3	0	3			
cSH	746	1363	1700			
Volume to Capacity	0.01	0.00	0.12			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.9	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		23.8%		ICU Level of Service		A
Analysis Period (min)		15				

1: SH 133 & 3500 Road
2040 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	4	1	142	166	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	4	1	154	180	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	338	182	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	338	182	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	657	861	1392			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	5	155	183			
Volume Left	1	1	0			
Volume Right	4	0	2			
cSH	811	1392	1700			
Volume to Capacity	0.01	0.00	0.11			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.5	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		18.9%		ICU Level of Service		A
Analysis Period (min)		15				

1: SH 133 & 3500 Road
2040 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	4	4	230	199	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	4	4	250	216	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	477	218	221			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477	218	221			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	545	821	1349			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	5	254	221			
Volume Left	1	4	0			
Volume Right	4	0	4			
cSH	746	1349	1700			
Volume to Capacity	0.01	0.00	0.13			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.9	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		25.3%		ICU Level of Service		A
Analysis Period (min)		15				

2: SH 133 & MVM RV Access Road
2019 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	9	13	120	149	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	10	14	130	162	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	321	162	162			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321	162	162			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	666	883	1417			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	145	162			
Volume Left	2	14	0			
Volume Right	10	0	0			
cSH	834	1417	1700			
Volume to Capacity	0.01	0.01	0.10			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	9.4	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		27.2%		ICU Level of Service		A
Analysis Period (min)		15				

2: SH 133 & MVM RV Access Road
2019 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	13	6	212	178	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	7	230	193	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	440	196	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	196	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	572	845	1373			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	14	237	199			
Volume Left	0	7	0			
Volume Right	14	0	5			
cSH	845	1373	1700			
Volume to Capacity	0.02	0.00	0.12			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.3	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		26.0%		ICU Level of Service	A	
Analysis Period (min)		15				

2: SH 133 & MVM RV Access Road
2040 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	9	13	128	159	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	10	14	139	173	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	340	173	173			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	340	173	173			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	649	871	1404			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	153	173			
Volume Left	2	14	0			
Volume Right	10	0	0			
cSH	820	1404	1700			
Volume to Capacity	0.01	0.01	0.10			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	9.5	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		27.6%		ICU Level of Service	A	
Analysis Period (min)		15				

2: SH 133 & MVM RV Access Road
2040 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	13	6	225	189	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	7	245	205	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	466	208	211			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	466	208	211			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	552	832	1360			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	14	251	211			
Volume Left	0	7	0			
Volume Right	14	0	5			
cSH	832	1360	1700			
Volume to Capacity	0.02	0.00	0.12			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.4	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		26.7%		ICU Level of Service		A
Analysis Period (min)		15				

4: SH 133 & Kwiki Tire North Access
2019 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	4	0	106	145	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	0	115	158	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	275	160	162			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	275	160	162			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	715	885	1417			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	8	115	162			
Volume Left	3	0	0			
Volume Right	4	0	4			
cSH	803	1417	1700			
Volume to Capacity	0.01	0.00	0.10			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		17.9%		ICU Level of Service		A
Analysis Period (min)		15				

4: SH 133 & Kwiki Tire North Access
2019 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	7	3	205	175	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	8	3	223	190	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	420	190	190			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	420	190	190			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	589	852	1384			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	9	226	190			
Volume Left	1	3	0			
Volume Right	8	0	0			
cSH	807	1384	1700			
Volume to Capacity	0.01	0.00	0.11			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.5	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		23.2%	ICU Level of Service	A		
Analysis Period (min)		15				

4: SH 133 & Realigned 3500 Road
2019 T AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	55	114	113	106	145	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	124	123	115	158	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	518	158	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	518	158	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	86	91			
cM capacity (veh/h)	471	888	1357			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	184	123	115	158	55	
Volume Left	60	123	0	0	0	
Volume Right	124	0	0	0	55	
cSH	689	1357	1700	1700	1700	
Volume to Capacity	0.27	0.09	0.07	0.09	0.03	
Queue Length 95th (ft)	27	7	0	0	0	
Control Delay (s)	12.1	7.9	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	12.1	4.1		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			34.0%		ICU Level of Service	A
Analysis Period (min)			15			

4: SH 133 & Realigned 3500 Road
2019 T PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	W
Volume (veh/h)	50	108	115	205	175	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	117	125	223	190	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	663	190	251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	663	190	251			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	86	90			
cM capacity (veh/h)	386	852	1314			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	172	125	223	190	61	
Volume Left	54	125	0	0	0	
Volume Right	117	0	0	0	61	
cSH	616	1314	1700	1700	1700	
Volume to Capacity	0.28	0.10	0.13	0.11	0.04	
Queue Length 95th (ft)	28	8	0	0	0	
Control Delay (s)	13.1	8.0	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	13.1	2.9		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization		35.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: SH 133 & Kwiki Tire North Access
2040 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	4	0	113	155	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	0	123	168	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	293	171	173			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	293	171	173			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	697	873	1404			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	8	123	173			
Volume Left	3	0	0			
Volume Right	4	0	4			
cSH	788	1404	1700			
Volume to Capacity	0.01	0.00	0.10			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		18.4%		ICU Level of Service		A
Analysis Period (min)		15				

4: SH 133 & Kwiki Tire North Access
2040 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	7	3	217	185	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	8	3	236	201	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	443	201	201			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	443	201	201			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	570	840	1371			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	9	239	201			
Volume Left	1	3	0			
Volume Right	8	0	0			
cSH	793	1371	1700			
Volume to Capacity	0.01	0.00	0.12			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.6	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		23.8%		ICU Level of Service		A
Analysis Period (min)		15				

4: SH 133 & Realigned 3500 Road
2040 T AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Volume (veh/h)	50	108	115	205	175	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	117	125	223	190	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	663	190	251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	663	190	251			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	86	90			
cM capacity (veh/h)	386	852	1314			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	172	125	223	190	61	
Volume Left	54	125	0	0	0	
Volume Right	117	0	0	0	61	
cSH	616	1314	1700	1700	1700	
Volume to Capacity	0.28	0.10	0.13	0.11	0.04	
Queue Length 95th (ft)	28	8	0	0	0	
Control Delay (s)	13.1	8.0	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	13.1	2.9		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization		35.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: SH 133 & Realigned 3500 Road
2040 T PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	W
Volume (veh/h)	51	109	118	217	185	59
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	55	118	128	236	201	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	693	201	265			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	693	201	265			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	86	90			
cM capacity (veh/h)	369	840	1299			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	174	128	236	201	64	
Volume Left	55	128	0	0	0	
Volume Right	118	0	0	0	64	
cSH	597	1299	1700	1700	1700	
Volume to Capacity	0.29	0.10	0.14	0.12	0.04	
Queue Length 95th (ft)	30	8	0	0	0	
Control Delay (s)	13.5	8.1	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	13.5	2.8		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization		35.8%		ICU Level of Service		A
Analysis Period (min)		15				



STAFF REPORT

Delta County Planning Commission

**Hotchkiss Town Hall
276 W Main St., Hotchkiss, CO 81419**

Wednesday, September 8, 2021 @ 5:30 p.m.

AFFORDABLE HOUSING STRATEGIES

**Consider “Innovative Affordable Housing Strategies” identified
in Colorado Housing Bill 1271.**

RECOMMENDATION:

Staff recommends that the Planning Commission:

- a. Receive a report on HB1271; and
- b. Provide direction to staff on strategies to recommend to the Board of County Commissioners.

SUMMARY:

On June 27, 2021, Colorado Governor signed House Bill 1271 (HB1271) titled; “Department of Local Affairs Innovative Affordable Housing Strategies” concerning the establishment of programs offering state assistance to local governments to promote the development of innovative affordable housing strategies in a manner that is compatible with best local land use practices, and, in connection therewith, making an appropriation. Through this bill, \$9.3M would be made available for the Local Government Affordable Housing Development Incentives Grant Program, \$2.1M for the Local Government Planning Grant Program, and \$1.6M for the Affordable Housing Guided Toolkit and Local Officials Guide Program (aka Housing Toolkit Program).

A copy of HB1271 is **Attached**. Staff is seeking a recommendation from the Planning Commission to include with Housing Goals for the Master Plan (**Attached**) that staff will be presenting to the Board of County Commissioners (BoCC).

DISCUSSION:

There are three programs created through this legislation:

- 1) *Local Government Affordable Housing Development Incentives Grant Program*. To qualify, local governments must adopt at least three (3) strategies from the following list:



- (A) The use of vacant publicly owned real property within the local government for the development of affordable housing;
- (B) The creation of a program to subsidize or otherwise reduce local development review or fees, including but not limited to building permit fees, planning waivers, and water and sewer tap fees, for affordable housing development;
- (C) The creation of an expedited development review process for affordable housing aimed at households the annual income of which is at or below one hundred twenty percent of the area median income of households of that size in the county in which the housing is located;
- (D) The creation of an expedited development review process for acquiring or repurposing underutilized commercial property that can be rezoned to include affordable housing units, including the preservation of existing affordable housing units;
- (E) The establishment of a density bonus program to increase the construction of units that meet critical housing needs in the local community;
- (F) With respect to water utility charges, the creation of processes to promote the use of sub-metering of utility charges for affordable housing projects and the creation of expertise in water utility matters dedicated to affordable housing projects;
- (G) With respect to infrastructure, the creation of a dedicated funding source to subsidize infrastructure costs and associated fees related to publicly owned water, sanitary sewer, storm sewers, and roadways infrastructure;
- (H) Granting duplexes, triplexes, or other appropriate multi-family housing options as a use by right in single-family residential zoning districts;
- (I) The classification of a proposed affordable housing development as a use by right when it meets the building density and design standards of a given zoning district;
- (J) Authorizing accessory dwelling units as a use by right on parcels in single family zoning districts that meet the safety and infrastructure capacity considerations of local governments;
- (K) Allowing planned unit developments with integrated affordable housing units;
- (L) Allowing the development of small square footage residential unit sizes;
- (M) Lessened minimum parking requirements for new affordable housing developments; and
- (N) The creation of a land donation, land acquisition, or land banking program.

In addition to the listed strategies, DOLA can consider additional policy or regulatory tools that provide novel, creative, or innovative incentives to the development of affordable housing

- 2) **Local Government Planning Grant Program.** For those that do not meet the criteria above, the planning grant program will be available to retain professional services to assess the housing needs or to make changes to land use regulations to become an eligible recipient of a grant under the housing development incentives grant program.
- 3) **Housing Toolkit Program.** The purpose of this program is to award funding to qualified counties and municipalities selected in a competitive process who commit to the adoption of best land use practices with demonstrated success in the development of affordable housing. Technical assistance would be provided to local governments who demonstrate an understanding of the housing needs of their communities, take steps to engage their entire communities in this process, make changes to their land

use codes and related processes that provide incentives and reduce barriers to the development of affordable housing, obtain and support viable sites in their communities for the development of affordable housing, and attract developers committed to making such investments in their communities.

On June 9, 2021, the Planning Commission identified the following Goal and Strategies for the BoCC to incorporate into the Delta County Master Plan.

Goal:

Establish an Affordable Housing Plan within Delta County.

Strategies:

1. Convene an Affordable Housing Task Force consisting of stakeholders within Delta County (municipalities, developers, contractors, etc.).
2. Identify and map County-owned land for potential development of affordable housing.
3. Consider fee reductions and other incentives that help encourage development of Affordable Housing (AH).
4. Meet with current Housing Authorities to discuss the potential for expansion into unincorporated Delta County.
5. Identify infrastructure (transportation, water, sewer) needed to support development of AH and map where existing infrastructure could support such development.
6. Identify federal or state funds available to assist development of AH in Delta County.
7. Identify tools such as rent control, deed restrictions, variance applications, and land swaps to help assist in the development of AH.

Attached material: List, in order as attached

- HB1271

NOTE: This bill has been prepared for the signatures of the appropriate legislative officers and the Governor. To determine whether the Governor has signed the bill or taken other action on it, please consult the legislative status sheet, the legislative history, or the Session Laws.



HOUSE BILL 21-1271

BY REPRESENTATIVE(S) McCluskie and Jodeh, Bacon, Benavidez, Bernett, Bird, Boesenecker, Caraveo, Cutter, Duran, Esgar, Exum, Froelich, Gonzales-Gutierrez, Herod, Hooton, Jackson, Kennedy, Kipp, Lontine, McCormick, McLachlan, Michaelson Jenet, Mullica, Ortiz, Ricks, Roberts, Tipper, Titone, Valdez A., Valdez D., Weissman, Woodrow, Young, Amabile, Sirota, Sullivan;

also SENATOR(S) Gonzales, Bridges, Buckner, Danielson, Donovan, Fenberg, Hansen, Jaquez Lewis, Kolker, Lee, Moreno, Pettersen, Story, Winter, Garcia.

CONCERNING THE ESTABLISHMENT OF PROGRAMS OFFERING STATE ASSISTANCE TO LOCAL GOVERNMENTS TO PROMOTE THE DEVELOPMENT OF INNOVATIVE AFFORDABLE HOUSING STRATEGIES IN A MANNER THAT IS COMPATIBLE WITH BEST LOCAL LAND USE PRACTICES, AND, IN CONNECTION THEREWITH, MAKING AN APPROPRIATION.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Legislative declaration. (1) The general assembly hereby finds, determines, and declares that:

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

(a) Coloradans have identified housing affordability as the biggest issue facing the state as one in every seven Colorado households is spending more than half of its income on housing according to a study by Shift Research Lab;

(b) The median home price to median income ratio has increased across markets all across the nation. As of 2019, the price-to-income ratio was considerably larger for renters than owners, with the gap most significant in major metropolitan areas with a population greater than three million people. Across large metropolitan areas with a population greater than one million but less than three million, the gap in price-to-income ratio for renters was largest in Providence, Denver, and Salt Lake City.

(c) The same measurement on a statewide scale puts Colorado among just five states with a greater than sixty percent gap between home price and income growth between 2009 and 2019. Between 2012 and 2019, Colorado fell from being one of the most affordable states to one of the least affordable states in the country based on median income to median pricing.

(d) Currently, Colorado has a shortage of nearly 121,000 affordable rental units, and the Colorado housing and finance authority reports that nearly half of all Colorado renters are considered cost burdened, with an additional twenty-four percent being severely cost burdened;

(e) By this act, the general assembly is focusing a portion of the stimulus dollars it has received from the federal government to begin to remedy this affordable housing crisis in Colorado with innovative legislation that will jumpstart the production of housing statewide in the next three years through three programs detailed in the act. In combination, these programs focus on removing regulatory barriers to affordable housing development and offering incentives to local governments to make policy changes, as well as a mechanism for local governments to receive expertise or financial assistance from the state.

(f) The general assembly recognizes that local governments throughout the state vary in their stages of meeting the housing needs of their communities. In order to help local governments respond to these needs and to encourage them to extend their ability to create housing and more liveable and vibrant communities, the divisions of local government

and housing within the department of local affairs will focus on three programs.

(g) When a local government is at the nascent phase of addressing affordable housing needs, it may require additional help to develop an overall strategy. The housing toolkit program grant would offer local governments comprehensive support to make effective change by assessing housing needs, building effective communication strategies around the need for affordable housing, understanding which actions might have the biggest impact, and supporting the local government through the steps preparatory to taking action to address these housing needs.

(h) When a local government is at an intermediate phase of addressing affordable housing needs, it may require particular expertise to help it refine and advance its housing strategy. The planning grant program awards local governments funding to hire assistance to adopt qualifying land use strategies that prepare the local government to meet this phase of its housing needs by conducting a needs assessment, reviewing model land use codes, or making investments in its community that would enable the local government to be competitive in applying for a housing development incentives grant.

(i) If a local government is demonstrating an ongoing commitment to advancing its land use regulations and policies to address the affordable housing needs in its community, it may be eligible to apply for a housing development incentives grant. This grant is focused on allowing local governments to adopt effective tools to spur housing creation. The menu of strategy options is broad enough that any community can be successful in finding the right mix of strategies that fit its community, or the local government may introduce its own innovative or unique approach. Local governments would choose the strategies that best fits the character of their community to pursue the grant funding from the state whether they are in an urban, rural, mountain resort, or eastern plains location. Additionally, the department of local affairs would have the discretion to select novel, creative, or innovative proposals from communities that offer an additional approach to create affordable housing or would be able to consider how those local governments that have already taken steps to address housing affordability would be eligible to continue and advance their approaches if they have already undertaken some of the best practice approaches. The most competitive local governments will demonstrate a continued

commitment to removing barriers to affordable housing development.

(j) On March 11, 2021, the federal government enacted the "American Rescue Plan Act of 2021", Pub.L. 117-2, referred to in this section as the "federal act", pursuant to which Colorado will receive \$3,828,761,790 from the federal coronavirus state fiscal recovery fund to be used for certain specified purposes;

(k) These specified purposes include providing programs, services, or other assistance for populations disproportionately impacted by the COVID-19 public health emergency;

(l) More specifically, pursuant to 31 C.F.R. 35.6 (b), these specified purposes include programs or services that address housing insecurity, lack of affordable housing, or homelessness, including supportive housing or other programs or services to improve access to stable affordable housing among individuals who are homeless; the development of affordable housing to increase the supply of affordable housing developments that are livable, vibrant, and driven by community benefits; and housing vouchers and assistance relocating to neighborhoods with higher levels of economic opportunity and to reduce concentrated areas of low economic opportunity;

(m) The three grant programs funded by the bill will enable local governments across the state at various stages of development in their ability to provide affordable housing to create and implement the programs or services that address housing insecurity, lack of affordable housing, or homelessness to enable populations, households, or geographic areas disproportionately affected by the COVID-19 public health emergency to obtain affordable housing. Accordingly, pursuant to 31 C.F.R. 35.6 (b), the assistance that will be provided by the three grant programs funded by the bill is an eligible use of money received by the state under the federal act.

SECTION 2. In Colorado Revised Statutes, 24-32-104, **add** (4) and (5) as follows:

24-32-104. Functions of the division - definition. (4) THE DIVISION SHALL ADMINISTER THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SECTION 24-32-130 (2) AND THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM CREATED IN SECTION 24-32-130 (5).

(5) THE DIVISION SHALL CONSULT WITH THE DIVISION OF HOUSING CREATED IN SECTION 24-32-704 IN CONNECTION WITH THE CREATION AND ADMINISTRATION OF THE HOUSING TOOLKIT PROGRAM IN ACCORDANCE WITH SECTION 24-32-721.5 (2)(a).

SECTION 3. In Colorado Revised Statutes, **add** 24-32-130 as follows:

24-32-130. Local government affordable housing development incentives grant program - local government planning grant program - creation - report - definitions. (1) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(a) "AFFORDABLE HOUSING" MEANS:

(I) FOR A HOUSEHOLD RESIDING IN HOUSING ON A RENTAL BASIS, ANNUAL INCOME OF THE HOUSEHOLD IS AT OR BELOW EIGHTY PERCENT OF THE AREA MEDIAN INCOME OF HOUSEHOLDS OF THAT SIZE IN THE COUNTY IN WHICH THE HOUSING IS LOCATED;

(II) FOR A HOUSEHOLD RESIDING IN HOUSING ON A HOME OWNERSHIP BASIS, ANNUAL INCOME OF THE HOUSEHOLD IS AT OR BELOW ONE HUNDRED FORTY PERCENT OF THE AREA MEDIAN INCOME OF HOUSEHOLDS OF THAT SIZE IN THE COUNTY IN WHICH THE HOUSING IS LOCATED; OR

(III) HOUSING THAT INCORPORATES MIXED-INCOME DEVELOPMENT.

(b) "DEPARTMENT" MEANS THE DEPARTMENT OF LOCAL AFFAIRS.

(c) "ELIGIBLE RECIPIENT" MEANS A LOCAL GOVERNMENT THAT IS ELIGIBLE TO RECEIVE A GRANT THROUGH THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM.

(d) "HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM" MEANS THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SUBSECTION (2) OF THIS SECTION.

(e) "LOCAL GOVERNMENT" MEANS A COUNTY, A MUNICIPALITY, OR A CITY AND COUNTY.

(f) "MIXED INCOME DEVELOPMENT" MEANS HOUSING THAT INCORPORATES MIXED INCOME DEVELOPMENT IN THAT SOME, BUT NOT ALL, HOUSING UNITS WITHIN A PARTICULAR DEVELOPMENT HAVE RESTRICTED RATES AT OR BELOW THE INCOME LEVELS SPECIFIED IN SUBSECTION (1)(a) OF THIS SECTION IN ADDITION TO SOME UNITS THAT ARE ABOVE SUCH INCOME LEVELS WITH OR WITHOUT SUCH RESTRICTED RATES.

(g) "PLANNING GRANT PROGRAM" MEANS THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM CREATED IN SUBSECTION (5) OF THIS SECTION.

(2) THERE IS HEREBY CREATED IN THE DEPARTMENT THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM TO PROVIDE GRANTS TO LOCAL GOVERNMENTS THAT ADOPT ONE OR MORE POLICY OR REGULATORY TOOLS THAT CREATE INCENTIVES TO PROMOTE THE DEVELOPMENT OF AFFORDABLE HOUSING. A LOCAL GOVERNMENT THAT ADOPTS SUCH TOOLS IN ACCORDANCE WITH THIS SECTION IS ELIGIBLE FOR A GRANT FROM THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM AS AN INCENTIVE TO DEVELOP ONE OR MORE AFFORDABLE HOUSING DEVELOPMENTS IN THEIR COMMUNITY OR REGION THAT ARE DRIVEN BY COMMUNITY BENEFITS AND THAT FOCUS ON CRITICAL HOUSING NEEDS AS IDENTIFIED BY THE LOCAL GOVERNMENT. THE DIVISION SHALL ADMINISTER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM.

(3)(a) AS PART OF THE POLICIES, PROCEDURES, AND GUIDELINES THE DIVISION IS REQUIRED TO ADOPT FOR THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM PURSUANT TO SUBSECTION (6)(a) OF THIS SECTION, THE DIVISION SHALL DEVELOP A MENU OF DIFFERENT POLICY OR REGULATORY TOOLS THAT LOCAL GOVERNMENTS MAY ADOPT AS INCENTIVES TO PROMOTE AFFORDABLE HOUSING DEVELOPMENT WITHIN THEIR TERRITORIAL BOUNDARIES OR ACROSS THEIR REGION.

(b)(I) THE MENU OF TOOLS THE DIVISION MUST DEVELOP PURSUANT TO SUBSECTION (3)(a) OF THIS SECTION MUST INCLUDE SUCH INCENTIVES TO PROMOTE AFFORDABLE HOUSING DEVELOPMENT INCLUDING BUT NOT LIMITED TO:

(A) THE USE OF VACANT PUBLICLY OWNED REAL PROPERTY WITHIN THE LOCAL GOVERNMENT FOR THE DEVELOPMENT OF AFFORDABLE HOUSING;

(B) THE CREATION OF A PROGRAM TO SUBSIDIZE OR OTHERWISE REDUCE LOCAL DEVELOPMENT REVIEW OR FEES, INCLUDING BUT NOT LIMITED TO BUILDING PERMIT FEES, PLANNING WAIVERS, AND WATER AND SEWER TAP FEES, FOR AFFORDABLE HOUSING DEVELOPMENT;

(C) THE CREATION OF AN EXPEDITED DEVELOPMENT REVIEW PROCESS FOR AFFORDABLE HOUSING AIMED AT HOUSEHOLDS THE ANNUAL INCOME OF WHICH IS AT OR BELOW ONE HUNDRED TWENTY PERCENT OF THE AREA MEDIAN INCOME OF HOUSEHOLDS OF THAT SIZE IN THE COUNTY IN WHICH THE HOUSING IS LOCATED;

(D) THE CREATION OF AN EXPEDITED DEVELOPMENT REVIEW PROCESS FOR ACQUIRING OR REPURPOSING UNDERUTILIZED COMMERCIAL PROPERTY THAT CAN BE REZONED TO INCLUDE AFFORDABLE HOUSING UNITS, INCLUDING THE PRESERVATION OF EXISTING AFFORDABLE HOUSING UNITS;

(E) THE ESTABLISHMENT OF A DENSITY BONUS PROGRAM TO INCREASE THE CONSTRUCTION OF UNITS THAT MEET CRITICAL HOUSING NEEDS IN THE LOCAL COMMUNITY;

(F) WITH RESPECT TO WATER UTILITY CHARGES, THE CREATION OF PROCESSES TO PROMOTE THE USE OF SUB-METERING OF UTILITY CHARGES FOR AFFORDABLE HOUSING PROJECTS AND THE CREATION OF EXPERTISE IN WATER UTILITY MATTERS DEDICATED TO AFFORDABLE HOUSING PROJECTS;

(G) WITH RESPECT TO INFRASTRUCTURE, THE CREATION OF A DEDICATED FUNDING SOURCE TO SUBSIDIZE INFRASTRUCTURE COSTS AND ASSOCIATED FEES RELATED TO PUBLICLY OWNED WATER, SANITARY SEWER, STORM SEWERS, AND ROADWAYS INFRASTRUCTURE;

(H) GRANTING DUPLEXES, TRIPLEXES, OR OTHER APPROPRIATE MULTI-FAMILY HOUSING OPTIONS AS A USE BY RIGHT IN SINGLE-FAMILY RESIDENTIAL ZONING DISTRICTS;

(I) THE CLASSIFICATION OF A PROPOSED AFFORDABLE HOUSING DEVELOPMENT AS A USE BY RIGHT WHEN IT MEETS THE BUILDING DENSITY AND DESIGN STANDARDS OF A GIVEN ZONING DISTRICT;

(J) AUTHORIZING ACCESSORY DWELLING UNITS AS A USE BY RIGHT ON PARCELS IN SINGLE FAMILY ZONING DISTRICTS THAT MEET THE SAFETY

AND INFRASTRUCTURE CAPACITY CONSIDERATIONS OF LOCAL GOVERNMENTS;

(K) ALLOWING PLANNED UNIT DEVELOPMENTS WITH INTEGRATED AFFORDABLE HOUSING UNITS;

(L) ALLOWING THE DEVELOPMENT OF SMALL SQUARE FOOTAGE RESIDENTIAL UNIT SIZES;

(M) LESSENERED MINIMUM PARKING REQUIREMENTS FOR NEW AFFORDABLE HOUSING DEVELOPMENTS; AND

(N) THE CREATION OF A LAND DONATION, LAND ACQUISITION, OR LAND BANKING PROGRAM.

(II) IN ADDITION TO THE ITEMS LISTED IN SUBSECTION (3)(b)(I) OF THIS SECTION, THE POLICIES, PROCEDURES, AND GUIDELINES ADOPTED BY THE DIVISION MUST ALSO ALLOW FOR THE ADOPTION BY A LOCAL GOVERNMENT OF ADDITIONAL POLICY OR REGULATORY TOOLS THAT PROVIDE NOVEL, CREATIVE, OR INNOVATIVE INCENTIVES TO THE DEVELOPMENT OF AFFORDABLE HOUSING.

(4)(a) IN THE POLICIES, PROCEDURES, AND GUIDELINES THE DIVISION IS REQUIRED TO ADOPT FOR THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM PURSUANT TO SUBSECTION (6)(a) OF THIS SECTION, THE DIVISION SHALL SPECIFY, WITHOUT LIMITATION:

(I) THE MANNER BY WHICH A LOCAL GOVERNMENT BECOMES AN ELIGIBLE RECIPIENT FOR THE GRANT PROGRAM AND THE CRITERIA USED TO DETERMINE ELIGIBILITY;

(II) THE MANNER IN WHICH A LOCAL GOVERNMENT'S ONGOING COMMITMENT TO REFINE AND EXPAND ITS LAND USE POLICIES AFFECTS THE COMPETITIVENESS OF ITS GRANT APPLICATION; AND

(III) A REQUIREMENT THAT A LOCAL GOVERNMENT SHALL SELECT NOT LESS THAN THREE OPTIONS FROM THE MENU OF POLICY OR REGULATORY TOOLS SPECIFIED IN SUBSECTION (3)(b) OF THIS SECTION.

(b) IN EVALUATING APPLICATIONS FOR GRANTS FROM THE HOUSING

DEVELOPMENT INCENTIVES GRANT PROGRAM, THE DIVISION SHALL PRIORITIZE PROPOSALS SUBMITTED BY LOCAL GOVERNMENTS BASED ON THE DEGREE TO WHICH THE GRANT AWARD, EITHER ON ITS OWN, OR AS PART OF OTHER INCENTIVES MADE AVAILABLE TO THE ELIGIBLE RECIPIENT:

(I) REPRESENTS GEOGRAPHIC DIVERSITY THROUGHOUT THE STATE WITH RESPECT TO THE DIFFERENT KINDS OF COMMUNITIES BEING AWARDED GRANTS;

(II) SATISFIES THE GOAL OF ACHIEVING BEST PRACTICES IN AFFORDABLE HOUSING DEVELOPMENT WHETHER WITH RESPECT TO THE MENU OF POLICY OR REGULATORY TOOLS ADOPTED BY THE LOCAL GOVERNMENT OR THAT REPRESENTS A NOVEL, CREATIVE, OR INNOVATIVE APPROACH TO THE DEVELOPMENT OF AFFORDABLE HOUSING;

(III) OFFERS MAXIMUM IMPACT IN INITIATING AFFORDABLE HOUSING CREATION WITHIN THE LOCAL COMMUNITY OR REGION THAT IS DRIVEN BY COMMUNITY BENEFITS AND THAT FOCUSES ON CRITICAL HOUSING NEEDS AS IDENTIFIED BY THE LOCAL GOVERNMENT;

(IV) EXTENDS OR ADVANCES EXISTING APPROACHES BY THE LOCAL GOVERNMENT TO INITIATE HOUSING CREATION WHETHER WITH RESPECT TO THE PRODUCTION OF HOUSING UNITS OR LONGER TERM POLICY CHANGES;

(V) REPRESENTS DIVERSITY IN THE TYPE OF AFFORDABLE HOUSING CREATED FOR RENTAL HOUSING IN ACCORDANCE WITH SUBSECTION (1)(a)(I) OF THIS SECTION AND FOR HOME OWNERSHIP IN ACCORDANCE WITH SUBSECTION (1)(a)(II) OF THIS SECTION;

(VI) INITIATES OR PRESERVES HOUSING AFFORDABILITY THAT CAN BE MAINTAINED FOR A LONG-TERM PERIOD OF AFFORDABILITY AS NEGOTIATED BY THE DEPARTMENT AND THE LOCAL GOVERNMENT AND THAT ALLOWS THE LOCAL GOVERNMENT TO DETERMINE THE METHOD FOR ACHIEVING AFFORDABILITY; AND

(VII) SUPPORTS SUSTAINABLE DEVELOPMENT PATTERNS SUCH AS INFILL AND THE REDEVELOPMENT OF EXISTING BUILDINGS.

(c) NOTWITHSTANDING ANY OTHER PROVISION OF LAW, WITH RESPECT TO THE AWARDING OF GRANTS UNDER THE HOUSING DEVELOPMENT

INCENTIVES GRANT PROGRAM, THE DIVISION SHALL PRIORITIZE ITS FUNDING IN FAVOR OF THOSE LOCAL GOVERNMENTS THAT DEMONSTRATE THE SUFFICIENT USE OF LOCAL INCENTIVES FOR AFFORDABLE HOUSING DEVELOPMENT IN SUCH MANNER AS TO BE ABLE TO LEVERAGE FUNDING FOR THE MAXIMUM IMPACT ON THE NUMBER OF AFFORDABLE HOUSING UNITS BUILT OVER TIME AND THAT ARE AFFORDABLE AS NEGOTIATED BY THE DEPARTMENT AND LOCAL GOVERNMENTS.

(5) THERE IS HEREBY CREATED IN THE DEPARTMENT THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM TO PROVIDE GRANTS TO LOCAL GOVERNMENTS THAT LACK ONE OR MORE OF THE POLICY AND REGULATORY TOOLS THAT PROVIDE INCENTIVES TO PROMOTE THE DEVELOPMENT OF AFFORDABLE HOUSING AS DESCRIBED IN SUBSECTION (3) OF THIS SECTION AND THAT COULD BENEFIT FROM ADDITIONAL FUNDING TO BE ABLE TO CREATE AND MAKE USE OF THESE POLICY AND REGULATORY TOOLS. MONEY UNDER THE PLANNING GRANT PROGRAM WILL BE AVAILABLE TO A LOCAL GOVERNMENT TO ENABLE THE GOVERNMENT TO RETAIN A CONSULTANT OR A RELATED PROFESSIONAL SERVICE TO ASSESS THE HOUSING NEEDS OF ITS COMMUNITY, INCLUDING CONSIDERATIONS OF EQUITY, OR TO MAKE CHANGES TO ITS POLICIES, PROGRAMS, DEVELOPMENT REVIEW PROCESSES, LAND USE CODES, AND RELATED RULES TO BECOME AN ELIGIBLE RECIPIENT OF A GRANT UNDER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM. THE PLANNING GRANT PROGRAM WILL BE ADMINISTERED BY THE DIVISION. AS PART OF ITS ADMINISTRATION OF THE PLANNING GRANT PROGRAM, THE DIVISION SHALL PROVIDE ASSISTANCE TO LOCAL GOVERNMENTS ON BEST LAND USE PRACTICES AND TOOLS AND SHALL UPDATE AND PUBLISH MODEL COUNTY AND MUNICIPAL LAND USE CODES FOR THE BENEFIT OF LOCAL GOVERNMENTS ACROSS THE STATE.

(6) (a) ON OR BEFORE SEPTEMBER 1, 2021, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL ADOPT POLICIES, PROCEDURES, AND GUIDELINES FOR THE HOUSING INCENTIVES GRANT PROGRAM AND PLANNING GRANT PROGRAM THAT INCLUDE, WITHOUT LIMITATION:

(I) PROCEDURES AND TIMELINES BY WHICH AN ELIGIBLE RECIPIENT MAY APPLY FOR A GRANT;

(II) CRITERIA FOR DETERMINING THE AMOUNT OF GRANT AWARDS;

(III) PERFORMANCE CRITERIA FOR GRANT RECIPIENTS' PROJECTS; AND

(IV) REPORTING REQUIREMENTS FOR GRANT RECIPIENTS.

(b) NOTWITHSTANDING ANY OTHER PROVISION OF THIS SECTION, THE AMOUNT OF ANY GRANT AWARD UNDER EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM AND ANY RESTRICTIONS OR CONDITIONS PLACED UPON THE USE OF GRANT MONEY AWARDED IS WITHIN THE DISCRETION OF THE DIVISION IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION.

(c) TO THE EXTENT APPLICABLE, AND UNLESS OTHERWISE REQUIRED BY THIS SECTION, REQUIREMENTS GOVERNING THE PROCESS OF AWARDING A COLORADO HERITAGE PLANNING GRANT UNDER PART 32 OF THIS TITLE 24 GOVERN THE PROCESS FOR OBTAINING A GRANT FROM THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM UNDER THIS SECTION.

(7) ALL FUNDING OF ANY GRANTS AWARDED UNDER EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM MUST BE MADE ENTIRELY OUT OF THE MONEY TRANSFERRED FROM THE GENERAL FUND AND THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SECTION 24-32-3207 (1) IN ACCORDANCE WITH SECTION 24-32-3207 (6). ALL COSTS INCURRED BY THE DIVISION IN ADMINISTERING EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM MUST BE PAID OUT OF THE MONEY TRANSFERRED UNDER SECTION 24-32-3207 (6). THE DIVISION MAY USE UP TO FOUR PERCENT OF ANY MONEY TRANSFERRED TO IT UNDER THIS SECTION TO COVER ITS ADMINISTRATIVE COSTS IN ADMINISTERING OR EVALUATING EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM. ALL MONEY TRANSFERRED INTO THE COLORADO HERITAGE COMMUNITIES FUND IN ACCORDANCE WITH SECTION 24-32-3207 (6) MUST BE EXPENDED BY JULY 1, 2024. ANY MONEY TRANSFERRED INTO THE FUND IN ACCORDANCE WITH THIS SUBSECTION (7) THAT IS NOT EXPENDED OR ENCUMBERED FROM ANY APPROPRIATION AT THE END OF ANY FISCAL YEAR IS AVAILABLE FOR EXPENDITURE BY JULY 1, 2024, WITHOUT FURTHER APPROPRIATION.

(8) (a) ON OR BEFORE NOVEMBER 1, 2022, AND ON OR BEFORE NOVEMBER 1, 2023, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL PUBLISH A REPORT SUMMARIZING THE USE OF ALL MONEY THAT WAS AWARDED AS GRANTS FROM THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM IN THE PRECEDING FISCAL YEAR. AT A MINIMUM, THE REPORT MUST SPECIFY THE NUMBER OF LOCAL GOVERNMENTS THAT APPLIED FOR A GRANT AWARD, INCLUDING THE NUMBER OF LOCAL GOVERNMENTS THAT WERE NOT AWARDED A GRANT; THE POLICY OR REGULATORY TOOLS ADOPTED BY THE LOCAL GOVERNMENTS THAT QUALIFIED FOR A GRANT AWARD; THE AMOUNT OF GRANT MONEY DISTRIBUTED TO EACH GRANT RECIPIENT; AND A DESCRIPTION OF EACH GRANT RECIPIENT'S USE OF THE GRANT MONEY. IN THE REPORT, THE DIVISION SHALL ALSO PROVIDE ITS RECOMMENDATIONS CONCERNING FUTURE ADMINISTRATION OF THE GRANT PROGRAM. THE REPORT MUST BE SHARED WITH THE GENERAL ASSEMBLY AND POSTED ON THE DEPARTMENT'S WEBSITE.

(b) ON OR BEFORE NOVEMBER 1, 2022, AND ON OR BEFORE NOVEMBER 1, 2023, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL PUBLISH A REPORT SUMMARIZING THE USE OF ALL MONEY THAT WAS AWARDED AS GRANTS FROM THE PLANNING GRANT PROGRAM IN THE PRECEDING FISCAL YEAR. AT A MINIMUM, THE REPORT MUST SPECIFY THE AMOUNT OF GRANT MONEY DISTRIBUTED TO EACH GRANT RECIPIENT AND A DESCRIPTION OF EACH GRANT RECIPIENT'S USE OF THE GRANT MONEY. IN THE REPORT, THE DIVISION SHALL ALSO PROVIDE ITS RECOMMENDATIONS CONCERNING FUTURE ADMINISTRATION OF THE GRANT PROGRAM. THE REPORT MUST BE SHARED WITH THE GENERAL ASSEMBLY AND POSTED ON THE DEPARTMENT'S WEBSITE.

SECTION 4. In Colorado Revised Statutes, 24-32-705, **add** (7) as follows:

24-32-705. Functions of division. (7) THE DIVISION SHALL ADMINISTER THE AFFORDABLE HOUSING GUIDED TOOLKIT AND LOCAL OFFICIALS GUIDE PROGRAM IN ACCORDANCE WITH SECTION 24-32-721.5.

SECTION 5. In Colorado Revised Statutes, 24-32-721, **amend** (1); and **add** (6) as follows:

24-32-721. Colorado affordable housing construction grants and loans - housing development grant fund - creation - housing assistance

for persons with behavioral, mental health, or substance use disorders - cash fund - appropriation - report to general assembly - rules - definitions - repeal. (1) There is hereby created in the state treasury the housing development grant fund, which fund is administered by the division and is referred to in this section as the "fund". The fund consists of money credited to the fund in accordance with section 39-26-123 (3)(b); money transferred to the fund in accordance with section 24-22-118 (2); money appropriated to the fund by the general assembly; all money transferred to the fund from the marijuana tax cash fund created in section 39-28.8-501 (1) and any other cash fund maintained by the state; ALL MONEY TRANSFERRED TO THE FUND FROM THE GENERAL FUND PURSUANT TO SUBSECTION (6) OF THIS SECTION; all money collected by the division for purposes of this section from federal grants, from other contributions, gifts, grants, and donations received from any other organization, entity, or individual, public or private; and from any fees or interest earned on such money. The division is hereby authorized and directed to solicit, accept, expend, and disburse all money collected for the fund from the sources specified in this subsection (1) for the purpose of making grants, ~~or~~ loans, OR OTHER FORMS OF ASSISTANCE THAT MAY BE AWARDED UNDER SECTION 24-32-721.5 and for program administration as provided in this section. All such money must be transmitted to the state treasurer to be credited to the fund. The money in the fund is continuously appropriated to the division for the purposes of this section.

(6) ON THE EFFECTIVE DATE OF THIS SUBSECTION (6), THE STATE TREASURER SHALL TRANSFER ONE MILLION SIX HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE HOUSING DEVELOPMENT GRANT FUND CREATED IN SUBSECTION (1) OF THIS SECTION. THE DIVISION SHALL USE THE MONEY TRANSFERRED PURSUANT TO THIS SUBSECTION (6) FOR THE AFFORDABLE HOUSING GUIDED TOOLKIT AND LOCAL OFFICIALS GUIDE PROGRAM CREATED IN SECTION 24-32-721.5.

SECTION 6. In Colorado Revised Statutes, **add** 24-32-721.5 as follows:

24-32-721.5. Affordable housing guided toolkit and local officials guide program - creation. (1) (a) THERE IS HEREBY CREATED WITHIN THE DIVISION THE AFFORDABLE HOUSING GUIDED TOOLKIT AND LOCAL OFFICIALS GUIDE PROGRAM, REFERRED TO IN THIS SECTION AS THE "HOUSING TOOLKIT PROGRAM". THE PURPOSE OF THE HOUSING TOOLKIT PROGRAM IS TO AWARD

FUNDING TO QUALIFIED COUNTIES, MUNICIPALITIES, AND FEDERALLY RECOGNIZED TRIBES WITHIN THE STATE SELECTED IN A COMPETITIVE PROCESS WHO COMMIT TO THE ADOPTION OF BEST LAND USE PRACTICES WITH DEMONSTRATED SUCCESS IN THE DEVELOPMENT OF AFFORDABLE HOUSING. UNDER THE HOUSING TOOLKIT PROGRAM, TECHNICAL ASSISTANCE WILL BE PROVIDED BY CONSULTANTS AND RELATED PROFESSIONALS TO ENABLE LOCAL GOVERNMENTS TO ACHIEVE AN UNDERSTANDING OF THE HOUSING NEEDS OF THEIR COMMUNITIES, INCLUDING THE EQUITY IMPACTS OF THEIR LAND USE POLICIES AND REGULATIONS, TAKE STEPS TO ENGAGE THEIR ENTIRE COMMUNITIES IN THIS PROCESS, MAKE CHANGES TO THEIR LAND USE CODES AND RELATED PROCESSES THAT PROVIDE INCENTIVES AND REDUCE BARRIERS TO THE DEVELOPMENT OF AFFORDABLE HOUSING, OBTAIN AND SUPPORT VIABLE SITES IN THEIR COMMUNITIES FOR THE DEVELOPMENT OF AFFORDABLE HOUSING, AND ATTRACT DEVELOPERS COMMITTED TO MAKING SUCH INVESTMENTS IN THEIR COMMUNITIES. THE DIVISION SHALL ADMINISTER THE HOUSING TOOLKIT PROGRAM.

(b) ALL FUNDING OF ANY ASSISTANCE AWARDED UNDER THE HOUSING TOOLKIT PROGRAM MUST BE MADE ENTIRELY OUT OF THE MONEY TRANSFERRED FROM THE GENERAL FUND TO THE HOUSING DEVELOPMENT GRANT FUND CREATED IN SECTION 24-32-721 (1) IN ACCORDANCE WITH SECTION 24-32-721 (6). ALL COSTS INCURRED BY THE DIVISION IN ADMINISTERING THE HOUSING TOOLKIT PROGRAM MUST BE PAID OUT OF THE MONEY TRANSFERRED IN ACCORDANCE WITH SECTION 24-32-721 (6). THE DIVISION MAY USE UP TO EIGHT PERCENT OF ANY MONEY APPROPRIATED TO IT UNDER THIS SECTION TO COVER ITS ADMINISTRATIVE COSTS IN ADMINISTERING THE HOUSING TOOLKIT PROGRAM. ALL MONEY TRANSFERRED TO THE HOUSING DEVELOPMENT GRANT FUND IN ACCORDANCE WITH SECTION 24-32-721 (6) MUST BE EXPENDED OVER THE SUBSEQUENT THREE STATE FISCAL YEARS.

(2) (a) IN EVALUATING APPLICATIONS FOR TECHNICAL ASSISTANCE UNDER THE HOUSING TOOLKIT PROGRAM, THE DIVISION SHALL PRIORITIZE PROJECTS BASED UPON WHETHER THE APPLICATION WILL, IN THE DISCRETION OF THE DIVISION, CREATE THE MAXIMUM IMPACT ON THE DEVELOPMENT OF AFFORDABLE HOUSING IN THE AREAS OF GREATEST NEED ACROSS THE STATE AND WILL SATISFY ONE OR MORE OF THE FACTORS SPECIFIED IN SUBSECTION (1) OF THIS SECTION. THE DIVISION SHALL CONSULT WITH THE DIVISION OF LOCAL GOVERNMENT IN CONNECTION WITH THE CREATION AND ADMINISTRATION OF THE HOUSING TOOLKIT PROGRAM.

(b) ON OR BEFORE SEPTEMBER 1, 2021, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF LOCAL AFFAIRS OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL ADOPT POLICIES AND PROCEDURES FOR THE HOUSING TOOLKIT PROGRAM THAT INCLUDE, WITHOUT LIMITATION:

(I) PROCEDURES AND TIME LINES BY WHICH AN ELIGIBLE RECIPIENT MAY APPLY FOR ASSISTANCE UNDER THE HOUSING TOOLKIT PROGRAM;

(II) CRITERIA FOR DETERMINING THE AMOUNT OR NATURE OF THE ASSISTANCE AWARDED;

(III) PERFORMANCE CRITERIA FOR GRANT RECIPIENTS' PROJECTS; AND

(IV) REPORTING REQUIREMENTS FOR GRANT RECIPIENTS.

(c) ON OR BEFORE NOVEMBER 1, 2022, AND ON OR BEFORE NOVEMBER 1, 2023, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL PUBLISH A REPORT SUMMARIZING THE USE OF ALL ASSISTANCE THAT WAS AWARDED FROM THE HOUSING TOOLKIT PROGRAM IN THE PRECEDING FISCAL YEAR. IN THE REPORT, THE DIVISION SHALL ALSO PROVIDE ITS RECOMMENDATIONS CONCERNING FUTURE ADMINISTRATION OF THE HOUSING TOOLKIT PROGRAM. THE REPORT MUST BE SHARED WITH THE GENERAL ASSEMBLY AND POSTED ON THE DEPARTMENT'S WEBSITE.

SECTION 7. In Colorado Revised Statutes, 24-32-3202, **amend** (7); and **repeal** (6) as follows:

24-32-3202. Definitions. As used in this part 32, unless the context otherwise requires:

(6) ~~"Growth" means changes in population that impact land use, infrastructure development, and the surrounding environment.~~

(7) "Local government" means any county, city and county, city, town, or special district created pursuant to article 1 of title 32. ~~C.R.S. except that, for purposes of this part 32 in connection with section 24-32-3203 (3)(c)(I), "local government" shall be deemed to include an irrigation district, ditch company, or conservancy district.~~

SECTION 8. In Colorado Revised Statutes, 24-32-3203, **amend** (3)(c) and (3)(d); and **repeal** (3)(a) as follows:

24-32-3203. Office of smart growth - creation - powers and duties of executive director. (3) The executive director shall have the following powers and duties in administering this part 32:

~~(a) To designate areas within Colorado as Colorado heritage communities. Areas designated as Colorado heritage communities shall be eligible for a Colorado heritage planning grant by the office out of moneys in the fund created by section 24-32-3207 in accordance with the provisions of this part 32.~~

(c) To review and approve applications for Colorado heritage planning grants awarded by the office out of ~~moneys~~ MONEY in the fund in accordance with the requirements of this part 32, and to determine the amount of money to be awarded under each such grant. An application for such a grant ~~shall~~ MUST:

~~(I) Be submitted jointly by the governing bodies of at least two local governments; except that applications regarding water banking pursuant to subparagraph (II) of this paragraph (c) may also be submitted singly or in combination by the governing body of a local government or by an irrigation district, ditch company, or conservancy district; and~~

(II) Address critical planning issues, including, without limitation, land use and development patterns, AFFORDABLE HOUSING, transportation planning, mitigation of environmental hazards, water banking pursuant to article 80.5 of title 37, C.R.S., and energy use.

(d) To review and approve applications for grants awarded by the office out of ~~moneys~~ MONEY in the fund to assist a local government, as applicable, in developing a master plan in conformity with section 30-28-106 or 31-23-206; C.R.S., and to ~~determine the amount of money to be awarded under each such grant pursuant to section 24-32-3207 (2);~~

SECTION 9. In Colorado Revised Statutes, 24-32-3207, **amend** (1); **repeal** (2); and **add** (6) as follows:

24-32-3207. Colorado heritage communities fund - creation -

source of funds. (1) There is hereby created in the state treasury the Colorado heritage communities fund, which fund ~~shall be~~ IS administered by the director and which ~~shall consist~~ CONSISTS of all ~~moneys~~ MONEY appropriated to ~~said~~ THE fund by the general assembly, MONEY TRANSFERRED FROM THE GENERAL FUND AND THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE FUND PURSUANT TO SUBSECTION (6) OF THIS SECTION, and all other ~~moneys~~ MONEY collected by the office for the fund from federal grants or other contributions, grants, gifts, bequests, or donations received from other agencies of state government, individuals, private organizations, or foundations. Such ~~moneys~~ MONEY shall be transmitted to the state treasurer to be credited to the fund.

~~(2) Not more than an amount equal to thirty percent of any moneys in the fund as of the beginning of any given fiscal year shall be made available before the end of that same fiscal year to local governments in grant moneys for the development of master plans pursuant to section 24-32-3203(3)(d).~~

(6)(a) ON THE EFFECTIVE DATE OF THIS SUBSECTION (6), OR AS SOON AS PRACTICABLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER:

(I) THIRTY MILLION DOLLARS FROM THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION; AND

(II) NINE MILLION THREE HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION.

(b) THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT SHALL USE THE MONEY TRANSFERRED PURSUANT TO SUBSECTION (6)(a) OF THIS SECTION FOR THE CREATION, IMPLEMENTATION, AND ADMINISTRATION OF THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SECTION 24-32-130 (2) IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 24-32-130.

(c) ON THE EFFECTIVE DATE OF THIS SUBSECTION (6), OR AS SOON AS PRACTICABLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER:

(I) FIVE MILLION DOLLARS FROM THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION; AND

(II) TWO MILLION ONE HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION.

(d) THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT SHALL USE THE MONEY TRANSFERRED PURSUANT TO SUBSECTION (6)(c) OF THIS SECTION FOR THE CREATION, IMPLEMENTATION, AND ADMINISTRATION OF THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM CREATED IN SECTION 24-32-130 (5) IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 24-32-130. WITH RESPECT TO ANY MONEY TRANSFERRED INTO THE COLORADO HERITAGE COMMUNITIES FUND PURSUANT TO SUBSECTION (6)(c) OF THIS SECTION, THE DIVISION MAY USE ANY MONEY THAT IS UNEXPENDED OR UNENCUMBERED AS OF JUNE 30, 2024 FOR PURPOSES OF THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SECTION 24-32-130 (2) AS NEEDED IN ACCORDANCE WITH SECTION 24-32-130.

SECTION 10. In Colorado Revised Statutes, 24-32-3208, **add** (3) as follows:

24-32-3208. Additional sources of funding. (3) AS MONEY BECOMES AVAILABLE, THE OFFICE OF SMART GROWTH CREATED IN SECTION 24-32-3203 (1) MAY PROVIDE GRANTS OR OTHER FORMS OF ASSISTANCE TO COUNTIES AND MUNICIPALITIES FOR PURPOSES CONSISTENT WITH SECTION 24-32-3203 (3)(c)(II), INCLUDING, WITHOUT LIMITATION, THE HIRING OF CONSULTANTS AND RELATED FORMS OF PROFESSIONAL EXPERTISE; UPDATING PLANS, POLICIES, CODES, AND RELATED LAND DEVELOPMENT REVIEW PROCESSES; AND OFFERING GRANTS, LOANS, OR OTHER FORMS OF ASSISTANCE AS INCENTIVES FOR THE DEVELOPMENT OF AFFORDABLE HOUSING, WHICH FORMS OF ASSISTANCE MAY INCLUDE THE ACQUISITION OF PROPERTY, THE PROVISION OF INFRASTRUCTURE, OR THE DEVELOPMENT OF

COMMUNITY AMENITIES. THE OFFICE SHALL CREATE GUIDELINES TO SPECIFY THE ACTIVITIES ON THE PART OF LOCAL GOVERNMENTS THAT WILL QUALIFY FOR GRANT FUNDING OR OTHER FORMS OF ASSISTANCE UNDER THIS SUBSECTION (3). THE OFFICE MAY ALSO USE AVAILABLE MONEY TO IMPLEMENT OR FACILITATE GRANT AND OTHER INCENTIVE PROGRAMS BY HIRING STAFF, CREATING TECHNICAL RESOURCES FOR LOCAL GOVERNMENTS, HIRING CONSULTANTS AND RELATED FORMS OF PROFESSIONAL EXPERTISE, AND OTHERWISE ADMINISTERING THE COLORADO HERITAGE GRANT PROGRAM IN ACCORDANCE WITH THIS PART 32. THE OFFICE MAY USE A PORTION OF ANY SUCH MONEY FOR HIRING AND MAINTAINING STAFF, DEFRAYING OPERATIONAL EXPENSES, AND ADMINISTRATION ASSOCIATED WITH THE PROVISION OF GRANTS AND OTHER FORMS OF INCENTIVES UNDER THIS SUBSECTION (3).

SECTION 11. In Colorado Revised Statutes, **repeal** 24-32-3206.

SECTION 12. Appropriation. (1) For the 2021-22 state fiscal year, \$39,300,000 is appropriated to the department of local affairs for use by the division of local government. This appropriation is from the Colorado heritage communities fund created in section 24-32-3207 (1), C.R.S., and is based on an assumption that the division will require an additional 0.9 FTE. To implement this act, the division shall use this appropriation for the affordable housing development incentives grant program created in section 24-32-130 (2), C.R.S.

(2) For the 2021-22 state fiscal year, \$7,100,000 is appropriated to the department of local affairs for use by the division of local government. This appropriation is from the Colorado heritage communities fund created in section 24-32-3207 (1), C.R.S., and is based on an assumption that the division will require an additional 1.7 FTE. To implement this act, the division shall use this appropriation for the local government planning grant program created in section 24-32-130 (5), C.R.S.

SECTION 13. Effective date. This act takes effect on passage; except that section 24-32-3207 (6)(a)(I) and (6)(c)(I) in section 9 of this act requiring transfers from the affordable housing and home ownership cash fund created in section 24-75-229 (3)(a) take effect only if House Bill 21-1329 becomes law, and, in which case, section 24-32-3207 (6) (a)(I) and (6)(c)(I) take effect either upon the effective date of this act or one day after the effective date of House Bill 21-1329, whichever is later.

SECTION 14. Safety clause. The general assembly hereby finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety.

Alec Garnett
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Leroy M. Garcia
PRESIDENT OF
THE SENATE

Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED _____
(Date and Time)

Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO