

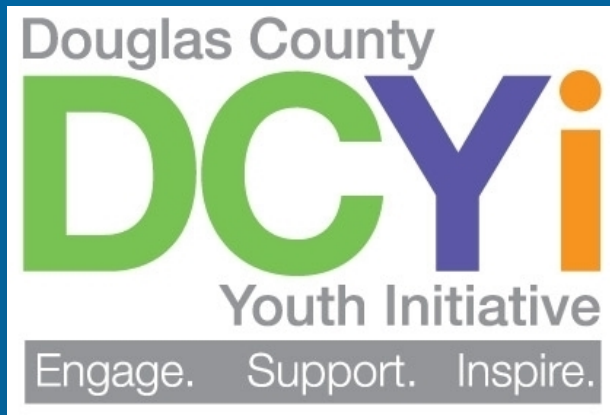


TOWN COUNCIL STUDY SESSION AGENDA
August 24, 2020
5:30 PM

I. Town Council Items

II. Study Session Items

1. Douglas County Youth Initiative Community Contribution Recipient Presentation - Marsh Alston - 10 minutes
2. Parker Area Chamber of Commerce Community Contribution Recipient Presentation - Kara Massa - 10 minutes
3. Transportation Projects - Williams/Hudson - 30 minutes
4. Snow Operations and Level of Service - Williams/Smith/Gilbert - 30 minutes

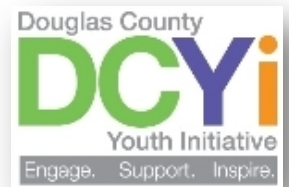


2020 Douglas County Youth Initiative Report Marsha Alston, Manager





EXCELLENT OVERVIEW OF
WRAPAROUND by John Vandenberg,
Founder of WrapAround, Resident of
Paonia, CO

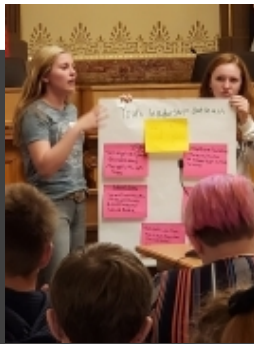


- SEVEN ISSUES THAT ARE FACING DC YOUTH AND FAMILIES TODAY



- DCYI is working to coordinate services/programs that already address these issues, leveraging existing work.
- Additionally, DCYI helps develop new ideas, building programs in incremental and tangible steps based on shared priorities. **See next page for examples.**

- **1. SUBSTANCE ABUSE - #1 REQUESTED TOPIC FOR YOUTH CONGRESS; THIS INCLUDES ALCOHOL AND VAPING**
- **2. MENTAL HEALTH RESOURCES AND COORDINATION**
- **3. ESTABLISHING A TRAUMA INFORMED COMMUNITY**
- **4. YOUTH TRANSPORTATION**
- **5. YOUTH VOICE AND LEADERSHIP OPPORTUNITIES**
- **6. PRO SOCIAL AND MENTORSHIP**
- **7. PARENT EDUCATION**



DCYI Programs



La Liga soccer, basketball, 4H, and music lessons!



Youth Empowerment Seminars for kids in Truancy Court, same as kids in Teen Court, led by Sacred Walk, coordinating with Magistrate Moss



Project Upstream: Five meetings held at Mesa Middle School last year



Lunch-n-Learns for each of the seven identified issues, to include vaping and substance abuse,



Youth Transportation: effort to have local churches provide once a week rides for middle schoolers to stay late for tutoring and activities.



"Take 10" – a bi-weekly email highlighting various topics of interest, e.g., Back to School Anxiety, Self-Esteem, 40 Assets, and Reducing Stress in a fast paced County



Youth and Adult Dinner-n-Learn, sharing ideas and feedback

DCYI - Strategic *Doing* in 2020

1. Juntos, in partnership with CSU Extension

Juntos builds community and helps Latinx youth connect with post-secondary educational opportunities.

“Juntos” means “together” in Spanish. It is a program that helps Latinx youth (grades 8-12) and their families gain the knowledge and skills they need to bridge the gap between high school and post-secondary education opportunities. Juntos also works to unite community partners to provide culturally relevant programming for families. The program was first developed by North Carolina State University in 2007. Programs are available to English and Spanish-speaking students and their families in numerous communities across the US.

Juntos has three goals:

Empower Latinx families with resources to achieve educational goals for their youth.

Build relationships with Latinx communities so they benefit and become involved in Extension programs.

See more Latinx youth benefit from 4-H and Extension programs.

Juntos provides students and families with:

Family engagement: high school (6-week) and middle school (5-week) workshops, family nights, and events to increase collaboration between families and school districts, increase high school graduation rate, and empower families to pursue higher education.

Juntos one-on-one success coaching/mentoring: adult led program focused on academics, tutoring, life-skill activities, and community service so youth can achieve their goals.

Summer programs: Summer Academy, local summer programs, and other events.

4-H club participation: Latinx youth can participate in existing 4-H clubs or start new clubs.

As a result of participating in Juntos 4-H, students report a greater sense of belonging and confidence in their futures:

87% of participants feel like they now belong in school

93% of students feel that Juntos helped them belong at school

91% of youth improved their grades in school

92% of students feel confident that they will graduate from high school

In a three-year pilot coordinated by Oregon State University Open Campus, Juntos has shown:

100% high school graduation rate

100% college achievement rate

Decreased dropout rates for underserved audiences

Increased post-secondary access

Increased collaboration between families and school districts

Families become more engaged in their communities

DCYI - Strategic *Doing in 2020*

2. Truancy Project

I have thoroughly reviewed 21 names I received from our Magistrate who oversees Truancy.

As I was reviewing the students and pulling up Special Reports that are sent via email, I noticed some areas that I wanted more info. that I hope will give us insight into helping these youth. (Questions I have are also areas where I have seen issues while attending SARB's, Court, and school meetings. Plus talking to the kids and their families.)

More info. was needed. Before next court dates: Oct 14 and 21 respectively, I will send a survey with a cover letter explaining why they are receiving, who it was coming from, and what next steps will be. Below is a link to the survey. It can be done on phones. I can send the link by snail mail, since we do not have emails for everyone and folks easily ignore emails. If we don't get survey back, we can ask why during Court and also offer to help them fill it out, to start our engagement. Link is:

<https://www.surveymonkey.com/r/FNKHHQ5>

This would be our 1st step. Future steps would be: find out more about possible substance abuse, by youth, family, or both; if Job Corps would be of interest; connect and follow up with GED info if they are interested; and research if Child Welfare has been involved prior, and yes they have in 20 of the 21 youth.

3. Virtual Youth Congress

YOUTH CONGRESS 2020-2021: How do you make real change? Start with the people closest to you and then move up. You want real change, it starts with the government closest to you!

Can you name your locally elected officials?

School Board Members? City Council and Mayors? County Commissioners?

State House Reps? State Senators? Special Districts? Have you attended a public meeting? Have you gone to the podium to speak?

Have you campaigned for a ballot measure? Have you knocked on doors for a candidate or issue?

We will help our youth identify issues, research their issues, and develop an effective work plan on how best to make change. Youth Congress will poll youth on changes they want to see, create work groups for issues, and assign each work group a local elected official to develop a work plan.



MEMORANDUM

TO: Mayor and Town Council
FROM: Chris Hudson, Deputy Director of Engineering
DATE: August 24, 2020
SUBJECT: Greater Parker area transportation partnership projects.

ISSUE:

Engineering/Public Works staff would like to review the 2020-2024 Parker area planned transportation projects to show partnership commitments from/between CDOT, Douglas County, P3, DRCOG and the Town of Parker.

FISCAL/BUDGET IMPACT:

None at this time.

BACKGROUND:

Engineering/Public Works staff track planned greater Parker area transportation partnership projects in the near term (less than 4-years out) due to the long-term and continual coordination needed with these entities. Funding partners include CDOT, Douglas County, P3 and DRCOG. This information is shown graphically on the attachment to this item. This information was last presented to Town Council two (2) years ago and we would like to update Town Council on these projects.

RECOMMENDATION:

Continue to pursue the identified greater Parker area transportation partnership projects.

REQUESTED DIRECTION:

No action needed. This is being done to update Town Council on transportation partnership projects in the greater Parker area.

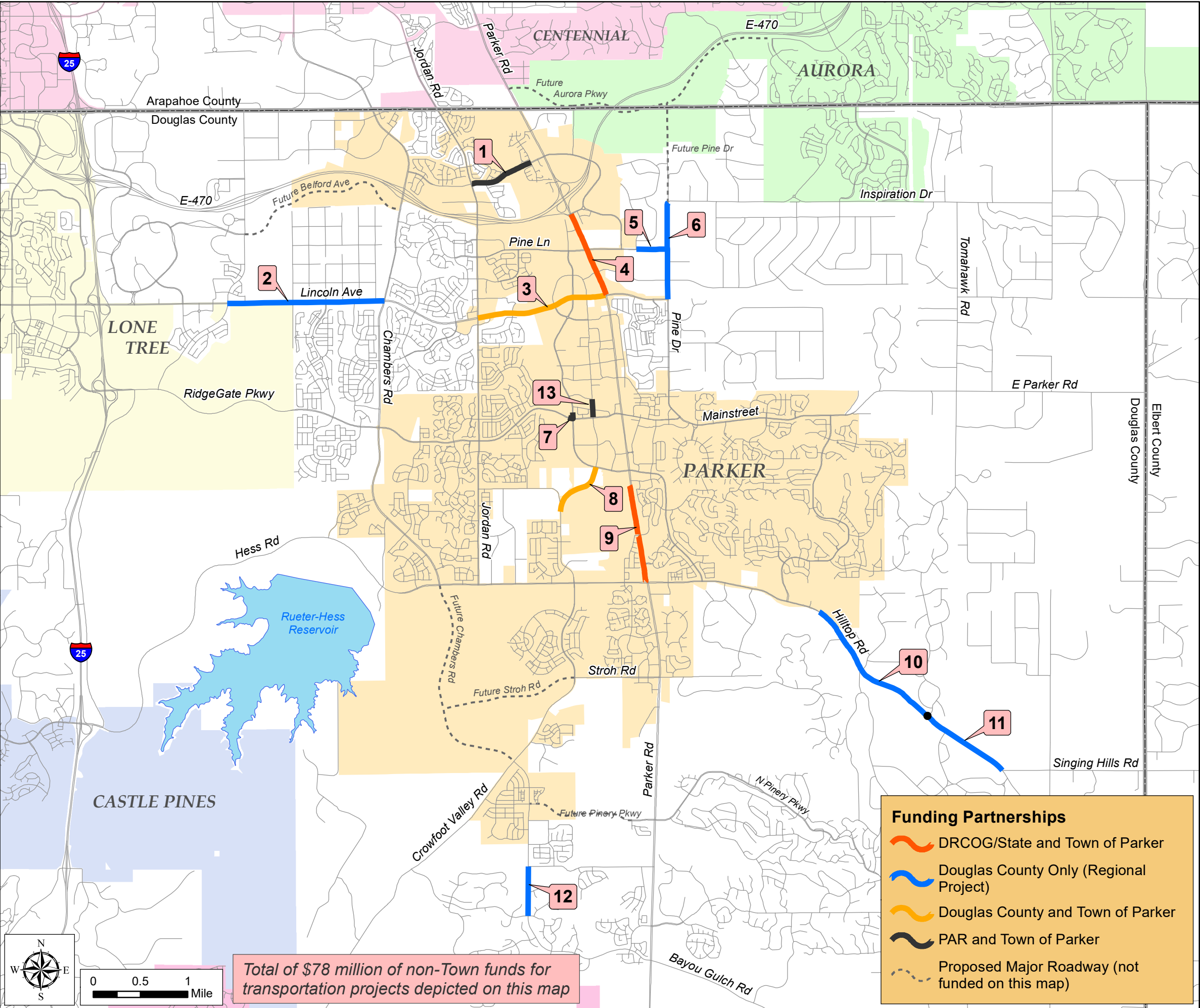
ATTACHMENT:

1. Parker Area Proposed Roadway Projects and Partnerships 2020 to 2024

Parker Area Planned Transportation Projects 2020 - 2024

Partnership Commitments from:
CDOT, Douglas County, P3,
Town of Parker, and DRCOG

- 1) Cottonwood Drive Widening Including Second Bridge
Jordan Road to Cottonwood Commercial Area
Planned P3 Funds: \$8 million, Town Funds: \$4 million
2020 - 2022
- 2) Lincoln Avenue Widening (County Project)
Peoria Street to Chambers Road
Potential County Funds: \$14 million, No Town Funds
2022 - 2024
- 3) Lincoln Avenue Widening
Jordan Road to Parker Road
Potential County Funds: \$8 million, Town Funds: \$8 million
2021 - 2024
- 4) Parker Road (Northbound) Operational Improvements
Lincoln Avenue to E-470
Potential Funds - County: \$0.5 million, CDOT: \$0.5 million
DRCOG/Federal: \$1.75 million, Town: \$1.25 million
2022
- 5) Pine Lane Safety Improvements (County Project)
Dixon Drive to Pine Drive
County Funds: \$1 million, No Town Funds
2020
- 6) Pine Drive Widening (County Project)
Lincoln Avenue to Inspiration Drive
Potential County Funds: \$9 million, No Town Funds
2020 - 2021
- 7) Twenty Mile Road and Mainstreet Operational Improvements
Potential P3 Funds: 1.6 million
2022 - 2023
- 8) Dransfeldt Road Extension with Crossing of Cherry Creek
Twenty Mile Road to Motsenbocker Road
Potential County Funds: \$9 million, Town Funds: \$9 million
2020 - 2023
- 9) Parker Road Sidewalk (West Side)
Twenty Mile Road to Hess Road
DRCOG/State Funds: \$1 million (multi-modal)
Town Funds: \$1 million
2020 - 2021
- 10) Hilltop Road Widening (County Project)
Legend High School to Merryvale Trail
Potential County Funds: \$14 million, No Town Funds
2020 - 2023
- 11) Hilltop Road Widening Design Phase (County Project)
Merryvale Trail to Singing Hills Road
Potential County Funds: \$0.75 million, No Town Funds
2024
- 12) Bayou Gulch Road Extension (County Project)
Connecting Pradera Area to Trails at Crowfoot
Potential County Funds: \$3.15 million, No Town Funds
2020 - 2021
- 13) Dransfeldt Road Widening
Mainstreet to Pony Express Drive
Potential P3 Funds: \$3.0 million
2022 - 2023





MEMORANDUM

TO: Michelle Kivela

FROM: Danny Smith, Operations Manager, Streets & Stormwater Maintenance
Jim Gilbert, Deputy Director of Operations

DATE: August 24, 2020

SUBJECT: Snow Operations and Level of Service

ISSUE:

Presentation by staff to Town Council to provide information about current snow removal operations process, current process costs review, confirm that current practices are in-line with Council goals, and answer questions.

FISCAL/BUDGET IMPACT:

Snow removal operations resources are provided in the Streets division annual budget (101-4310).

BACKGROUND:

The Engineering and Public Works Department is responsible for snow removal on Town arterial and collector streets, 165 lane miles. This action involves mechanical and chemical means to remove snow from Town streets. This includes equipment, labor, and materials for snow removal. The operations are guided by the Town of Parker Snow Plowing and Ice Control Policy approved September 2017.

RECOMMENDATION:

None - The purpose of the presentation is to provide information to Town Council.

REQUESTED DIRECTION:

For informational purposes only.

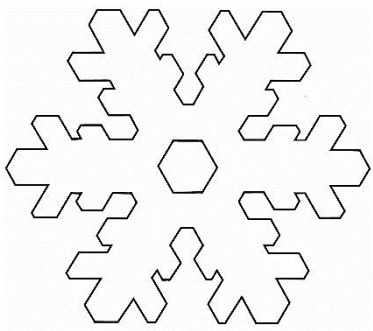
ATTACHMENT:

1. Town of Parker Snow & Ice Removal Policy 2017

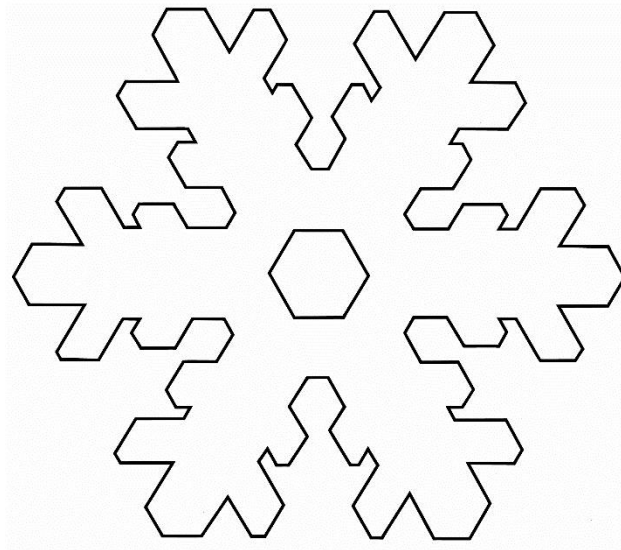


Public Works Department

September 2017



Snow Plowing and Ice Control Policy



**TOWN OF PARKER, COLORADO - SNOWPLOWING
AND ICE CONTROL POLICY
(Revised and updated September 2017 - Supersedes all previous policies)**

1. Introduction

The Town of Parker, Colorado, believes that it is in the best interest of the residents of the Town to assume basic responsibility for snow and ice control on dedicated Town streets. Effective snow and ice control is necessary for routine travel and the provision of emergency services. The Town will attempt to provide such control in a safe and cost-effective manner keeping in mind safety, budget, personnel, and environmental concerns. The Town may use Town employees and equipment and/or private contractors to provide this service.

The snowplowing and ice control policy is intended to keep the streets within the Town passable during adverse weather conditions and in reasonably safe condition. This intent, and the reasonable limitation of cost effectiveness, is the basis for this policy.

This policy does not relieve the operators of private vehicles, pedestrians, property owners, residents, and all others that may be using public streets, of their responsibility to act in a reasonable, prudent and cautious manner given the prevailing street conditions.

2. Level of Service

The time required to clear snow and ice from streets depends on a variety of conditions often unique to each storm event. The strategies used to plow streets depend on several factors including:

- * Snow storm intensity and accumulation;
- * Anticipated snow storm duration;
- * Type of snow, ranging from light/dry to heavy/wet;
- * Ambient air and pavement surface temperatures before and expected after snowfall;
- * High winds and drifting conditions;
- * Traffic conditions, weekday versus weekend;
- * Time of day;
- * Time of season – fall, winter or spring; and
- * Availability of equipment and staff.

Snowplowing and/or ice control operations will be performed on all Priority 1 and Priority 2 (arterial and collector) streets for every storm when an accumulation of snow or ice is present on roadway surfaces. The Town's goal is to deploy resources at least one hour before challenging conditions are reasonably expected to develop. The Town uses local and contracted meteorologists and on-line resources to develop a reporting and mobilization plan for every expected winter storm.

Snowplowing will be performed on Priority 3 (local streets) when the roadway accumulation of snow has reached six (6) inches. Roadway and ambient air temperatures early and late in the snow season are typically high enough to melt falling snow on contact or soon after the snowfall event ends. The majority of plowed storms in Parker occur within the November to March time period.

The Town also utilizes a roadway weather information system (RWIS) to accurately record snowfall events as they occur in real-time. The system notifies Town staff when “potential” or “slick conditions” are present on Town streets. Starting from the time of system notification, additional snowfall will be measured by RWIS until the storm subsides. Local street plowing operations may commence once the six- (6-) inch roadway accumulation threshold has been exceeded or is reasonably expected to be exceeded, as determined by the Engineering/Public Works Director (the “Director”) or designee.

The Director or designee will determine when to begin snow or ice control operations for arterial and collector streets (Priority 1 and 2). The criteria for the deployment decision includes:

- ✱ Anticipated snow or ice accumulation on Town roadways;
- ✱ Drifting of snow that causes problems for travel;
- ✱ Time of year and predicted weather forecast; and,
- ✱ Time of snowfall in relationship to heavy use of streets.

Snow and ice control operations are expensive and involve the use of personnel, materials and equipment. For reference, the Town will be prepared to deploy approximately eleven (11) plow/spreader trucks to keep Priority 1 and 2 roads clear for the winter of 2017/2018. An additional eight (8) smaller pickup plows are available to plow Priority 3 streets, under conditions described later in this policy.

No general ice control will be performed on local streets. Ice control on steep slopes, near storm water inlets and stop sign approaches will be performed on local streets as determined to be necessary and subject to available personnel and equipment. Town businesses and residents are responsible for the clearing of sidewalks as provided by Town Code. Generally, ice accumulations caused by shade that do not interfere with vehicle travel ways will not be treated. Shade dams, particularly along the south side of streets, can cause ice to remain for weeks or months and are to be expected in this region of Colorado.

3. Street Priorities

The Town has classified Town streets based on the street function, traffic volume and relative importance to the transportation needs of the community. Three (3) priority rankings have been established for public Town streets. A map of the Town streets and their snow priority ranking is located on the Town website.

Priority 1 (Arterials): These streets are classified as arterials and commercial/industrial and commercial business roads. They are typically multi-lane high-volume streets that connect major sections of the Town. Lincoln Avenue and Hess Road are examples of arterial roads.

Priority 2 (Collectors): Those streets classified as collectors and/or secondary streets which typically receive a moderate amount of traffic. Collectors are often utilized to access area schools or community centers. Priority 2 streets also include designated snow routes where parking is prohibited once roadway accumulations reach a two- (2-) inch or greater depth. Tallman Drive, Clarke Farms Drive and J Morgan Boulevard are examples of collector streets in Parker.

Priority 3 (Locals): Local streets function to provide vehicular access to adjacent properties. They are designed for the safety of pedestrians and bicyclists and the ease of access to adjacent parcels of land.

Please note that the Colorado Department of Transportation maintains all portions of Parker Road (Colorado Highway 83) and the E-470 Public Highway Authority maintains E-470 and associated on and off ramps serving the toll road.

During significant and severe storm events, the Town is prepared to deploy personnel and equipment to maintain Priority 1 roadways first. In fulfilling the need to have all Priority 1 streets safe and passable, and when resources are limited, snowplowing and treating of all other streets may be stopped at any time so resources can be focused on Priority 1 roads. Once Priority 1 roadways have been sufficiently serviced, Priority 2 roads will be plowed and treated as necessary.

Unforeseeable circumstances may cause delays in completing assigned plow routes. Such circumstances may include weather conditions that endanger the safety of snowplow operators and/or safe and effective operation of equipment, commuter traffic, disabled vehicles, poor visibility conditions, parked cars along streets, assistance to emergency response vehicles, equipment breakdowns and personnel shortages.

4. Plowing Method

Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the roadway will be plowed first. The snow is then be pushed from inside to outside on two-way streets on subsequent plowing passes. On one-way streets or where there is a wide center median, snow may be pushed in either direction. The plow discharge shall go onto the area in and/or behind the curb on primary streets and into the parking area and behind the curb on secondary streets. Snow in cul-de-sacs will normally be plowed to the center in an attempt to provide the largest turning radius possible for emergency vehicle ingress and egress. When a plow goes onto a bridge, the driver shall slow down so snow does not go over the bridge, if possible. In times of extreme snowfall, streets may not be completely cleared of snow.

Streets in the downtown area and designated snow routes will be initially plowed to the outside curb in order to maintain safe vehicle travel. Removal of the snow in these areas may commence at a later time depending on the storm duration and severity as described in Section 5. This limited special service improves overall driving conditions and allows for public parking where pedestrian and vehicle traffic volumes are congested and snow storage areas are limited.

5. Snow Removal

The Director or designee will determine if and when snow will be removed from an area by loader and truck. Such snow removal will occur in areas where there is no room on the street or behind the curb for snow storage and in areas where accumulated piles of snow create a hazardous condition. Snow removal/hauling operations will not commence until other snowplowing operations have been completed. Snow removal operations may also be delayed depending on weather conditions, personnel and budget availability. When this service is provided, the snow will be removed and hauled to a snow storage/disposal area.

6. Snow and Ice Control Operator's Schedule

Snowplow operators may be required to work up to a twelve- (12-) hour shift when necessary. Because of safety concerns, no operator shall work more than a twelve- (12-) hour continuous shift in any twenty-four- (24-) hour period. Snow control operations will continue twenty-four (24) hours per day until storms subside and the primary roadway network is in serviceable condition.

7. Extreme Weather Conditions

Snow and ice control operations will be conducted when weather conditions do not endanger the safety of snowplow operators and equipment. Factors that may delay snow and ice control operations include: severe cold, significant winds and limited visibility. Total white out blizzard conditions may necessitate the declaration of a prohibition on all vehicle movements, including Town snowplows, until visibility is improved. The Town's Emergency Manager has the authority to declare a state of emergency and prohibit the movement of all vehicles on public roads.

8. Use of Liquid and Solid De-icing Chemicals

The Town may use liquid and solid de-icing chemicals when hazardous ice or slippery conditions exist. The Town is concerned about the effect of such chemicals on the environment and carefully controls and monitors application rates. The Town of Parker lies within the Cherry Creek watershed and all runoff is ultimately conveyed to the Cherry Creek Reservoir. Therefore, it is important to use anti-icing chemicals prudently during snow control operations.

The application of sand and abrasives during storm events has been identified by the Regional Air Quality Council (RAQC) as a major contributor to the Denver metropolitan area's particulate pollution (commonly known as the "brown cloud"). The Engineering/Public Works Department (the "Department") is required under legal mandates, which are regulated by the RAQC, to comply with certain application rates. Limiting the application rates reduces the quantity of particulates in the air and the amount of chemicals and sand deposited in wetlands and waterways. Because of these air quality impacts, the use of sand or abrasives in snow control has been virtually eliminated in the Denver metro area.

9. Emergency Situations

All requests for emergency assistance from the following agencies will be responded to immediately, as personnel and equipment are available:

- * Town of Parker Police Department;
- * South Metro Fire Rescue Authority;
- * Douglas County Sheriff's Office;
- * Colorado Department of Transportation;
- * Colorado Highway Patrol; or
- * Other emergency service agency.

Calls for emergency assistance from the public will be transferred to Police Dispatch or requested to call 911.

10. Emergency Declaration and Activation of the Emergency Operations Center (EOC)

In the event of a snow emergency, the Town Emergency Manager or designee may declare a Town emergency and activate the necessary functions of the Town's Emergency Operations Center (EOC). Following this declaration, traffic control and law enforcement will assume emergency response actions under the Town Code and the Town's Emergency Operations Plan.

The Town Administrator may also activate an emergency operations center to centralize response activities and coordinate communications with the public and emergency response agencies.

11. Disabled Vehicles and Vehicles Parked on Designated Snow Routes

Town employees will not assist vehicles that are stuck in the snow or otherwise disabled. If a vehicle is impeding the safe travel on a street, or parked on a designated snow route, the Police Department may tow the vehicle at the owner's expense.

12. Sidewalks

It is the responsibility of the resident and/or property owner to remove all accumulated snow from all sidewalks along public streets adjoining their property. This includes any snow plowed from public streets onto the sidewalk, driveways or driveway openings (see Section 15). Please remember, it is unlawful to plow or place snow into public roadways from parking lots, sidewalks or driveways.

13. Snow Removal on Private Property

Unless it is necessary to provide access for emergency vehicles, Town resources will not be used to plow, remove snow or provide ice control on private property.

14. Ice Cutting

If conditions occur that create icing in vehicle travel lanes that are determined to be unsafe, the ice may be mechanically removed. These actions will be performed under the same 1-2-3 priority system that streets are plowed and are subject to the availability of personnel and equipment. Ice cutting operations are generally limited due to the associated street and curb/gutter damage.

15. Property Owner Responsibilities

In accordance with Section 10.01.020 of the Town Code, property owners must remove all snow and ice from sidewalks within forty-eight (48) hours following the termination of any snow event, which causes two (2) or more inches of accumulation upon such sidewalks. This includes snow that is plowed from public streets onto the sidewalk, driveways or driveway openings. Snow must be piled on the landscaped or other suitable private area. Snow shall not be shoveled or deposited onto any street or other public right-of-way since it can impede drainage and contribute to icing on roadways and sidewalks.

16. Complaint Procedure

Complaints will be recorded on telephone logs or emails. Calls requiring service will be transferred to a work request and forwarded to the appropriate supervisor for scheduling. Emergency complaints will be handled in an expeditious manner as resources are available. The Town utilizes a computerized system to record the receipt and resolution of resident requests and comments.

17. Review and Modification of Policy

The Director or designee shall keep on file all comments and complaints received regarding this policy. The Town also utilizes a computerized system to record the receipt and resolution of resident requests and comments. The Director will consider annually comments and complaints and any other factors affecting the policy or its implementation to determine whether to recommend modifications to Town Council.

REFERENCES: During active snow control operations, snow plows and spreaders are considered to be emergency vehicles. All operations vehicles are equipped with conspicuous yellow warning lights during plowing and treating.

The following documents pertain to snow removal and plowing activities. All citations are believed to be current as of August 2017. These are provided for reference only and are subject to change outside the scope of this policy:

EMERGENCY OPERATIONS PLAN Promulgated by Town Council 2013

2.2. Situations

The Disaster Mitigation Act of 2000 provided for new approaches and support for comprehensive hazard mitigation planning. It also established a new requirement for local government planning efforts. One of the requirements of this Act was the development of a State Mitigation Plan as a condition of federal disaster assistance.

Natural Hazards

Natural hazards in which the Town of Parker is vulnerable include:

- Severe Winter Storm
- Flood
- Tornado
- Wildfires

TOWN CODE

6.03.040 - Specific prohibitions.

The following acts and the causing thereof are declared to be in violation of this Chapter:

(1) Outdoor loudspeakers/public address systems.

- a. Using or operating for any noncommercial purpose any loudspeaker or similar device between the hours of 10:00 p.m. and 7:00 a.m. the following day.
- b. Using or operating for any commercial purpose any loudspeaker, public address system or similar device.

(2) Construction. Operating or permitting the operating of any tools or equipment in connection with construction, drilling or demolition work between the hours of 7:00 p.m. and 7:00 a.m. the following day on weekdays, between the hours of 7:00 p.m. and 8:00 a.m. on Saturdays, and between the hours of 7:00 p.m. and 10:00 a.m. on Sundays or holidays, except for emergency work on public service utilities or emergency work by Town personnel or by special variance issued by the Director of Engineering or designee. (Ord. 1.467 §8, 2015; Ord. 5.59 §4, 2001)

7.01.30- Snow route.

The Traffic Engineer or the Chief of Police shall have the power and authority to designate certain streets within the Town as snow routes, and post signs along those routes advising of their designation.
(Ord. 5.06.4 §2(2-15), 1989)

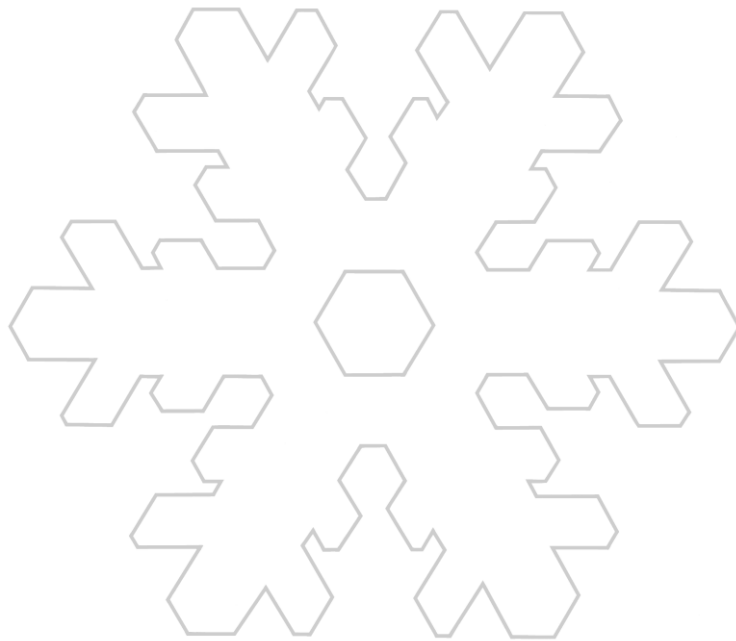
7.01.040 - Operation of vehicles and parking on snow removal routes.

(a) Whenever there is any covering or coating of snow, sleet or ice on any street designated as a snow route in the Town or during emergency snow conditions, no person

in charge of a motor vehicle operated on any such street shall allow the vehicle to remain parked on such street or stopped unattended on such street.

(b) Any vehicle parked or stopped unattended on such street shall be subject to immediate removal.

(c) Neither the Town nor any person acting under its direction shall be billable for any damage to such vehicle occasioned by such removal. (Ord. 5.06.4 §2(2-16), 1989)



8.05.040 - Depositing snow or ice.

No person shall deposit or cause any snow or ice to be deposited on or against any fire hydrant or traffic signal-control device or appurtenance; nor shall any person deposit or cause to be deposited accumulations of snow or ice upon or adjacent to any sidewalk street or roadway or loading and unloading area of a public transportation system or any designated emergency access lane, such as may retard or in any way interfere with the safe and orderly flow of pedestrian or vehicular traffic by obstructing the view of such traffic on intersection streets or drives or by any other means, or in any way obstruct or impede street or roadway drainage. (Ord. 5.06.4 §2(3-54), 1989)

10.01.020 - Removal of snow and ice from sidewalks.

(a) Every person, partnership, corporation, joint stock company or syndicate in charge or control of any building or lot of land within the Town fronting or abutting on a paved sidewalk, whether as owner, tenant, occupant, lessee or otherwise, shall remove and clear away, or cause to be removed and cleared away, snow and ice from so much of such sidewalk as is in front of or abuts on such building or lot of land, within forty-eight (48) hours after the cessation of any fall of snow, sleet or freezing rain.

(b) In the event snow and ice on a sidewalk has become so hard that it cannot be removed without likelihood of damage to the sidewalk, the person or entity charged with its removal shall, within forty-eight (48) hours after the cessation of any fall of snow, sleet or freezing rain, cause enough sand or other abrasive to be put on the sidewalk to make travel thereon reasonably safe, and shall then, as soon thereafter as weather permits, cause such sidewalk to be thoroughly cleaned.

(c) As used in this Section, the term *sidewalk* means that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

(d) Violation; penalty. Violations of this Section shall be punished upon conviction as follows:

- (1) For a first violation, a fine of twenty-five dollars (\$25.00);
 - (2) For a second violation in any twelve-month period, a fine of fifty dollars (\$50.00);
 - (3) For a third violation in any twelve-month period and for each subsequent violation during such twelve-month period, a fine of one hundred dollars (\$100.00).
- (Ord. 5.32 §§2, 3, 1990)

10.01.040 - Deposit of snow and ice in public roadway.

(a) In business, commercial, light industrial and industrial zones in the Town, it is unlawful to remove any snow and ice from any parking lot, public sidewalk, private walk, private road or private driveway and deposit or dump the same upon or into a public street, road or highway.

(b) Violation; penalty. Violations of this Section shall be punishable by a fine of not more than four hundred ninety-nine dollars (\$499.00). (Ord. 5.30.1 §19, 1993; Ord. 5.32 §§5, 6, 1990)

10.01.050 - Sidewalk maintenance.

(a) Every person, partnership, corporation, joint stock company or syndicate in charge or control of any building or lot of land within the Town fronting or abutting on a paved sidewalk located within state highway right-of-way, whether owner, tenant, occupant or otherwise, shall maintain such sidewalk as it is in front of or abuts such building or lot of land in good condition and free from any hazard.

(b) In the event failure to comply with the provisions of this Chapter results in personal injury, the person or entity responsible for compliance shall be liable for any resulting injuries. Any civil liability for injuries caused by the failure to remove snow or ice, or otherwise the failure to maintain a paved sidewalk free from hazard, shall be imposed upon the person or entity responsible for compliance, and not upon the Town. (Ord. 5.32.2 §1, 1996)

13.07.130 - Certifications.

(a) Intent. The final plat shall contain executed certificates, notices and statements in the following form. Such certificates, notices or statements may be modified with the permission of the Town Attorney when warranted by special conditions.

(2) Use this format for plats with approved private roads:

This plat was approved by the Town Council and/or, where applicable, the Planning Director and Director of Engineering of the Town of Parker, Colorado, on the ____ day of _____, 20____, for filing subject to the conditions set forth by the Town Council. The dedications are hereby accepted. This approval is with the understanding that all expenses incurred with respect to required improvements for all utility services, paving, grading, landscaping, curbs, gutters, sidewalks, road lighting, road signs, flood protection devices, drainage structures and all other improvements that may be required shall be the responsibility of the subdivider and not of the Town of Parker. The responsibility for maintaining private roads, including the removal of snow accumulations, shall be with the subdivider or his or her assigns in perpetuity.