Planning Commission
Agenda - Final

Chair Todd Warnke
Vice-Chair Kevin McHugh
Alex Delaney

Tom Martinez
Carlos Salinas
Jeff Samuelson
Mitchell Sawin

Thursday, August 13, 2026 **6:00 PM** **Town Hall**
100 N. Wilcox Street
Castle Rock, CO 80104

**** ALL TIMES ARE APPROXIMATE ****

5:30 pm DINNER FOR BOARD MEMBERS

6:00 pm CALL TO ORDER / ROLL CALL

6:02 pm CERTIFICATION OF MEETING

6:05 pm APPROVAL OF MINUTES

PC 2026-021 **July 23, 2026 Planning Commission Meeting Minutes**

Attachments: July 23, 2026 Planning Commission Meeting Minutes

6:15 pm PUBLIC HEARING ITEMS

PC 2026-022 **King Soopers Site Development Plan - Lot 1, Dawson Trails Filing No. 2, Amendment 4** [12.1-acre site located southwest of the Dawson Trails Boulevard/Gambel Ridge Boulevard intersection, within Dawson Trails Planning Area E2]

Attachments: Staff Report
Attachment A: Vicinity Map
Attachment B: Site Development Plan
Attachment C: Parking Study
Attachment D: Dawson Trails Planning Area E2 Uses
Attachment E: Traffic Conformance Letter
Attachment F: Neighborhood Meeting Summaries

PC 2026-023 Chateau Valley Site Development Plan
[112 Acres, generally located east of Memmen Park, north of Baldwin Park, and south of the Southridge Townhomes]

Attachments:
- Staff Report
- Attachment A: Vicinity Map
- Attachment B: Site Development Plan
- Attachment C: Young American PD
- Attachment D: Traffic Study
- Attachment E: Street Connection Exhibit
- Attachment F Resident Comments
- Attachment G Neighborhood Meeting Summaries

8:15 pm TOWN COUNCIL LIAISON UPDATE

8:25 PM DESIGN REVIEW BOARD UPDATE

8:35 pm COMMISSION ITEMS

Check for quorum for upcoming meetings

8:45 pm STAFF UPDATE/PLANNING COMMISSION DISCUSSION ITEMS

8:50 pm ADJOURN

Town of Castle Rock

Agenda Memorandum

Agenda Date: 8/13/2026

Item #: **File #:** PC 2026-021

To: Members of the Planning Commission

From: Planning Commission Administrator

July 23, 2026 Planning Commission Meeting Minutes

Executive Summary

Attached are the meeting minutes from the July 23, 2026 Planning Commission meeting for your review and approval.

Planning Commission
Meeting Minutes - Final

Chair Todd Warnke
Vice-Chair Kevin McHugh
Alex Delaney

Tom Martinez
Carlos Salinas
Jeff Samuelson
Mitchell Sawin

Thursday, July 23, 2026 **6:00 PM** **Town Hall**
100 N. Wilcox Street
Castle Rock, CO 80104

** ALL TIMES ARE APPROXIMATE **

DINNER FOR BOARD MEMBERS

CALL TO ORDER / ROLL CALL

Staff in attendance - 4: Mike Hyman, Sandy Vossler, Brad Boland and Carissa Ahlstrom

Present 6 - Jeff Samuelson, Carlos Salinas, Tom Martinez, Chair Todd Warnke, Mitchell Sawin, and Alex Delaney

Not Present 1 - Vice-Chair Kevin McHugh

CERTIFICATION OF MEETING

APPROVAL OF MINUTES

PC 2026-019 **June 25, 2026 Planning Commission Meeting Minutes**

Moved by Sawin, seconded by Samuelson, to Approve Planning Commission Topic PC 2026-019 as presented. The motion passed by a vote of:

Yes: 6 - Salinas, Martinez, Chair Warnke, Sawin, Samuelson, and Delaney

PUBLIC HEARING ITEMS

PC 2026-020 **Proposed Zoning as Public Land-1 of Town-Owned Parcels known as Home Street Annexation, Maher Ranch Tank Site Annexation, Founders Corner Annexation and Terrain Remnant Annexation**
[approximately 16.12 acres, located in north and east Castle Rock]

Sandy Vossler presented a zoning proposal from the Town for annexation areas: Home Street Annexation, Maher Ranch Tank Site Annexation, Founders Corner Annexation and Terrain Remnant Annexation. Vossler went over the annexation process and why the Town wants to annex these areas. All parcels are proposed as Public Land (PL-1) primarily for municipal and public uses. One member of the public attended and Commissioners had no comments.

Moved by Martinez, seconded by Delaney, to Approve Planning Commission Topic PC 2026-020 as presented. The motion passed by a vote of:

Yes: 6 - Salinas, Martinez, Chair Warnke, Sawin, Samuelson, and Delaney

TOWN COUNCIL LIAISON UPDATE

Brad gave an update on the moratorium for the drone delivery item that was approved by Town Council on July 21. This will provide time for staff to research and regulations will most likely come to Planning Commission for review. He also spoke on nuisance codes item that was also approved at Town Council on July 21.

DESIGN REVIEW BOARD UPDATE

Brad gave an update on the Design Review Board meeting on 2 signs that were recently approved, the Pilates sign at 300 Perry Street and the Mural sign at the Bike and Ski building.

COMMISSION ITEMS

Check for quorum for upcoming meetings
August 13, 2026
August 27, 2026

STAFF UPDATE/PLANNING COMMISSION DISCUSSION ITEMS

ADJOURN TO LEGAL TRAINING

Moved by Chair Warnke, seconded by Samuelson, to Approve adjourn to legal training as presented. The motion passed by a vote of:

Yes: 6 - Salinas, Martinez, Chair Warnke, Sawin, Samuelson, and Delaney

****

Minutes approved by the Planning Commission on _____ by a vote of _____ in favor, _____ opposed, with _____ abstention(s).

_____

Planning Commission

Town of Castle Rock

Agenda Memorandum

Agenda Date: 8/13/2026

Item #: **File #:** PC 2026-022

To: Members of the Planning Commission

From: Sandy Vossler, Senior Planner, Development Services Department

King Soopers Site Development Plan - Lot 1, Dawson Trails Filing No. 2, Amendment 4 [12.1-acre site located southwest of the Dawson Trails Boulevard/Gambel Ridge Boulevard intersection, within Dawson Trails Planning Area E2]

Executive Summary

The purpose of this staff report is to seek Planning Commission's recommendation on a Site Development Plan (SDP) for the King Soopers grocery store and fueling station located in the Dawson Trails Planned Development (PD), Planning Area E2. The site is 12.1 acres and located southwest of the intersection of Dawson Trails Boulevard and Gambel Ridge Boulevard (Attachment A and Figure 1).

The SDP proposal includes 100,206 square foot (SF) grocery store and a 5,418 SF fueling station (Attachment B and Figure 3). Four hundred, ten parking spaces, 15 grocery pick-up spaces and 20 bicycle spaces will be provided. The number of spaces provided represent a 20% reduction in the number of spaces required by the Town Code supported by a Parking Study (Attachment C). The development is subject to the Residential/Non-Residential Interface requirements on the boundary with the Twin Oaks Subdivision located west of the site.

All staff and external referral comments have been addressed. Staff recommends that Planning Commission recommend approval to Town Council of the proposed Site Development Plan. Town Council will consider the SDP in a public hearing scheduled for Tuesday, August 18, 2026 at 6 p.m.

Budget Impact

Development of the property will generate review and impact fees, along with use taxes for commercial development. Long-term, sales tax generation for this retail business is anticipated to be significant.

Recommendation

Based on the finding listed above, staff recommends that Planning Commission recommend approval of the King Soopers Site Development Plan to Town Council, as proposed.

Item #: **File #:** PC 2026-022

Attachments

Attachment A: Vicinity Map
Attachment B: Site Development Plan
Attachment C: Parking Study
Attachment D: Dawson Trails Planning Area E2 Uses
Attachment E: Traffic Conformance Letter
Attachment F: Neighborhood Meeting Summaries

Meeting Date: August 13, 2026

AGENDA MEMORANDUM

To: Planning Commission

From: Sandy Vossler, Senior Planner, Development Services Department

Title: **King Soopers Site Development Plan - Lot 1, Dawson Trails Filing No. 2, Amendment 4 [**12.1-acre site located southwest of the Dawson Trails Boulevard/Gambel Ridge Boulevard intersection, within Dawson Trails Planning Area E2]

Executive Summary

The purpose of this staff report is to seek Planning Commission's recommendation on a Site Development Plan (SDP) for the King Soopers grocery store and fueling station located in the Dawson Trails Planned Development (PD), Planning Area E2. The site is

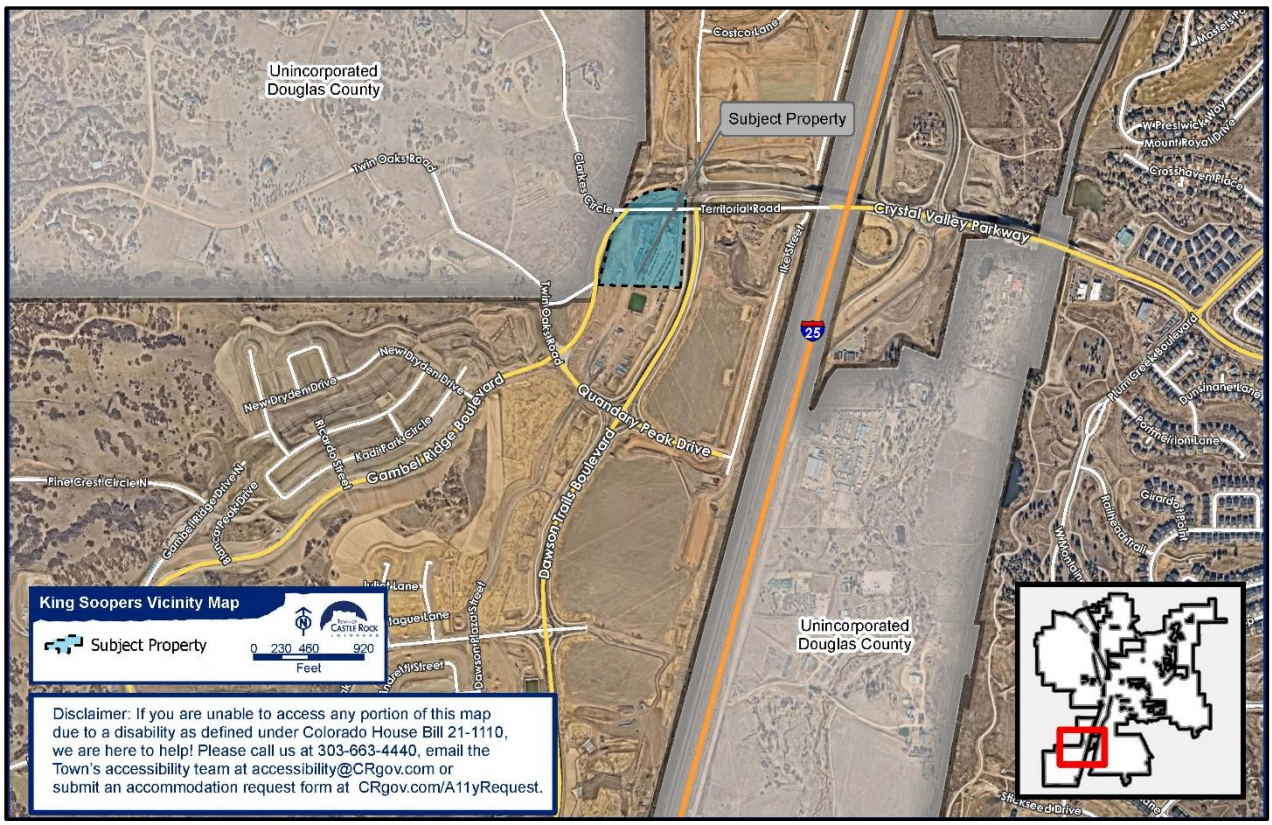


Figure 1: Vicinity Map

12.1 acres and located southwest of the intersection of Dawson Trails Boulevard and Gambel Ridge Boulevard (Attachment A and Figure 1).

The SDP proposal includes 100,206 square foot (SF) grocery store and a 5,418 SF fueling station (Attachment B and Figure 3). Four hundred, ten parking spaces, 15 grocery pick-up spaces and 20 bicycle spaces will be provided. The development is subject to the Residential/Non-Residential Interface requirements on the boundary with the Twin Oaks Subdivision, located west of the site.

All staff and external referral comments have been addressed. Staff recommends that Planning Commission recommend approval to Town Council of the proposed Site Development Plan. Town Council will consider the SDP in a public hearing scheduled for Tuesday, August 18, 2026 at 6 p.m.

Background

Existing Conditions

The slope on the property is minimal, with generally a 10-to-15-foot drop in elevation from west to east. The site has been overlot graded during the installation of utility infrastructure and the construction of the Crystal Valley Interchange, Dawson Trails Boulevard and Gambel Ridge Boulevard.

No presence of Federal or State listed species were observed in Dawson Trails. The Black Tailed Prairie Dog species were identified north of the Crystal Valley Interchange prior to commencement of construction activity. Various species of migratory birds were identified throughout Dawson Trails, and potentially this site. The Migratory Birds Treaty Act requires the protection of migratory bird nests during breeding season (March to August). No Bald or Golden Eagles, nests or habitat were identified in Dawson Trails PD.

Zoning Regulations

The King Soopers site is located in an area originally annexed to the Town in 1984 and zoned as Castle Rock Ranch Planned Development. In 1986, the property was rezoned as Dawson Ridge Planned Development. Most recently, the property was included in the rezoning under the Dawson Trails Planned Development.

The Dawson Trails PD is a mixed-use development containing several planning areas. The King Soopers site is located in Planning Area E2 (PA-E2) within the East Character Area (Figure 2, shaded blue), which is influenced by its proximity to, and visibility, from Interstate 25 (I-25), the Crystal Valley Interchange and Dawson Trails Boulevard. The

type of development permitted here will be higher density residential and mixed-use (both vertically and horizontally), as well as a wide range of non-residential uses. Office buildings, retail stores, restaurants, service commercial, and other permitted uses will provide employment, shopping and local and regional destinations. Single-family, townhomes and multifamily development is also allowed in PA-E2.

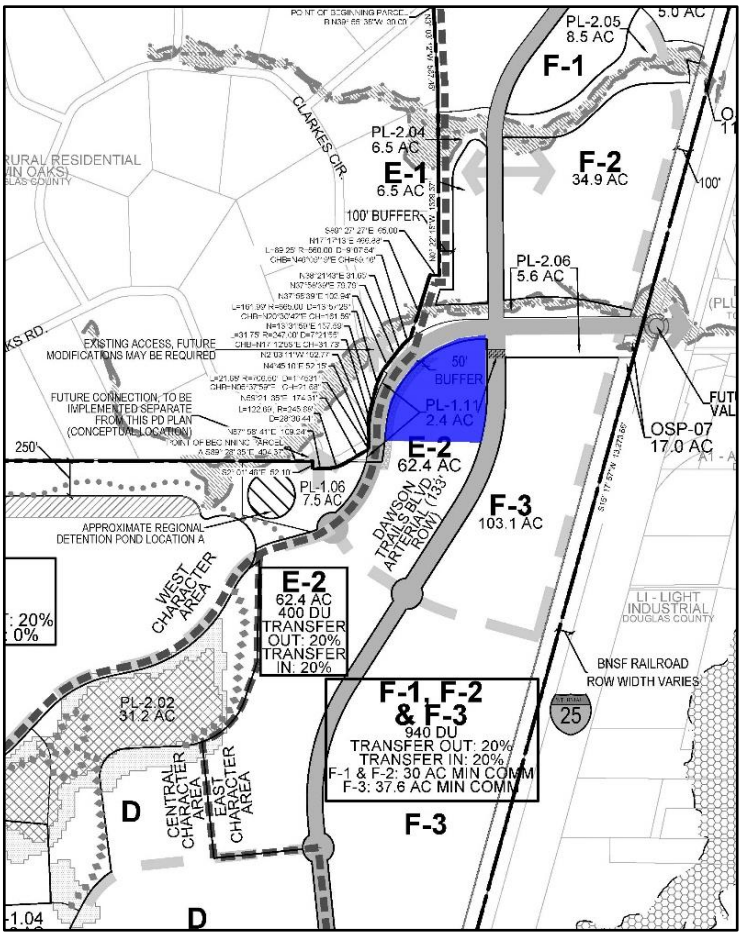


Figure 2: King Soopers site within Planning Area E2

Surrounding Uses

The King Soopers site is adjacent to Dawson Trails Planning Area E1 to the north, the remainder of PA-E2 to the south, PA-F3 to the east and Twin Oaks, a Douglas County large lot residential subdivision to the west. Gambel Ridge Boulevard directly abuts the property on the west and north, Dawson Trails Boulevard abuts the property to the east. A private drive pedestrian-oriented district and mixed-use development are located south of the site in the southern half of PA-E2.

Discussion

Uses

The SDP proposes a 100,206 SF retail grocery store and a 5,418 SF fueling station with an attendant kiosk. Retail Sales and Fueling Station are two uses permitted by right in PA-E2. Large format retailers, such as King Soopers, are appropriate here. See Attachment D for the complete list of permitted uses.

Site Design

The building is situated on the western half of the lot with the main entrance facing Dawson Trails Boulevard (see Figure 3, shaded green). The grocery pick-up parking (shaded teal) and the pharmacy drive-through window (shaded orange) is located on

the south side of the building. An electrical transformer, generator, trash compactor (shaded pink) and three loading docks (shaded purple) are located on the west side of the building and screened by an eight foot wall (red dashed line).

The fueling station is located at the northeast corner of the lot (shaded blue). The vehicle fueling station will have seven gas pumps, arranged on four islands, serving vehicles on both sides of the island.

Two private drives connecting Gambel Ridge Boulevard and Dawson Trails Boulevard flank the site to the north and south (red arrows). There are two full movement access

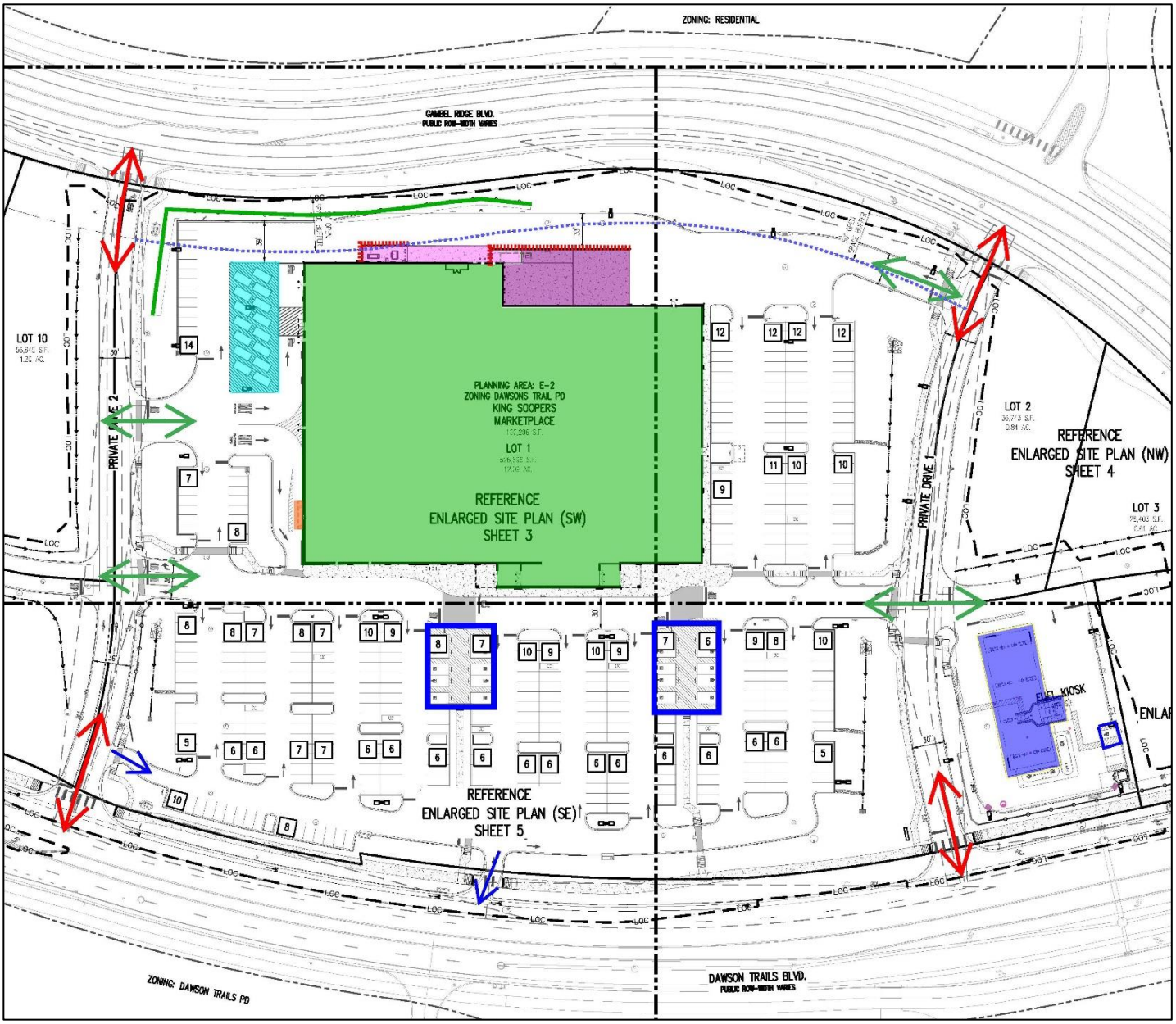


Figure 3: Site Development Plan

drives, and one enter only access to the store and parking lot from the southern private drive. Two full movement drives are provided from the northern private drive (green arrows). There is one exit only on to Dawson Trails Boulevard located at approximately mid-point of the lot.

The fueling station is also accessed from the northern private drive. The entrance to the fueling station is adequately spaced from the Dawson Trails Boulevard access point to avoid stacking interference with vehicle circulation throughout the rest of the site and onto Dawson Trails Boulevard.

Standard parking is provided to the front and two sides of the building. ADA accessible spaces are conveniently located in two banks at the store's two front entrances, and one space is provided at the fueling station (outlined with solid blue line). Town criteria requires that rows of parking spaces have a raised landscaped island at either end of the bank of spaces. A technical variance to eliminate the island from the end of the ADA accessible banks has been approved to allow for a larger pedestrian "safe zone", remove unnecessary curbs and ramps, and eliminate landscaping that could block visibility.

The building coverage, or building footprint is the horizontal area measured within the outside of the exterior walls of the ground floor and includes mechanical rooms, riser rooms, building entryway, cart storage, etc. The King Soopers' building coverage is 100,206 square feet (SF). The required parking calculation is based on the gross floor area (GFA) of a building, being the sum of the internal floor area devoted to the retail use, excluding floor areas devoted to mechanical equipment serving the building and pedestrian access areas such as the enclosed entrance area. In this case, the required parking is based on 98,476 square feet.

Municipal Code requires five spaces per 1,000 SF of GFA for the primary building, one space per employees at the fuel kiosk and one space per fuel pump hose. Figure 4 provides a breakdown of the number of spaces required and the number provided.

	REQUIRED	**PROVIDED**
5 Spaces/1,000 GFA	493	393
1 Space/Employee (Kiosk)	2	3
1 Spaces/Fuel Pump	14	14
Total Parking Spaces	**509**	**410**

Figure 4: Required and Proposed Parking

The Code allows up to a 25% reduction in the number of required parking spaces for a commercial development. King Soopers is requesting a 19.5% reduction in the number of spaces required, which is within the allowance for a reduction. The attached Parking Study (Attachment C) summarizes the parking lot configuration and cites the following as support for the proposed reduction:

- 15 short-term parking spaces for pick-up of online orders

- Home delivery of online orders
- Drive-through pharmacy service

Further, the study provides data from the Institute of Transportation Engineers (ITE) Parking Generation, Sixth Edition relative to the grocery stores. The recommended parking supply ratio ranges from 2.74 to 4.04 spaces per 1,000 SF. The proposed 3.99 spaces/1,000 SF is within the recommended range supported by the ITE data.

A 50-foot-wide buffer, prescribed by the Dawson Trails PD, has been maintained on the west side of the lot with adjacency to the Twin Oaks subdivision (blue dashed line). A retaining wall with a maximum height of 6.25 feet is located along the west and a portion of the south property lines of the lot (solid green line). Since the lot slopes from a high point on the west down to the east, a difference of about ten feet, the building sits lower than the adjacent subdivision and the retaining wall faces inward toward the rear of the building. The Dawson Trails PD allows retaining walls within the buffer space, as long as they are not visible from the Twin Oaks subdivision.

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
CalcPts@Grade	Illuminance	Fc	2.08	9.4	0.0
FUEL CANOPY	Illuminance	Fc	15.88	19.1	13.4
PROPERTY LINE @ GRADE	Illuminance	Fc	0.20	1.1	0.0
BUILDING REAR	Illuminance	Fc	2.04	3.8	0.4
FRONT DRIVE	Illuminance	Fc	4.45	7.9	2.6
FUEL ENTRANCE & ACCESS ROAD	Illuminance	Fc	4.12	6.7	1.6
MAIN ENTRANCE	Illuminance	Fc	3.54	7.1	1.7
MAIN PARKING	Illuminance	Fc	4.12	8.9	2.0
SIDE ENTRANCE	Illuminance	Fc	5.05	7.0	4.5
SIDE PARKING	Illuminance	Fc	2.72	4.7	0.6
SIDE PARKING & CLICK-LIST	Illuminance	Fc	4.31	5.7	2.2

Figure 5: Footcandle Calculation Summary

The lighting plan meets the Town Code requirements that are based on dark skies standards. Wall fixtures do not generate more than five footcandles as allowed by the Municipal Code, the parking lot and drive aisle lighting does not exceed the maximum allowable ten foot candles and the fueling station canopy does not exceed the limit of 20 footcandles (Figure 5). A footcandle is a measurement of how much light falls on the surface and describes the intensity or brightness in a space.

All fixtures are full cut-off, meaning no light output is emitted at or above the horizontal plane of the bottom of the fixture; all light is directed downward. Fixtures closest to the Twin Oaks subdivision also have light spill control features to further reduce any impacts to the residential neighborhood. A light fixture with a spill controller is equipped with built-in shields, specialized optics or physical attachments that block stray light from escaping to unwanted areas, but rather focuses the light to the parking lot, drive aisle, etc.

Required Landscape *(10% of the gross site area)*	Existing Landscape (If Applicable)	Provided Landscape Area	Required Trees *(2 trees / 1,000 sqft)*	Provided Trees	Required Shrubs *(4 shrubs / 1,000 sqft)*	Provided Shrubs
52,670	0	103,634	105	128	211	869

Figure 6: Non-Residential Landscape Summary Table

The landscape plan meets or exceeds the Town's Landscape and Irrigation Design Criteria and the Dawson Trails zoning regulations, as shown in Figure 6. Of note, irrigated turf is not allowed on commercial lots or in the streetscape. Trees and landscaping is provided in the parking lots islands and peninsulas to aid in reduction of the heat island generated by the pavement.

Development Standards

The King Soopers site design meets or exceeds the development standards established in the Dawson Trails PD Zoning Regulations and Municipal Code (Code).

ZONING:	DAWSON TRAILS PD	
USE AREA:	PLANNING AREA E-2	
	REQUIRED	PROPOSED / PROVIDED
MINIMUM FRONT BUILDING SETBACK	TBD WITH SDP	15'
MINIMUM REAR BUILDING SETBACK		15'
MINIMUM SIDE BUILDING SETBACK		15'
MAXIMUM BUILDING HEIGHT (RETAIL)	60'	34' 8"
MAXIMUM BUILDING HEIGHT (FUEL KIOSK)	60'	13' 2"
MAXIMUM BUILDING COVERAGE	85%	19%
PARKING SPACES		
** 5 SPACES / 1,000 GFA (RETAIL)	493	393
1 SPACE / EMPLOYEE (FUELING)	2	3
2 SPACES PER PUMP ISLAND (FUELING)	14	14
TOTAL PARKING SPACES	509	410
BICYCLE PARKING SPACES	10	20
PICK UP PARKING	N/A	15
* ADA PARKING REQUIREMENT INCLUDED IN THE TOTAL PARKING SPACE REQUIREMENT (20 SPACES)		

Figure 7: King Soopers Development Standards

The minimum setbacks are established with the site plan. The maximum building height allowed by the Dawson Trails PD is 60'. The proposed height to peak of tallest architectural gable is 46 feet, while the varied roofline ranges from 24 feet to 29 feet. The fueling station canopy is 19 feet tall and the kiosk is 11 feet tall. The maximum building coverage allowed is 85% and the actual coverage will be less than 20%. The remainder of the development standards required and propose are shown in Figure 7.

Architectural Standards

The Dawson Trails Architectural Standards are intended to create visual interest and consistency by addressing design elements such as massing, proportions, detailing elements and site design. The building elevations illustrate variations in the building facades with vertical and horizontal articulation, distinctive main entry features and strong vertical elements such as columns and pilasters. There is a variation in the roof line and extensive wall planes are broken up with the use of color, materials and architectural elements (Figures 8 and 9).



Figure 8: East and South Elevations Rendering

The building's exterior materials are high quality, durable materials that are specified in the zoning regulations, such as integrally colored, split-face concrete masonry units (CMU), cultured stone veneer, cementitious lap siding and board and batten siding and metal trim and canopies. Brand colors are used in moderation and primarily in the signage. Since all sides of the building are visible to the public rights-of-way and the west elevation is subject to the Residential/Non-Residential Interface requirements, 360-degree architecture was required to create a similar degree of visual interest on all elevation. Downcast exterior wall fixtures illuminate the building entrance and architectural features. Rooftop mechanical units are screened by the parapet wall.

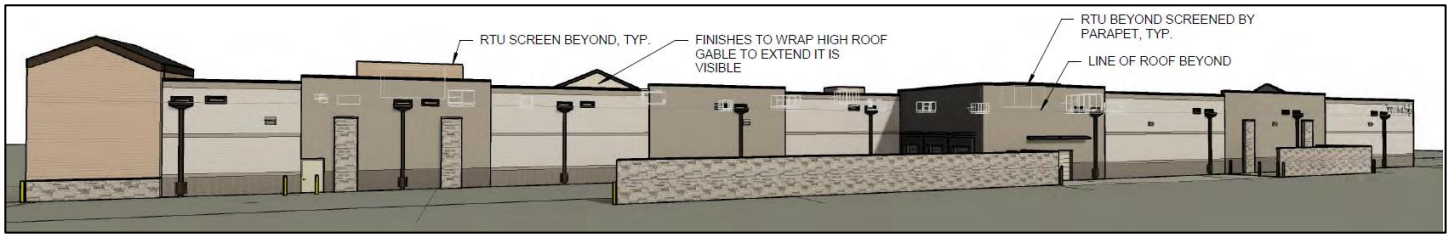


Figure 9: West Elevation Rendering

Interface Regulations

The King Soopers development is subject to the Town of Castle Rock Residential/Non-Residential Interface regulations where the site interfaces with the Twin Oaks Subdivision. The intent of the Interface Regulations is to help assure that nonresidential uses adjacent to residential uses are visually attractive and interesting, and to promote a compatible interface. The building is designed with 360-degree architecture, the loading docks, trash compactor, generator and transformers are screened with an eight foot tall wall. Rooftop mechanical units are screened. The color pallet consists of neutral earthtones. Light fixtures are full cut-off and include spill control and directional optics to orient light away from properties line. The footcandle rating at the Twin Oaks residential property lines is zero, indicating there is no light trespass. Site fixtures are auto-controlled to dim all site fixtures by 50% at 11 p.m.

Skyline / Ridgeline Protections

The King Soopers site is not impacted by the Skyline / Ridgeline Protection regulations.

Open Space and Public Land Dedication

The public land and open space dedications were determined with the Dawson Trails Planned Development Plan and have been conveyed per the terms of the Development Agreement. No additional dedications are required with development of the King Soopers site in Planning Area E2.

Traffic Impact Analysis and Mitigation

A Master Transportation Study (MTS) was previously prepared for the entire 2,063 acres of the Dawson Trails PD based on a mix of residential, commercial, office, light industrial, schools and recreation. The MTS contemplated Planning Area E2 would include the following uses:

- 400 multi-family dwelling units
- 412,000 SF of retail/restaurant
- 23,000 sf of general office

King Soopers proposes a 100,206 SF retail store and seven fuel pumps beneath a 5,418 SF canopy. To date, one site plan has been approved in PA-E2 for 100 townhome units. The King Soopers Traffic Conformance Letter assumed full build out of the broader King Soopers shopping center; an estimated 187,960 square feet of retail and restaurant uses, that is inclusive of the King Soopers building and fueling station (Attachment E). A comparison of trip generation between the approved and proposed uses for PA-E2 suggests that the proposed use would generate seven fewer weekday AM peak hour trips, 30 fewer weekday PM peak hour trips and 1,263 fewer average daily trips. See Figure 10 for the Site Trip Generation Comparison Table included in the traffic letter.

The traffic study determined that all access locations on Gambel Ridge Boulevard and Dawson Trails Boulevard require deceleration lanes for turn movements into the subject site, with the exception of the southeast site access, southbound (SB) right turn movement. No acceleration lanes are needed for vehicles leaving the site and entering Gambel Ridge Boulevard or Dawson Trails Boulevard. The surrounding intersections were designed for the full build out of Dawson Trails. The intersections will remain at acceptable levels of service with the development of King Soopers.

Town staff concurs with the conclusions of the conformance letter, in that the proposed project, with the required deceleration lanes, can be accommodated by the surrounding roadway system and capacities.

Land Use	Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Trips
Approved: E-2 Planning Area [1]										
Multi-Family Housing (Low Rise)	220	400	DU	26	88	114	87	51	138	1,808
Shopping Center	820	412,000	SF	114	70	184	358	388	746	7,388
Pass-by (AM 0%/PM 34%)				*0*	*0*	*0*	*-122*	*-132*	*-254*	*-2,512*
General Office	710	23,000	SF	13	2	15	2	13	15	128
Total External Trips				**153**	**160**	**313**	**447**	**452**	**899**	**9,324**
Pass-by Total				*0*	*0*	*0*	*-122*	*-132*	*-254*	*-2,512*
Approved E-2 Planning Area Net New Total				**153**	**160**	**313**	**325**	**320**	**645**	**6,812**
Proposed [2]										
Shopping Center (>150k)	820	187,960	SF	154	94	248	392	409	801	6,840
Pass-by (AM 0%/PM 34%)				*0*	*0*	*0*	*-133*	*-139*	*-272*	*-2,326*
Gas Station	944	14	FP	79	79	158	100	99	199	2,408
Pass-by (AM 63%/PM 57%)				*-50*	*-50*	*-100*	*-57*	*-56*	*-113*	*-1,373*
Total External Trips				**233**	**173**	**406**	**492**	**508**	**1,000**	**9,248**
Pass-by Total				*-50*	*-50*	*-100*	*-190*	*-195*	*-385*	*-3,699*
Proposed Net New Total				**183**	**123**	**306**	**302**	**313**	**615**	**5,549**
Difference (Proposed minus Approved)				**30**	**(37)**	**(7)**	**(23)**	**(7)**	**(30)**	**(1,263)**

Figure 10: Site Trip Generation Comparison Table

Utilities (Water, Sanitary Sewer, Storm Sewer and Drainage Infrastructure)

The Dawson Trails master developer is installing all off-site water, sanitary sewer and storm drainage infrastructure to serve the King Soopers site. King Soopers is responsible for installing all water, sanitary sewer, and storm drainage infrastructure on the site in accordance with the Town's criteria. Castle Rock Water has reviewed and approved the site plan design, Utility and Drainage Reports.

Water Dedication

The Dawson Trails Water Bank will be reduced 44.91 single family equivalents (SFE) for the water necessary to serve the store, fueling station and irrigation.

Notification and Outreach

Public Notice

On July 27, 2026, public hearing notice signs were posted on the property and written notices of the upcoming public hearing were mailed to all property owners with 500 feet of the property. Also on July 27th, Town staff published notice of the Planning Commission public hearing on the Town's website and provided information about the proposal on the Town's *Development Activity* interactive map.

Neighborhood Meetings

The applicant has held two neighborhood meetings, and the third meeting will be held on Wednesday, August 12, 2026. The first neighborhood meeting was held on July 9, 2025 and was attended by 11 members of the public. Questions were asked about the compliance of the site lighting with the Dark Skies standards, hours of operation, the landscape design and water conservation, and will other Kings Soopers stores be closed when this store opens.

The second meeting was held on April 29, 2026, and was attended by five members of the public. Questions raised included how the size of this store compares to the other two in Castle Rock, what is the timeline for development of other businesses in PA-E2, when will the store open, what signage will be on the site, and will the lighting be reduced after business hours. The meeting summaries are included as Attachment F. A summary of the third neighborhood meeting scheduled for August 12th will be presented by staff at the Planning Commission hearing on August 13th.

External Referrals

Requests for external comments were sent to local service providers and Douglas County agencies. There are no outstanding external referral comments.

Analysis

This staff analysis is based on the representations made in the application and attachments submitted to date.

SDP Review and Approval Criteria and Analysis 17.38.040

A. **Community Vision/Land Use Entitlements.**

1. Generally, conforms to the Town's guiding documents that include, but are not limited to, Town Vision, Comprehensive Master Plans, Sub Area Plans, Design Guidelines, Corridor Plans and any other guiding document so long as the application of such document does not restrict the project's entitle use(s) and density.
2. Complies with existing Intergovernmental Agreements applicable to the development proposed.

3. Complies with any applicable Zoning Overlay Regulations and, if applicable, Residential/Non-Residential Interface requirements and Skyline/Ridgeline Regulations.
4. Complies with the approved Planned Development Plan and Zoning Regulations.
5. Conforms to the Town's architectural goals by proposing architectural details that incorporate the use of high-quality materials in a unique and varied design, while eliminating monolithic expanses of walls and rooflines through the use of varying planes and architectural projections to ensure a complete 360-degree architectural design.
6. Complies with all other relevant requirements of the CRMC.

Analysis: The proposed SDP meets this criterion. The King Soopers Site Development Plan advances the objectives of the Town's guiding documents and complies with the Dawson Trails Planned Development Plan, Zoning Regulations and Architectural Standards. There is no intergovernmental agreement applicable to this SDP. The site complies with the Residential/ Non-Residential Interface regulations. The Skyline/Ridgeline and Dissimilar Residential Interface regulations do not apply.

B. **Site Layout.**

1. Conforms to Chapter 17.50 Residential/Non-Residential Interface of the CRMC.
2. Site design shall be designed to maintain pedestrian and vehicle safety, provide for adequate fire safety, and mitigate impacts upon adjacent properties by ensuring all vehicular, fire and mitigation regulations contained within the CRMC, including technical criteria, have been met.
3. Provides adequate parking, on-site circulation and loading in accordance with Town regulations.
4. Provides appropriate screening and/or enclosure of outdoor storage of merchandise/materials, loading areas, trash receptacles, mechanical units, site utility equipment and building mounted utility hardware.
5. Provides adequate site design to protect major environmental characteristics that would include unique topographic features and significant vegetation where possible.

Analysis: The proposed SDP meets this criterion. The development conforms with the requirements of the Residential/Non-Residential Interface by mitigating the impacts of the development with 360-degree architecture using quality materials and earthtone colors, screening loading docks, transformer, trash compactor and generator areas, spill control lighting fixtures and with placement of trees and other landscaping. It should be noted also that the site sits approximately 50 feet lower than the nearest residential home in Twin Oaks.

The site has been graded with the installation of surrounding infrastructure and there are no major environment characteristics, topographical features or significant stands of vegetation on this lot. Access to the site and off-site deceleration lanes are supported by the traffic analysis. Roof top mechanical units will be obscured by a parapet wall.

C. **Circulation and Connectivity.**

1. Complies with all CRMC and technical criteria associated with circulation and connectivity.

2. Complies with all Fire regulations associated with land development.
3. Provides for pedestrian and bicycle traffic in a safe and convenient manner.
4. Provides for a high level of pedestrian connectivity between neighborhoods, schools, trails/open space and commercial areas.

Analysis: The proposed SDP meets this criterion. The SDP provides 4 access points from the public right-of-way to the to the store and fueling station. Circulation within the site follows logical and safe alignments with the access points, drive aisles, the building entrances and the pharmacy and grocery pick-up areas. The entry to the fueling station is sufficiently separated from the nearest public ROW to avoid vehicle stacking and interference with traffic and turning movements on Dawson Trails Boulevard. The plan also provides clear, safe pedestrian walkways through the parking lot to buildings entrances.

D. **Services Phasing and Off-site Impact.**

1. Complies with any phasing requirements associated with the approved zoning for the property. Provides phased improvements in a logical and efficient manner.
2. Adequate water resources have been conveyed or purchased. Existing or proposed water and wastewater systems can support the proposed development pattern, uses and density.
3. Existing or proposed stormwater systems can support the development and comply with applicable regulations.
4. Provides adequate consideration for the future extension of streets and utilities to adjacent properties.
5. Identifies and appropriately provides on-site and off-site public improvements to mitigate traffic impacts as required by the CRMC and technical criteria.

Analysis: The proposed SDP meets this criterion. Construction of the store and fueling station will not be phased. The off-site infrastructure is being constructed and was planned at capacities to serve the full build out of PA-E2. Water credits exist to serve the store, fueling station and irrigation needs.

E. **Open Space, Public Lands and Recreation Amenities.**

1. Provides adequate trail systems in terms of internal circulation and appropriate external connections deemed necessary by the Town to achieve connectivity goals.
2. Ensures functional and accessible open space, consistent with the overall open space plan for development and preserves significant natural features.
3. Ensures appropriate buffering, utilizing open space and/or setbacks to lessen any identified negative impacts.

Analysis: The proposed SDP meets this criterion. Open space and public land dedications were determined with the Dawson Trails Planned Development and Zoning Regulations and the Development Agreement. Development of PA-E2 does not require additional dedications.

Budget Impact

Development of the property will generate review and impact fees, along with use taxes for commercial development. Long-term, sales tax generation for this retail business is anticipated to be significant.

Findings

All staff review comments and external referral comments have been addressed. Staff finds that the King Soopers Site Development Plan

- Conforms with, and advances the principles and objectives of the Town Vision and the Comprehensive Master Plan,
- Meets the requirements of the Dawson Trails Planned Development Plan and Zoning Regulations, and
- Meets the review and approval criteria of the Municipal Code, Chapter 17.38.

Recommendation

Based on the findings listed above, staff recommends that Planning Commission recommend approval of the King Soopers Site Development Plan to Town Council, as proposed.

Proposed Motion

Option 1: Approval

"I move to recommend approval of the King Soopers Site Development Plan, Dawson Trails Lot 1, Dawson Trails Filing No. 2, Amendment 4, to Town Council, as proposed."

Option 2: Approval with Conditions

"I move to recommend approval of the King Soopers Site Development Plan, Dawson Trails Lot 1, Dawson Trails Filing No. 2, Amendment 4, to Town Council, with the following conditions:" (list conditions)

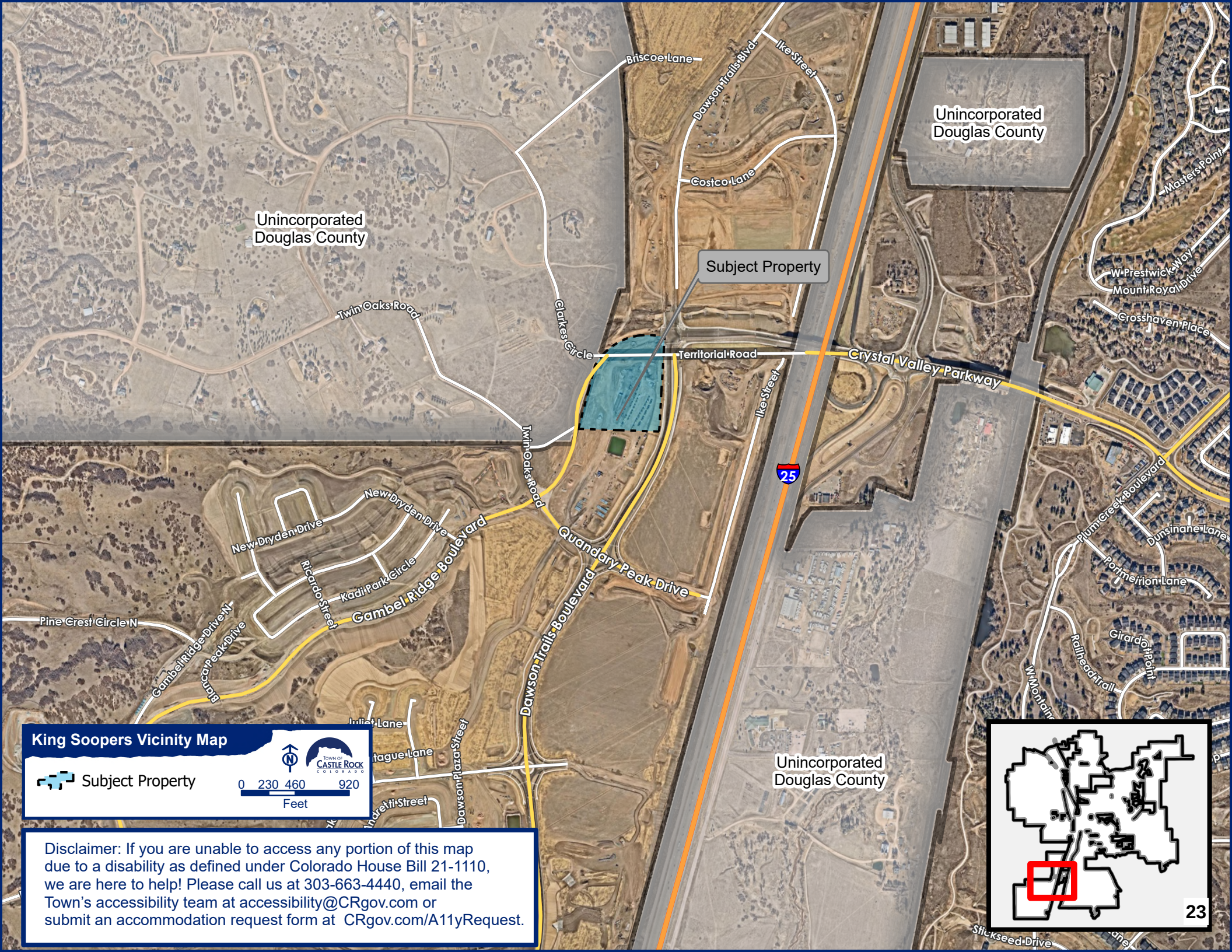
Option 3: Continue item to next hearing (need more information to make decision)

"I move to continue this item to the Planning Commission meeting on [date], at [time]."

Attachments

Attachment A: Vicinity Map
Attachment B: Site Development Plan

Attachment C: Parking Study
Attachment D: Dawson Trails Planning Area E2 Uses
Attachment E: Traffic Conformance Letter
Attachment F: Neighborhood Meeting Summaries



King Soopers Vicinity Map

Subject Property

0 230 460 920
Feet

Disclaimer: If you are unable to access any portion of this map due to a disability as defined under Colorado House Bill 21-1110, we are here to help! Please call us at 303-663-4440, email the Town's accessibility team at accessibility@CRgov.com or submit an accommodation request form at CRgov.com/A11yRequest.

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK COUNTY OF DOUGLAS, STATE OF COLORADO

LIST OF CONTACTS

OWNER
ACM DAWSON TRAILS VIII JV LLC
4100 E. MISSISSIPPI AVE, SUITE 500
DENVER, CO 80246
TEL: (303) 984-9800
CONTACT: LARRY JACOBSON
EMAIL: ljacobson@westsideinv.com

APPLICANT/DEVELOPER
KING SOOPERS
65 TEJON STREET
DENVER, CO 80223
TEL: (303) 778-3053
CONTACT: KEVIN MCKENZIE

ENGINEER
GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, COLORADO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
CONTACT: JENNY ROMANO, P.E.
EMAIL: JennyRomano@gallowayus.com

KING SOOPERS ARCHITECT
NAGE
4949 S. SYRACUSE ST., SUITE 460
DENVER, CO 80237
TEL: (303) 759-5777
CONTACT: MARC BREETZ
EMAIL: marcb@nagedg.com

LANDSCAPE ARCHITECT
GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, COLORADO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
CONTACT: KARTIKA RACHMAWATI
EMAIL: KartikaRachmawati@gallowayus.com

SURVEYOR
GALLOWAY & COMPANY, INC.
1155 KELLY JOHNSON BLVD, SUITE 305
COLORADO SPRINGS, CO 80920
TEL: (719) 900-7220
CONTACT: BRIAN DENNIS, PLS
EMAIL: BrianDennis@gallowayus.com

TOWN OF CASTLE ROCK COLORADO
100 N. WILCOX ST.
CASTLE ROCK, CO 80104
TEL: (720) 898-8696
CONTACT: SANDY VOSSLER
EMAIL: svossler@crgov.com

GENERAL NOTES

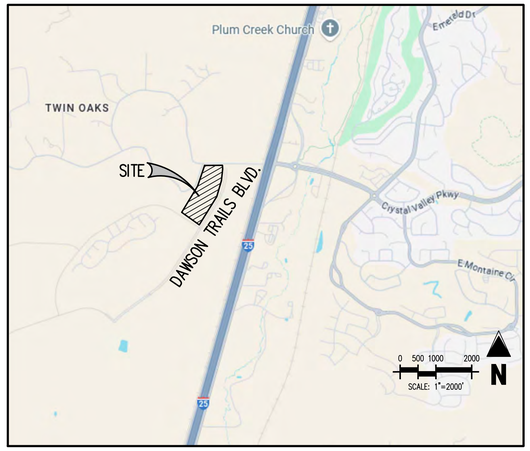
1. APPROVAL OF THIS SITE DEVELOPMENT PLAN DOES NOT CONSTITUTE APPROVAL OF ANY DEVIATIONS FROM TOWN OF CASTLE ROCK REGULATIONS AND STANDARDS. ALL DEVIATIONS FROM TOWN REGULATIONS AND STANDARDS ARE SUBJECT TO THE APPROPRIATE PROCEDURES FOR APPROVAL. THERE MAY BE SUBSEQUENT AMENDMENTS.
2. THIS SITE IS ZONED DAWSON TRAILS PLANNED DEVELOPMENT PLAN, APPROVED 8th OF FEBRUARY, 2023, RECEPTION NUMBER 2023005659.
3. THE PURPOSE AND USE OF ALL TRACTS, TO WHOM THE TRACTS WILL BE DEDICATED WITH THE PLAT AND WHO WILL BE RESPONSIBLE FOR MAINTENANCE IS SHOWN IN A TABLE ON THIS SITE DEVELOPMENT PLAN.
4. RETAINING WALLS, SECTIONS OF RETAINING WALLS GREATER THAN 4-FEET IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING TO THE TOP OF THE WALL, AND RETAINING WALLS, REGARDLESS OF HEIGHT, WHICH RETAIN A SURCHARGE OR TIERED WALLS MUST BE DESIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF COLORADO AND REQUIRE A BUILDING PERMIT.
5. IF THE PROJECT WILL BE LOCATED WITHIN 300 FEET OF THE 100 YR. FLOODPLAIN, APPROVAL FROM THE U.S. FISH AND WILDLIFE SERVICE WILL BE REQUIRED FOR POTENTIAL DISTURBANCE OF THE PREBLE'S MEADOW JUMPING MOUSE HABITAT.
6. RETAINING WALLS IN COMMON AREAS OR THAT SPAN MULTIPLE LOTS REGARDLESS OF SIZE/HEIGHT MUST BE LOCATED IN A TRACT. THE RETAINING WALLS MUST BE MAINTAINED BY THE HOA OR METRO DISTRICT.
7. THE TOWN OF CASTLE ROCK REQUIRES THAT MAINTENANCE ACCESS BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THIS PROPERTY, UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO ADEQUATELY MAINTAIN SAID FACILITIES, THE TOWN SHALL HAVE THE RIGHT TO ENTER SAID PROPERTY FOR THE PURPOSES OF OPERATION AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS. THE MAINTENANCE COSTS SHALL INCLUDE ALL ACTUAL COSTS FOR LABOR, EQUIPMENT AND MATERIALS AND A 25% FEE.
8. PURSUANT TO THE TOWN OF CASTLE ROCK LANDSCAPE REGULATIONS THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE PROPER MAINTENANCE OF THE AREA SUBJECT TO THE APPROVED SITE DEVELOPMENT PLAN. LANDSCAPING WITHIN PUBLIC RIGHTS-OF-WAY IS TO BE MAINTAINED BY THE ADJACENT PRIVATE PROPERTY OWNER OR THE HOMEOWNER/PROPERTY OWNER ASSOCIATION, AS APPLICABLE. LANDSCAPING SHALL BE CONTINUOUSLY MAINTAINED INCLUDING NECESSARY WATERING, WEEDING, PRUNING, MOWING, PEST CONTROL, AND REPLACEMENT OF DEAD OR DISEASED PLANT MATERIAL. UPON WRITTEN NOTICE BY THE TOWN, THE OWNER WILL HAVE 45 DAYS TO CURE OR REPLACE DAMAGED OR DEAD LANDSCAPE MATERIAL. IN THE CASE OF DISEASED LANDSCAPE MATERIAL, A SHORTER COMPLIANCE PERIOD MAY BE SPECIFIED IN SAID NOTICE. THE TOWN OF CASTLE ROCK WATER CONSERVATION ORDINANCE REGULATES TIMES OF SEASONAL IRRIGATION AND PROHIBITS THE WASTING OF POTABLE WATER THROUGH IMPROPER IRRIGATION.
9. FINAL LANDSCAPE AREA, COVERAGE AND PLANT QUANTITIES, SHALL MEET OR EXCEED QUANTITIES REPRESENTED IN THIS SITE DEVELOPMENT PLAN. ANY CHANGES TO THE APPROVED LANDSCAPE PLANS SHALL REQUIRE AN SDP AMENDMENT.
10. THE NUMBER OF PARKING SPACES ARE BASED ON THE PROPOSED USES ON THIS SITE DEVELOPMENT PLAN. A CHANGE OF USE TO A MORE PARKING INTENSIVE USE AS IDENTIFIED IN CHAPTER 17.54 OF THE CASTLE ROCK MUNICIPAL CODE OR APPLICABLE PLANNED DEVELOPMENT ZONING WILL REQUIRE AN AMENDMENT TO THIS SITE DEVELOPMENT PLAN.
11. A SIGN PERMIT FOR EACH SIGN MUST BE OBTAINED FROM THE TOWN OF CASTLE ROCK ZONING DIVISION PRIOR TO PLACING ANY SIGN ON THE PROPERTY. ALL SIGNS MUST COMPLY WITH THE PROVISIONS OF TITLE 19 (SIGN CODE REGULATIONS) OF THE MUNICIPAL CODE OR APPLICABLE PLANNED DEVELOPMENT ZONING REGULATIONS.
12. ANY STREET SIGNS, STRIPING, STREET LIGHTS AND CURB RAMPS ARE CONCEPTUAL ONLY AND SUBJECT TO TOWN REVIEW WITH THE CONSTRUCTION DOCUMENTS. THESE ITEMS SHALL COMPLY WITH THE TOWN OF CASTLE ROCK'S REGULATIONS, STANDARDS AND REQUIREMENTS.
13. THE DEVELOPER SHALL CONFORM TO THE TOWN OF CASTLE ROCK 'WATER USE MANAGEMENT PROGRAM IMPLEMENTATION POLICY', AS AMENDED FROM TIME TO TIME, FOR THIS PROJECT.
14. NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS, TRAFFIC CONTROL DEVICES AND TRAFFIC SIGNS) EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOW LINE ELEVATIONS OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS SHALL BE PLACED WITHIN SIGHT DISTANCE LINES AND SIGHT DISTANCE EASEMENTS.
15. ALL PROPOSED UTILITY, DRAINAGE, EMERGENCY ACCESS, SIGHT DISTANCE AND PUBLIC ACCESS/TRAIL EASEMENTS AS SHOWN ON THE SITE DEVELOPMENT PLAN ARE CONCEPTUAL AND SHALL BE ESTABLISHED WITH A PLAT OR SEPARATE DOCUMENT.
16. UNLESS OTHERWISE NOTED, ALL LOTS SHALL HAVE A 10-FOOT UTILITY EASEMENT ALONG THE FRONT AND REAR LOT LINES AND ALONG ALL PUBLIC RIGHTS-OF-WAY AND SHALL HAVE 5-FOOT UTILITY EASEMENTS ALONG EACH SIDE LOT LINE. THESE UTILITY EASEMENTS ARE FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES AND TELEPHONE LINES, WATER METERS, FIRE HYDRANTS AND CURB BOXES AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF SUCH LINES. ANY VARIATION FROM THIS REQUIRES AN APPROVED TECHNICAL CRITERIA VARIANCE.
17. ALL SUBDIVISIONS SHALL INCLUDE ADEQUATE EASEMENTS TO ACCOMMODATE THE CONSTRUCTION, MAINTENANCE AND REPAIR OF ALL PUBLIC ACCESS, SIDEWALKS, TRAILS, WATER SUPPLY SYSTEM, MASTER SYSTEMS, STORM WATER MANAGEMENT SYSTEM AND EROSION CONTROL FACILITIES, TELECOMMUNICATIONS AND OTHER UTILITIES REQUIRED TO PROVIDE EACH UTILITY TO EACH OCCUPIED STRUCTURE IN THE SUBDIVISION.
18. NO STRUCTURE SHALL BE CONSTRUCTED OVER ANY PORTIONS OF A RECORDED TOWN EASEMENT UNLESS A REVOCABLE LICENSE IS APPROVED BY THE TOWN AND THE STRUCTURE WILL NOT INTERFERE WITH THE INTENDED USE OF THE EASEMENT.
19. ANY STRUCTURES PLACED IN THE EASEMENT INCLUDING BUT NOT LIMITED TO PAVING, FENCING, RETAINING WALLS AND LANDSCAPING SHALL BE REMOVED AND REPLACED BY THE OWNER UPON THE REQUEST OF THE UTILITIES DEPARTMENT OR PRIVATE UTILITY COMPANY SO THAT MAINTENANCE MAY BE PERFORMED. THE OWNER OF THE LAND SHALL AGREE TO HOLD THE TOWN AND/OR PRIVATE UTILITY COMPANY HARMLESS FOR ANY LOSS OF PROPERTY OR LANDSCAPING AND IRRIGATION REMOVED FROM THE EASEMENT OR DAMAGED DUE TO MAINTENANCE ACTIVITIES AND ALL ASSOCIATED COSTS.

FIRE NOTES

1. IF FIRE APPARATUS ACCESS ROADS OR WATER SUPPLY FOR FIRE PROTECTION IS REQUIRED TO BE INSTALLED, SUCH PROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO VERTICAL CONSTRUCTION.
2. FIRE HYDRANT(S) ARE REQUIRED TO BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION.
3. IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN DRIVE LANES FOR EMERGENCY VEHICLE INGRESS AND EGRESS, INCLUDING SNOW REMOVAL.
4. ALL EMERGENCY ACCESS ROADS, EMERGENCY ACCESS GATES AND SIGNAGE SHALL COMPLY WITH THE TOWN OF CASTLE ROCK FIRE DEPARTMENT REQUIREMENTS AND SHALL BE MAINTAINED BY METROPOLITAN DISTRICT, HOMEOWNERS ASSOCIATION, OR OTHER PROPERTY MANAGEMENT ENTITY.
5. APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED FOR EVERY FACILITY, BUILDING OR PORTIONOF A BUILDING CONSTRUCTED OR MOVED INTO, OR WITHIN THE JURISDICTION. THE FIRE APPARATUS ACCESS ROAD SHALL EXTEND TO WITHIN 150 FEET OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY.
6. DEAD-END FIRE ACCESS ROADS IN EXCESS OF 150 FEET SHALL PROVIDE AN APPROVED AREA FOR TURNING AROUND FIRE APPARATUS.
7. FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET, EXCLUSIVE OF SHOULDERS, EXCEPT FOR APPROVED SECURITY GATES AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET, 6 INCHES.
8. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS WEIGHING AT LEAST 88,000 POUNDS, AND SHALL BE SURFACED SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES. THE TERM "ALL-WEATHER DRIVING CAPABILITIES" HAS BEEN INTERPRETED TO MEAN EITHER CONCRETE OR ASPHALT, OR OTHER APPROVED DRIVING SURFACE DESIGNED BY AN ENGINEER AND APPROVED BY THE FIRE DEPARTMENT.
9. "NO PARKING FIRE LANE" SIGNS ARE REQUIRED IN AREAS THAT MEET THE FOLLOWING CRITERIA AND IN AREAS DESIGNATED BY THE CASTLE ROCK FIRE DEPARTMENT. SIGNS SHALL BE POSTED ON BOTH SIDES OF FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS AND DRIVEWAYS LESS THAN 26 FEET WIDE. SIGNS SHALL BE POSTED ON ONE SIDE ONLY OF FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS BETWEEN 26 FEET WIDE AND 32 FEET WIDE. NO SIGNAGE IS REQUIRED FOR FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS GREATER THAN OR EQUAL TO 32 FEET WIDE.
10. "FIRE LANE NO PARKING" CURB MARKING. ALL DESIGNATED LANES SHALL BE ACCOMPANIED WITH CURB MARKINGS IN A WEATHER RESISTANT RED PAINT. REFLECTIVE PAINT MAY BE USED FOR HIGHER VISIBILITY. CURBING SHALL BE LABELED, 'NO PARKING -FIRE LANE' IN ALL UPPER CASE LETTERS. LETTERING SHALL BE NO LESS THAN THREE (3') INCHES HIGH WITH WHITE LETTERING ON A RED BACK GROUND AND PLACED ON THE FACE AND TOP OF THE CURB. LETTERING SHALL BE LOCATED NO MORE THAN FIFTY (50') APART AND WITHIN FIVE FEET OF THE BEGINNING AND END OF ANY FIRE LANE.
11. THE DEVELOPER UNDERSTANDS THAT AS THE PROJECT DEVELOPS THERE MAY BE FIRE AND LIFE SAFETY PROVISIONS OF THE TOWN OF CASTLE ROCK ADOPTED INTERNATIONAL FIRE CODE (IFC) OR COMMUNITY WILDFIRE PROTECTION PLAN (CWPP) THAT MAY ARISE, AND WERE NOT CLEARLY VISIBLE DURING THE INITIAL REVIEWS, BUT MAY REQUIRE CORRECTIVE ACTION. THESE ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO: FIRE FLOW REQUIREMENTS, FIRE HYDRANT PLACEMENT, ACCESS, ETC.

LIST OF ABBREVIATIONS

SHT – SHEET
Δ – DEFLECTION ANGLE
L – LENGTH
R – RADIUS
CB – CHORD BEARING
C – CHORD LENGTH
N – NORTH/NORTHING
W – WEST
E – EAST/EASTING
S – SOUTH
DET – DETAIL
EX – EXISTING
W/ – WITH
PC – POINT OF CURVATURE/PORTLAND CEMENT
WWF – WELDED WIRE FABRIC
VERT – VERTICAL
OC – ON CENTER
FDC – FIRE DEPARTMENT CONNECTION
CT – COURT
DR – DRIVE
TYP – TYPICAL
REC – RECEPTION NUMBER
Ø, DIA – DIAMETER
PT – POINT OF TANGENCY
MIN – MINIMUM
MAX – MAXIMUM
HDPE – HIGH DENSITY POLYETHYLENE



VICINITY MAP
SCALE: 1" = 2000'

ZONING COMPARISON AND DEVELOPMENT STANDARDS

ZONING:	DAWSON TRAILS PD	
USE AREA:	PLANNING AREA E-2	
	REQUIRED	PROPOSED / PROVIDED
MINIMUM FRONT BUILDING SETBACK	TBD WITH SDP	15'
MINIMUM REAR BUILDING SETBACK		15'
MINIMUM SIDE BUILDING SETBACK		15'
MAXIMUM BUILDING HEIGHT (RETAIL)	60'	34' 8"
MAXIMUM BUILDING HEIGHT (FUEL KIOSK)	60'	13' 2"
MAXIMUM BUILDING COVERAGE	85%	19%
PARKING SPACES		
** 5 SPACES / 1,000 GFA (RETAIL)	493	393
1 SPACE / EMPLOYEE (FUELING)	2	3
2 SPACES PER PUMP ISLAND (FUELING)	14	14
TOTAL PARKING SPACES	509	410
BICYCLE PARKING SPACES	10	20
PICK UP PARKING	N/A	15

** ADA PARKING REQUIREMENT INCLUDED IN THE TOTAL PARKING SPACE REQUIREMENT (20 SPACES)

SITE UTILIZATION TABLE

LOT 1	SQUARE FEET	ACRES	% TOTAL
TOTAL LOT AREA	526,696	12.1	100.0%
BUILDING COVERAGE	100,206	2.3	19.0%
FUELING CANOPY (SF)	5,418	0.1	1.0%
FUELING KIOSK	184	0.0	0.0%
INTERNAL DRIVES AND PARKING LOT	239,754	5.5	45.5%
SIDEWALKS	25,490	0.6	4.8%
COMMON PUBLIC ACCESS DRIVES	51,017	1.2	9.7%
LANDSCAPE/OPEN SPACE COVERAGE	104,627	2.4	19.9%
GROSS FLOOR AREA (GFA)	98,476	2.3	18.7%

VARIANCE TABLE

PROJECT No.	APPROVAL DATE	DESCRIPTION
TCV25-0075	12/30/2025	SPECIFIC PARKING LOT LANDSCAPE ISLANDS ELIMINATED
TCV25-0076		20% REDUCTION IN NUMBER OF REQUIRED PARKING SPACES

SHEET INDEX

Sheet Number	Sheet Title
1	COVER SHEET
2	OVERALL SITE PLAN
3	ENLARGED SITE PLAN (SW)
4	ENLARGED SITE PLAN (NW)
5	ENLARGED SITE PLAN (SE)
6	ENLARGED SITE PLAN (NE)
7	SITE DETAILS
8	SITE DETAILS
9	GRADING PLAN
10	UTILITY PLAN
11	ILLUMINATION PLAN
12	ILLUMINATION PLAN CUT SHEETS
13	OVERALL LANDSCAPE PLAN
14	LANDSCAPE 1
15	LANDSCAPE 2
16	LANDSCAPE 3
17	LANDSCAPE 4
18	LANDSCAPE SCHEDULE & CHARTS
19	LANDSCAPE DETAILS
20	CONCEPTUAL IRRIGATION METHOD
21	STORE BUILDING ELEVATIONS
22	STORE BUILDING ELEVATIONS
23	STORE BUILDING ELEVATIONS
24	FUEL CENTER EXTERIOR COLOR ELEVATIONS & SIGNAGE

LEGAL DESCRIPTION
TO BE PLATTED AS LOT 1, DAWSON TAILS FILING NO. 2, AMENDMENT 4

PURPOSE STATEMENT
CONSTRUCTION OF A 100,054 SF KING SOOPERS GROCERY STORE, FUEL CENTER WITH 7 DISPENSER ISLANDS WITH ASSOCIATED LANDSCAPE, PARKING AND DRIVES.

BENCHMARK
THE ELEVATION AND CONTOURS SHOWN HEREON ARE BASED UPON NGS STATION X 396 (PID KK1331), BEING A STANDARD NGS STEEL DEEPROD, WITH A PUNCHMARK, IN A STANDARD NGS LOGO CAP SET IN A CONCRETE SLEEVE, FLUSH TO THE GROUND. MONUMENT LIES 0.25 MI SOUTH OF THE INTERSECTION OF DOUGLAS LANE LEADING EAST, 121.1 FT EAST OF THE CENTERLINE OF THE NORTHBOUND LANES OF INTERSTATE 25, 86.6 FT SOUTH OF THE CENTER OF A PRIVATE DRIVE LEADING EAST TO A FRAME HOUSE, 38.1 FT EAST OF THE CENTERLINE OF THE EAST FRONTAGE ROAD OF INTERSTATE 25, 5.6 FT NORTH OF A UTILITY POLE, ABOUT LEVEL WITH THE HIGHWAY, AND 1 FT WEST OF A FIBERGLASS WITNESS POST AND SHEEP FENCE. PUBLISHED ELEVATION = 6355.09' NAVD88

BASIS OF BEARING
BEARINGS FOR THIS DESCRIPTION ARE BASED UPON THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING ASSUMED TO BEAR N 89°55'56" W, FROM THE SOUTH SIXTEENTH CORNER COMMON TO SECTIONS 21 & 22, BEING MONUMENTED BY A 1'DIAMETER PIPE WITH A 2" DIAMETER ALUMINUM CAP STAMPED 'LS 6935 – 1988', TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 21, BEING MONUMENTED BY A #5 REBAR WITH A 1-1/2 INCH DIAMETER ALUMINUM CAP STAMPED 'LS 10377', WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

OWNERSHIP CERTIFICATION
THE UNDERSIGNED ARE ALL THE OWNERS OF CERTAIN LANDS IN THE TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS AND STATE OF COLORADO DESCRIBED HEREIN.

_____
ACM DAWSON TRAILS VIII JV LLC

SIGNED THIS _____ DAY OF _____, 20_____

NOTARY BLOCK

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____,
20_____ BY _____.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____.

TITLE CERTIFICATION
I, _____, AN AUTHORIZED REPRESENTATIVE OF
_____, A TITLE INSURANCE COMPANY LICENSED TO DO BUSINESS IN THE STATE OF COLORADO, HAVE MADE AN EXAMINATION OF THE PUBLIC RECORDS AND STATE THAT ALL OWNERS, MORTGAGEES AND LIENHOLDERS OF THE PROPERTY ARE LISTED IN THE CERTIFICATE OF OWNERSHIP AND LIENHOLDER SUBORDINATION CERTIFICATE.

_____
AUTHORIZED REPRESENTATIVE

_____
TITLE COMPANY

SIGNED THIS _____ DAY OF _____, 20_____.

NOTARY BLOCK

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____,
20_____ BY _____ AS AUTHORIZED REPRESENTATIVE
OF _____.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____.

WATER RIGHTS DEDICATION AGREEMENT
THE PROVISION OF MUNICIPAL WATER TO THIS SUBDIVISION IS SUBJECT TO THE TERMS AND CONDITIONS OF THE DAWSON TRAILS AGREEMENT, RECORDED ON THE 8TH DAY OF FEBRUARY, 2023 AT RECEPTION NO. 2023005661 AND ACCORDINGLY 49.4 AF (44.91 SFE) ARE DEBITED FROM THE WATER BANK.

SURVEYOR'S CERTIFICATE
I, BRIAN DENNIS, PLS, A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY AND LEGAL DESCRIPTION REPRESENTED BY THIS SITE DEVELOPMENT PLAN WAS MADE UNDER MY SUPERVISION AND THE MONUMENTS SHOWN THEREON ACTUALLY EXIST AND THIS SITE DEVELOPMENT PLAN ACCURATELY REPRESENTS THAT SURVEY.

_____ _____
BRIAN DENNIS, PLS #38069 DATE

CIVIL ENGINEER'S STATEMENT
I, JENNIFER ROMANO, PE, A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO, HEREBY ATTEST THAT ALL ROADWAY, GRADING, UTILITY AND DRAINAGE IMPROVEMENTS IDENTIFIED ON THIS SITE DEVELOPMENT PLAN HAVE BEEN DESIGNATED AND ENGINEERED IN CONFORMANCE WITH ALL TOWN OF CASTLE ROCK PUBLIC WORKS CONSTRUCTION STANDARDS.

_____ _____
JENNIFER ROMANO, PE #44401 DATE

PLANNING COMMISSION RECOMMENDATION
THIS SITE DEVELOPMENT PLAN WAS RECOMMENDED FOR APPROVAL BY THE PLANNING COMMISSION OF THE TOWN OF CASTLE ROCK, COLORADO ON THE _____ DAY OF _____, 20_____.

_____ _____
CHAIR DATE

ATTEST:

_____ _____
DIRECTOR OF DEVELOPMENT SERVICES DATE

TOWN COUNCIL APPROVAL
THIS SITE DEVELOPMENT PLAN WAS APPROVED BY THE TOWN COUNCIL OF THE TOWN OF CASTLE ROCK, COLORADO, ON
THE _____ DAY OF _____, 20_____.

_____ _____
MAYOR DATE

ATTEST:

_____ _____
TOWN CLERK DATE

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR
4	07/15/26	5th SUBMITTAL	JRR

Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

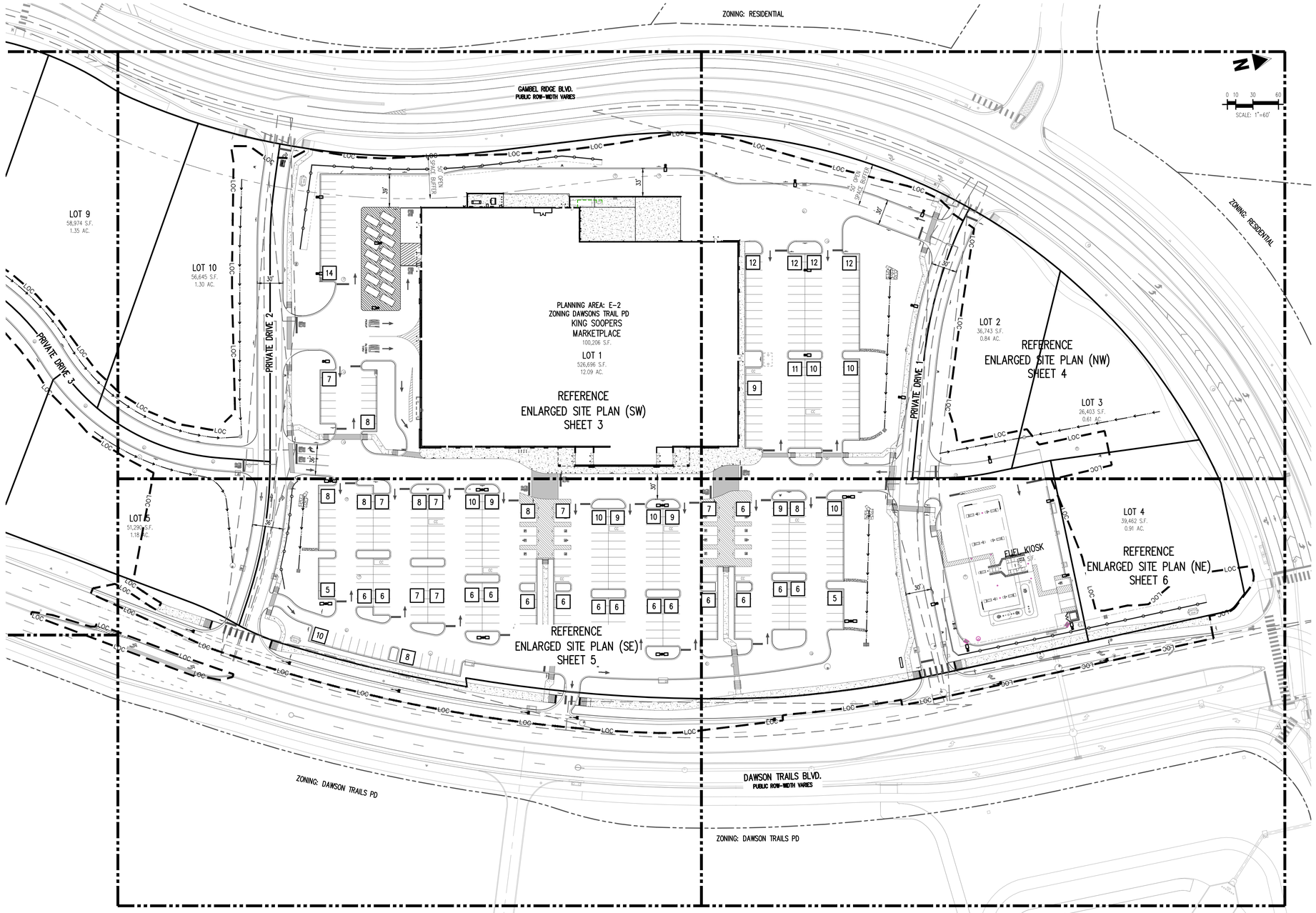
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of 24

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SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED EDGE OF GRAVEL
- PROPOSED CURB AND GUTTER
- CURB AND GUTTER BY OTHERS
- PROPOSED CONCRETE SIDEWALK
- ENHANCED CONCRETE PAVEMENT
- ADA PATH OF TRAVEL
- PROPOSED SIGHT DISTANCE TRIANGLE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- PARKING COUNT
- SIGN BY OTHERS
- PROPOSED SIGN
- PROPOSED PIPE BOLLARD
- PROPOSED ADA PARKING SYMBOL
- LIGHT POLE BY OTHERS
- PROPOSED SITE LIGHTING
- PROPOSED SANITARY SEWER MANHOLE
- MANHOLE BY OTHERS
- STORM SEWER INLET BY OTHERS
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM INLET
- WATER METER BY OTHERS
- FIRE HYDRANT BY OTHERS
- PROPOSED FIRE HYDRANT
- PROPOSED CART CORRAL

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

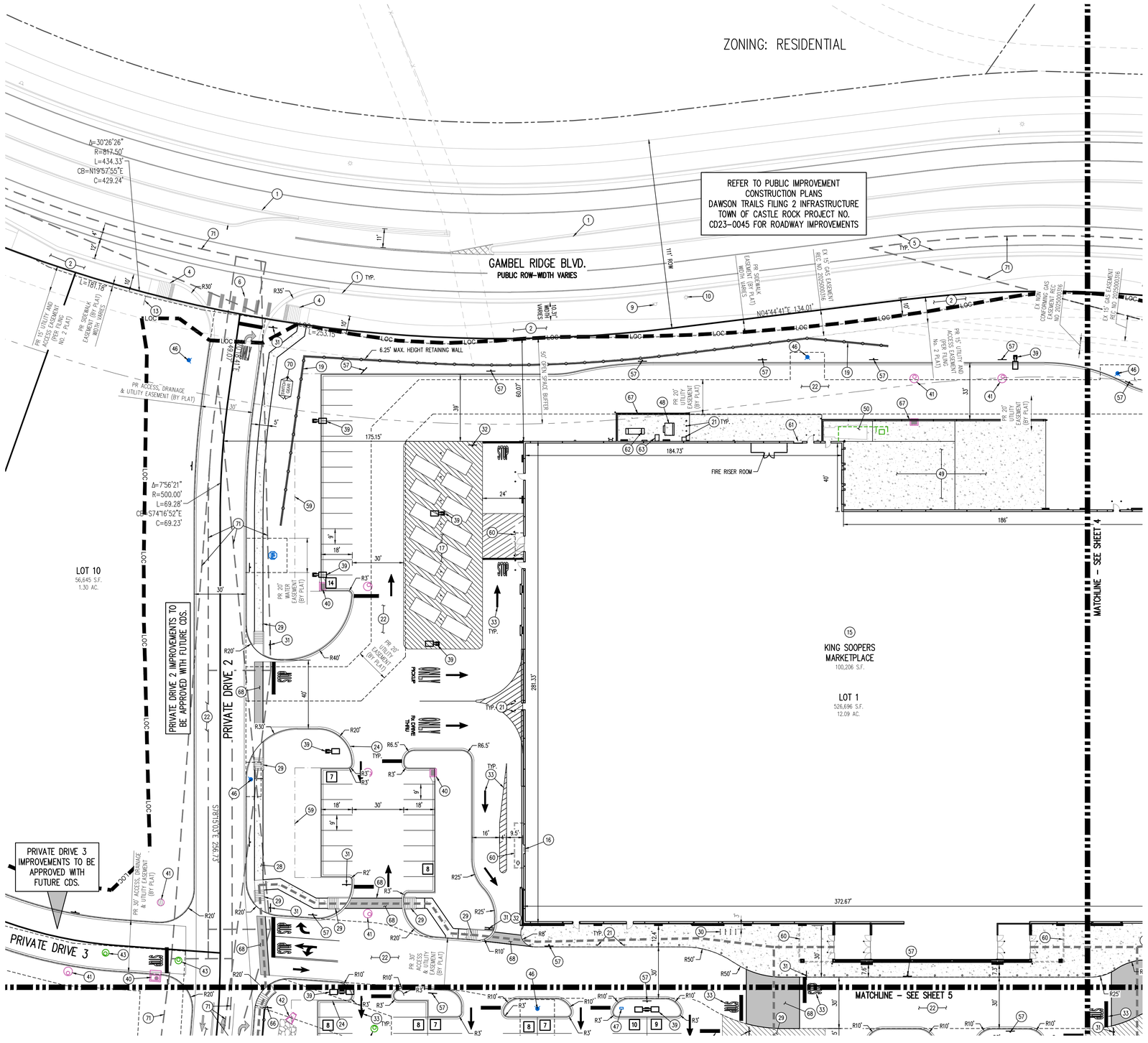
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Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

OVERALL SITE PLAN

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



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- PROPOSED SWALE
- PROPOSED RETAINING WALL
- PARKING COUNT
- SIGN BY OTHERS
- PROPOSED SIGN
- PROPOSED PIPE BOLLARD
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- MANHOLE BY OTHERS
- STORM SEWER INLET BY OTHERS
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM INLET
- WATER METER BY OTHERS
- FIRE HYDRANT BY OTHERS
- PROPOSED FIRE HYDRANT
- PROPOSED CART CORRAL

NOTE: ALL ROADWAY IMPROVEMENTS AS PROPOSED ARE SUBJECT TO APPROVAL OF FUTURE CD'S

NOTE: "NO PARKING-FIRE LANE" CURB MARKING TO BE PLACED ON ALL RAISED CURB ALONG THE FIRE ACCESS ROUTE. SIZE AND SPACING PER TOWN OF CASTLE ROCK FIRE CODE.

SITE SCHEDULE

1. BY OTHERS CURB AND GUTTER TO REMAIN
2. BY OTHERS SIDEWALK TO REMAIN
3. BY OTHERS SIGN TO REMAIN
4. BY OTHERS ADA RAMPS TO REMAIN
5. BY OTHERS ROADWAY STRIPING AND PAVEMENT SYMBOLS TO REMAIN
6. BY OTHERS CROSS WALK STRIPING TO REMAIN
7. BY OTHERS STORM DRAIN INLET TO REMAIN; REFERENCE UTILITY PLAN
8. BY OTHERS MANHOLE TO REMAIN; REFERENCE UTILITY PLAN FOR TYPE
9. BY OTHERS FIRE HYDRANT TO REMAIN; REFERENCE UTILITY PLAN
10. BY OTHERS STREET LIGHT TO REMAIN
11. BY OTHERS RELOCATED FIRE HYDRANT
12. PROPOSED RELOCATED STORM INLET
13. PROPOSED RELOCATED SIGN
14. PROPOSED SAWCUT
15. PROPOSED KING SOOPERS BUILDING; 100,054 SF
16. PROPOSED PHARMACY DRIVE THROUGH WINDOW
17. PROPOSED GROCERY PICKUP PARKING
18. PROPOSED FUEL KIOSK BUILDING; 184 SF
19. PROPOSED RETAINING WALL; MAX HEIGHT 8'
20. PROPOSED MONUMENT SIGN; DESIGN AND PERMITTING BY OTHERS
21. PROPOSED BOLLARDS; REFERENCE SITE DETAILS
22. PROPOSED ASPHALT PAVING
23. PROPOSED STAIRS
24. PROPOSED 6" CURB WITH 1' GUTTER
25. PROPOSED 6" CURB WITH 2' GUTTER (PUBLIC ROADS)
26. PROPOSED CONCRETE CURB CHASE
27. PROPOSED CONCRETE CURB OPENING
28. PROPOSED SIDEWALK; WIDTH AS NOTED
29. PROPOSED ADA ACCESSIBLE RAMP
30. PROPOSED BICYCLE RACK (20 SPACES TOTAL); REFERENCE SITE DETAILS
31. PROPOSED R1-1 "STOP" SIGN ; REFERENCE SITE DETAILS
32. PROPOSED R5-1 "DO NOT ENTER" SIGN
33. PROPOSED PAVEMENT MARKINGS; REFERENCE SITE DETAILS
34. PROPOSED CROSSWALK PAVEMENT MARKINGS; REFERENCE SITE DETAILS
35. PROPOSED ROADWAY PAVEMENT STRIPING (THERMOPLASTIC)
36. PROPOSED PARKING SPACE
37. PROPOSED 11'X20' ADA PARKING SPACE WITH STRIPING AND SIGNAGE
38. PROPOSED CART CORRAL; REFERENCE SITE DETAILS
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40. PROPOSED STORM SEWER INLET; REFERENCE UTILITY PLAN
41. PROPOSED STORM SEWER MANHOLE; REFERENCE UTILITY PLAN
42. PROPOSED CONCRETE FLARED END SECTION; REFERENCE UTILITY PLAN
43. PROPOSED SANITARY SEWER MANHOLE; REFERENCE UTILITY PLAN
44. PROPOSED SANITARY SEWER GREASE INTERCEPTOR; REFERENCE UTILITY PLAN
45. PROPOSED WATER METER; SEE UTILITY PLAN
46. PROPOSED FIRE HYDRANT
47. PROPOSED FDC
48. PROPOSED ELECTRICAL TRANSFORMER; C.C. TO COORDINATE INSTALLATION WITH UTILITY COMPANY
49. PROPOSED LOADING DOCK
50. PROPOSED TRASH COMPACTOR
51. PROPOSED PROPANE CAGE; SEE SITE DETAILS
52. PROPOSED AIR STATION; SEE SITE DETAILS
53. PROPOSED DEF PAD; SEE SITE DETAILS
54. BY OTHERS PROPOSED MONUMENT SIGN
55. PROPOSED VENT RISERS FOR FUEL TANKS
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57. PROPOSED "NO PARKING - FIRE LANE" SIGN
58. RELOCATED STREET LIGHT
59. PROPOSED DESIGNATED SNOW STORAGE AREA
60. PROPOSED BUILDING CANOPY (REF. BUILDING ELEVATIONS)
61. PROPOSED OVERHEAD DOOR; REFERENCE BUILDING ELEVATIONS
62. PROPOSED GENERATOR
63. PROPOSED EUSERC CABINET
64. PROPOSED TEMPORARY ROLLED ASPHALT CURB
65. PROPOSED R4-4 "RIGHT TURN LANE - YIELD TO BIKES" SIGN
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67. PROPOSED 8'-0" SCREEN WALL; REFERENCE BUILDING ELEVATIONS
68. PROPOSED ENHANCED CONCRETE TO DELINEATE PEDESTRIAN WALKWAY; REFERENCE SITE DETAILS
69. PROPOSED GUARD RAIL AT RETAINING WALL
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SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
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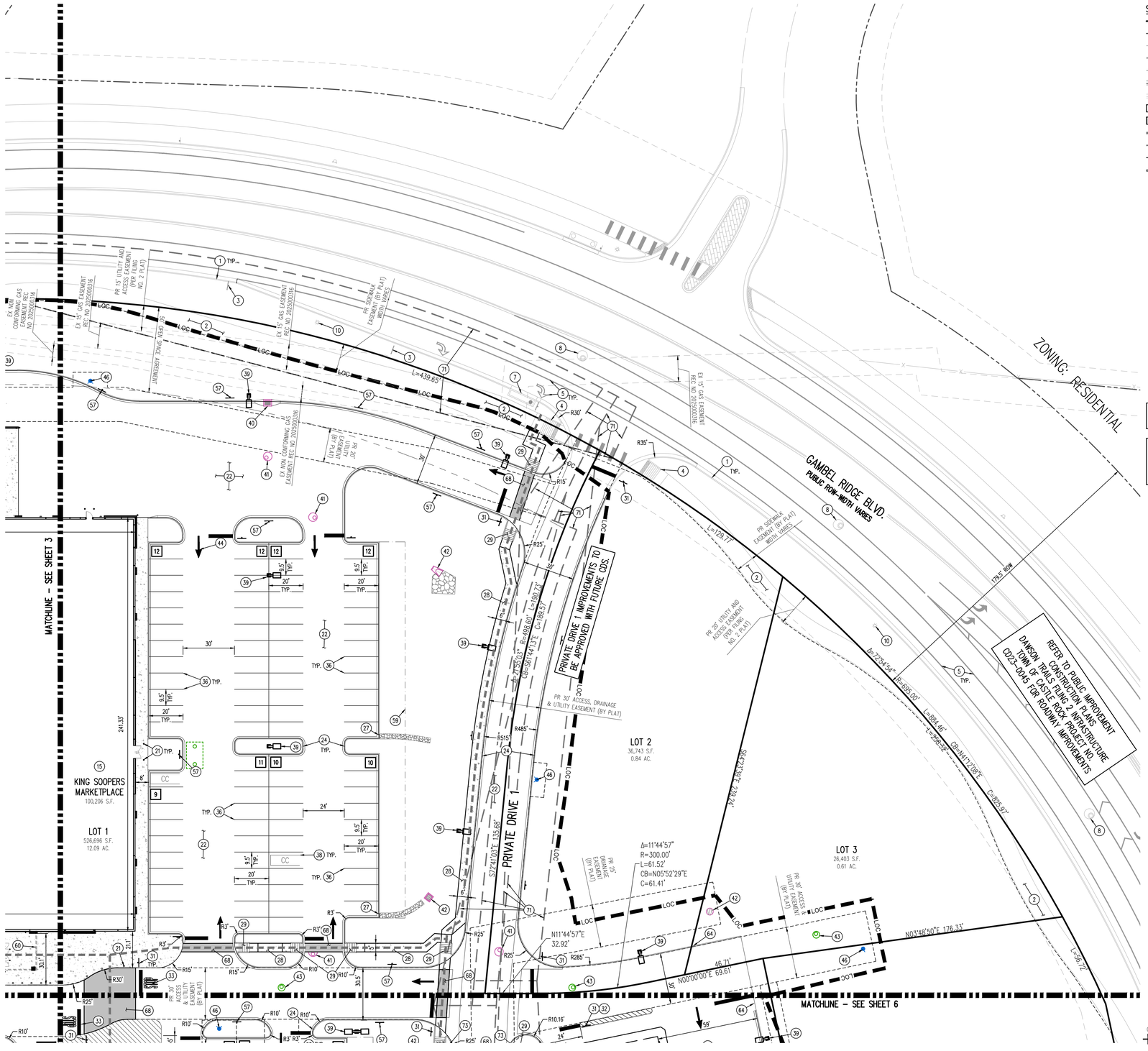
Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

ENLARGED SITE PLAN (SW)

3
of 24

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



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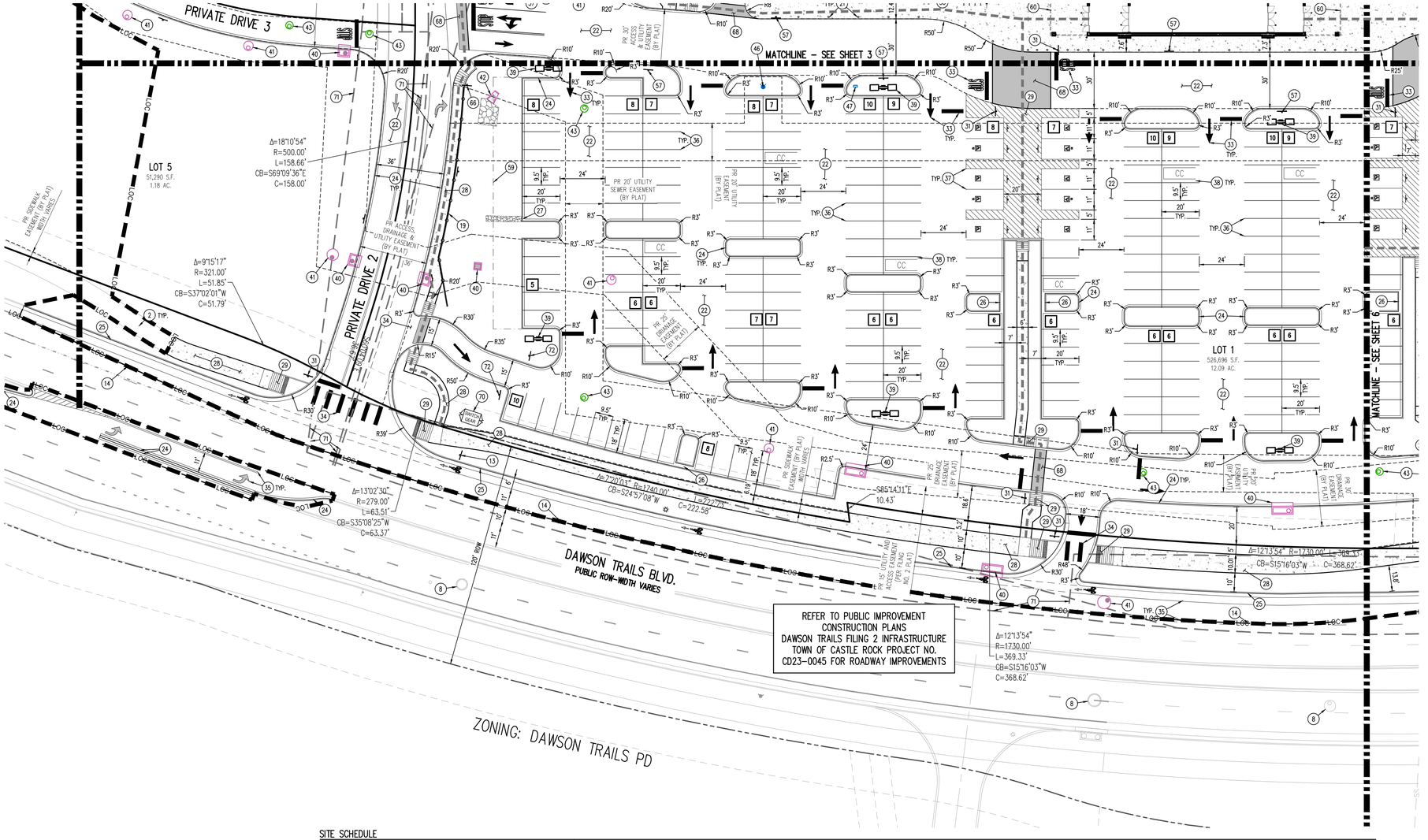
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Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

ENLARGED SITE PLAN (NW)

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
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- PROPOSED SIGN
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13. PROPOSED RELOCATED SIGN
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41. PROPOSED STORM SEWER MANHOLE; REFERENCE UTILITY PLAN
42. PROPOSED CONCRETE FLARED END SECTION; REFERENCE UTILITY PLAN
43. PROPOSED SANITARY SEWER MANHOLE; REFERENCE UTILITY PLAN
44. PROPOSED SANITARY SEWER GREASE INTERCEPTOR; REFERENCE UTILITY PLAN
45. PROPOSED WATER METER; SEE UTILITY PLAN
46. PROPOSED FIRE HYDRANT
47. PROPOSED FDC
48. PROPOSED ELECTRICAL TRANSFORMER; G.C. TO COORDINATE INSTALLATION WITH UTILITY COMPANY
49. PROPOSED LOADING DOCK
50. PROPOSED TRASH COMPACTOR
51. PROPOSED PROPANE CAGE; SEE SITE DETAILS
52. PROPOSED AIR STATION; SEE SITE DETAILS
53. PROPOSED DEF PAD; SEE SITE DETAILS
54. BY OTHERS PROPOSED MONUMENT SIGN
55. PROPOSED VENT RISERS FOR FUEL TANKS
56. PROPOSED FUELING CANOPY
57. PROPOSED "NO PARKING - FIRE LANE" SIGN
58. RELOCATED STREET LIGHT
59. PROPOSED DESIGNATED SNOW STORAGE AREA
60. PROPOSED BUILDING CANOPY (REF. BUILDING ELEVATIONS)
61. PROPOSED OVERHEAD DOOR; REFERENCE BUILDING ELEVATIONS
62. PROPOSED GENERATOR
63. PROPOSED EUSERC CABINET
64. PROPOSED TEMPORARY ROLLED ASPHALT CURB
65. PROPOSED R4-4 "RIGHT TURN LANE - YIELD TO BIKES" SIGN
66. PROPOSED R3-7R "RIGHT LANE MUST TURN RIGHT" SIGN
67. PROPOSED 8'-0" SCREEN WALL; REFERENCE BUILDING ELEVATIONS
68. PROPOSED ENHANCED CONCRETE TO DELINEATE PEDESTRIAN WALKWAY; REFERENCE SITE DETAILS
69. PROPOSED GUARD RAIL AT RETAINING WALL
70. PROPOSED ELECTRICAL SWITCH GEAR VAULT
71. SIGHT TRIANGLE
72. PROPOSED R5-1 "DO NOT ENTER" SIGN
73. PROPOSED R1-5 "YIELD TO PEDESTRIANS HERE" SIGN

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR
4	07/15/26	5th SUBMITTAL	JRR

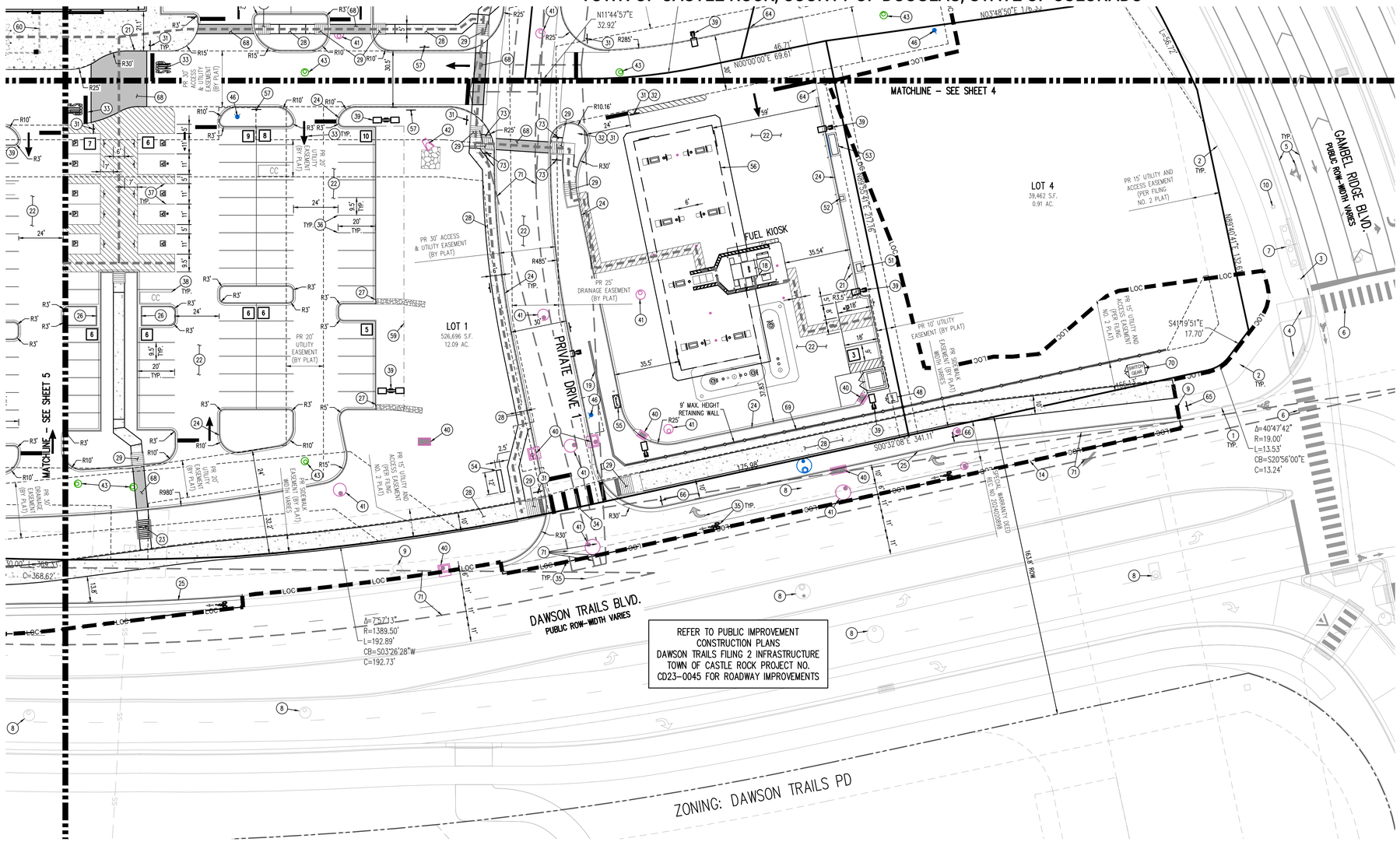
Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

ENLARGED SITE PLAN (SE)

I:\Work\Dawson - City Markets\03 Civil\Plan Set\KSS000165 - Dawson Trails\SDP25\SDP25-0015_SDP_3-A_SITE ENLG.dwg, Rita Dunbar, 7/15/2026

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED EDGE OF GRAVEL
- PROPOSED CURB AND GUTTER
- CURB AND GUTTER BY OTHERS
- PROPOSED CONCRETE SIDEWALK
- ENHANCED CONCRETE PAVEMENT
- ADA PATH OF TRAVEL
- PROPOSED SIGHT DISTANCE TRIANGLE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- PARKING COUNT
- SIGN BY OTHERS
- PROPOSED SIGN
- PROPOSED PIPE BOLLARD
- PROPOSED ADA PARKING SYMBOL
- LIGHT POLE BY OTHERS
- PROPOSED SITE LIGHTING
- PROPOSED SANITARY SEWER MANHOLE
- MANHOLE BY OTHERS
- STORM SEWER INLET BY OTHERS
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM INLET
- WATER METER BY OTHERS
- FIRE HYDRANT BY OTHERS
- PROPOSED FIRE HYDRANT
- PROPOSED CART CORRAL

NOTE: ALL ROADWAY IMPROVEMENTS AS PROPOSED ARE SUBJECT TO APPROVAL OF FUTURE CD'S

NOTE: "NO PARKING–FIRE LANE" CURB MARKING TO BE PLACED ON ALL RAISED CURB ALONG THE FIRE ACCESS ROUTE. SIZE AND SPACING PER TOWN OF CASTLE ROCK FIRE CODE.

SITE SCHEDULE

1. BY OTHERS CURB AND GUTTER TO REMAIN
2. BY OTHERS SIDEWALK TO REMAIN
3. BY OTHERS SIGN TO REMAIN
4. BY OTHERS ADA RAMPS TO REMAIN
5. BY OTHERS ROADWAY STRIPING AND PAVEMENT SYMBOLS TO REMAIN
6. BY OTHERS CROSS WALK STRIPING TO REMAIN
7. BY OTHERS STORM DRAIN INLET TO REMAIN; REFERENCE UTILITY PLAN
8. BY OTHERS MANHOLE TO REMAIN; REFERENCE UTILITY PLAN FOR TYPE
9. BY OTHERS FIRE HYDRANT TO REMAIN; REFERENCE UTILITY PLAN
10. BY OTHERS STREET LIGHT TO REMAIN
11. BY OTHERS RELOCATED FIRE HYDRANT
12. PROPOSED RELOCATED STORM INLET
13. PROPOSED RELOCATED SIGN
14. PROPOSED SAWCUT
15. PROPOSED KING SOOPERS BUILDING; 100,054 SF
16. PROPOSED PHARMACY DRIVE THROUGH WINDOW
17. PROPOSED GROCERY PICKUP PARKING
18. PROPOSED FUEL KIOSK BUILDING; 184 SF
19. PROPOSED RETAINING WALL; MAX HEIGHT 8'
20. PROPOSED MONUMENT SIGN; DESIGN AND PERMITTING BY OTHERS
21. PROPOSED BOLLARDS; REFERENCE SITE DETAILS
22. PROPOSED ASPHALT PAVING
23. PROPOSED STAIRS
24. PROPOSED 6" CURB WITH 1' GUTTER
25. PROPOSED 6" CURB WITH 2' GUTTER (PUBLIC ROADS)
26. PROPOSED CONCRETE CURB CHASE
27. PROPOSED CONCRETE CURB OPENING
28. PROPOSED SIDEWALK; WIDTH AS NOTED
29. PROPOSED ADA ACCESSIBLE RAMP
30. PROPOSED BICYCLE RACK (20 SPACES TOTAL); REFERENCE SITE DETAILS
31. PROPOSED R1–1 "STOP" SIGN ; REFERENCE SITE DETAILS
32. PROPOSED R5–1 "DO NOT ENTER" SIGN
33. PROPOSED PAVEMENT MARKINGS; REFERENCE SITE DETAILS
34. PROPOSED CROSSWALK PAVEMENT MARKINGS; REFERENCE SITE DETAILS
35. PROPOSED ROADWAY PAVEMENT STRIPING (THERMOPLASTIC)
36. PROPOSED PARKING SPACE
37. PROPOSED 11'X20' ADA PARKING SPACE WITH STRIPING AND SIGNAGE
38. PROPOSED CART CORRAL; REFERENCE SITE DETAILS
39. PROPOSED SITE LIGHTING; REFERENCE ILLUMINATION PLAN
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SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

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2	02/06/26	3rd SUBMITTAL	JRR
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4	07/15/26	5th SUBMITTAL	JRR

Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

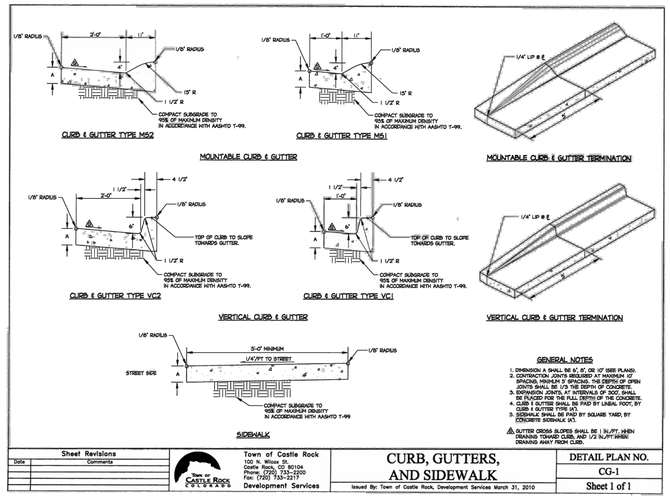
ENLARGED SITE PLAN (NE)

6
of 24

\\Mfiles\Projects - City Work\CO Castle Rock - KSS000165 - Element Trails\SDP\Amend\SDP25-0015_SDP 3-4_SITE ENLG Plan.dwg, Plot Scaled - 7/15/2026

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



GENERAL NOTES

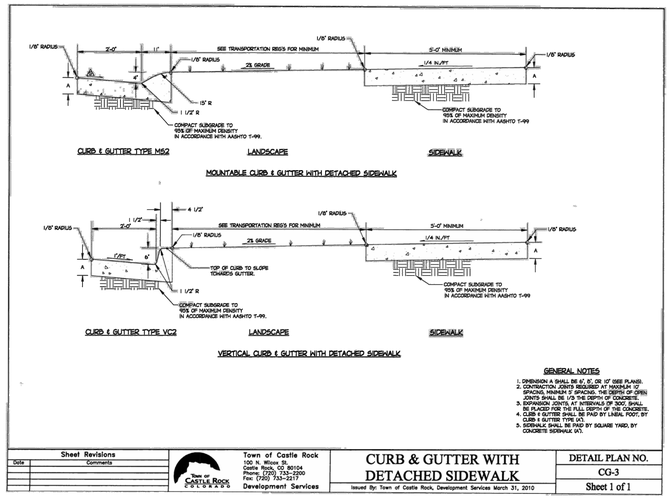
1. DIMENSION A SHALL BE 6", 8", OR 10" (SEE PLANS).
2. CONTRACTION JOINTS @BEGINNED AT MAXIMUM 10' SPACING, MINIMUM 5' SPACING. THE DEPTH OF OPEN JOINTS SHALL BE 1/3 THE DEPTH OF CONCRETE.
3. EXPANSION JOINTS, AT INTERVALS OF 300', SHALL BE PLACED FOR THE FULL DEPTH OF THE CONCRETE.
4. CURB & GUTTER SHALL BE PAID BY LINEAL FOOT, BY CURB & GUTTER TYPE (4).
5. SIDEWALK SHALL BE PAID BY SQUARE YARD, BY CONCRETE SIDEWALK (4").

⚠ GUTTER CROSS SLOPES SHALL BE 1 IN./FT. WHEN DRAINING TOWARD CURB, AND 1/2 IN./FT WHEN DRAINING AWAY FROM CURB.

Sheet Revisions	
Date	Comments

Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO. 80104
Phone: (720) 733-2200
Fax: (720) 733-2217
Development Services

CURB, GUTTERS, AND SIDEWALK	DETAIL PLAN NO.
Issued By: Town of Castle Rock, Development Services March 31, 2010	CG-1
	Sheet 1 of 1



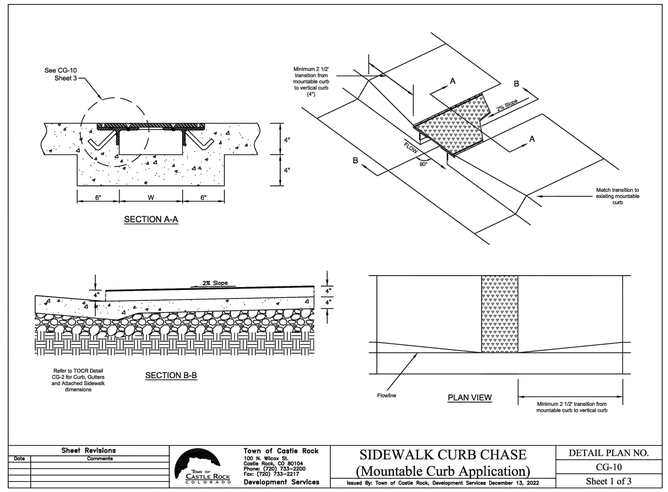
GENERAL NOTES

1. DIMENSION A SHALL BE 6", 8", OR 10" (SEE PLANS).
2. CONTRACTION JOINTS @BEGINNED AT MAXIMUM 10' SPACING, MINIMUM 5' SPACING. THE DEPTH OF OPEN JOINTS SHALL BE 1/3 THE DEPTH OF CONCRETE.
3. EXPANSION JOINTS, AT INTERVALS OF 300', SHALL BE PLACED FOR THE FULL DEPTH OF THE CONCRETE.
4. CURB & GUTTER SHALL BE PAID BY LINEAL FOOT, BY CURB & GUTTER TYPE (4).
5. SIDEWALK SHALL BE PAID BY SQUARE YARD, BY CONCRETE SIDEWALK (4").

Sheet Revisions	
Date	Comments

Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO. 80104
Phone: (720) 733-2200
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Development Services

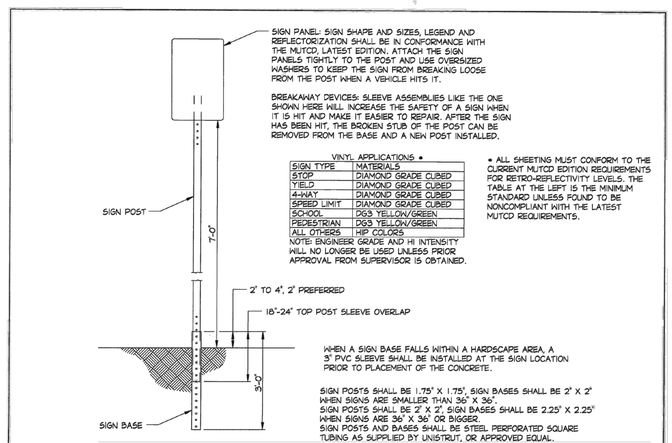
CURB & GUTTER WITH DETACHED SIDEWALK	DETAIL PLAN NO.
Issued By: Town of Castle Rock, Development Services March 31, 2010	CG-3
	Sheet 1 of 1



Sheet Revisions	
Date	Comments

Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO. 80104
Phone: (720) 733-2200
Fax: (720) 733-2217
Development Services

SIDEWALK CURB CHASE (Mountable Curb Application)	DETAIL PLAN NO.
Issued By: Town of Castle Rock, Development Services December 13, 2022	CG-10
	Sheet 1 of 3



VINYL APPLICATIONS *

SIGN TYPE	MATERIALS
STOP	DIAMOND GRADE CUBED
YIELD	DIAMOND GRADE CUBED
4-WAY	DIAMOND GRADE CUBED
SPEED LIMIT	DIAMOND GRADE CUBED
SCHOOL	DG3 YELLOW/GREEN
PEDESTRIAN	DG3 YELLOW/GREEN
ALL OTHERS	HIP COLORS

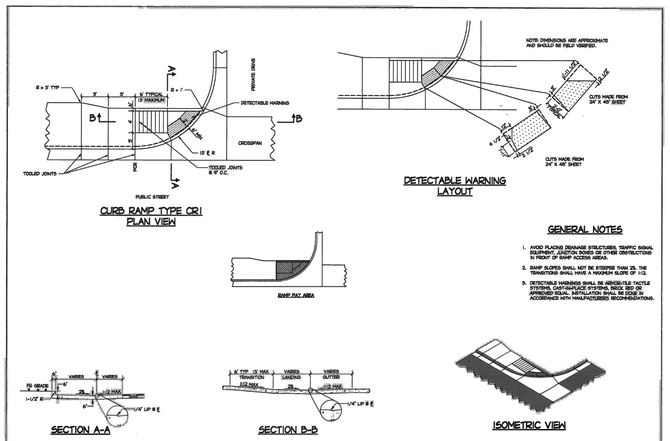
NOTE: ENGINEER GRADE AND HI INTENSITY WILL NO LONGER BE USED UNLESS PRIOR APPROVAL FROM SUPERVISOR IS OBTAINED.

* ALL SHEETING MUST CONFORM TO THE CURRENT MUTCD EDITION REQUIREMENTS FOR RETRO-REFLECTIVITY LEVELS. THE TABLE AT THE LEFT IS THE MINIMUM STANDARD UNLESS FOUND TO BE NONCOMPLIANT WITH THE LATEST MUTCD REQUIREMENTS.

Sheet Revisions	
Date	Comments

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Castle Rock, CO. 80104
Phone: (720) 733-2200
Fax: (720) 733-2217
Development Services

SIGN POST & BASE DETAIL	DETAIL PLAN NO.
Issued By: Town of Castle Rock, Development Services March 31, 2010	ST-1
	Sheet 1 of 1



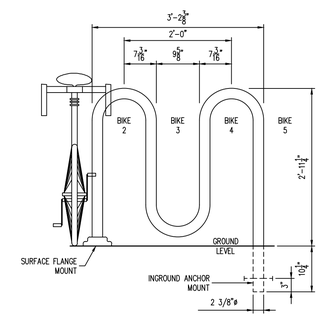
GENERAL NOTES

1. AVOID PLACING DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, UTILITY VAULTS, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AISLE (3).
2. RAMP SLOPES SHALL NOT BE STEEPER THAN 2S. THE TRANSITION SHALL HAVE A MAXIMUM SLOPE OF 1:12.
3. DETECTABLE WARNINGS SHALL BE AERODUCTILE TACTILE STRIPING DEVICES, INSTALLATION SHALL BE DONE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

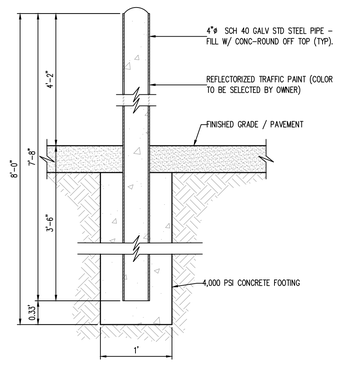
Sheet Revisions	
Date	Comments

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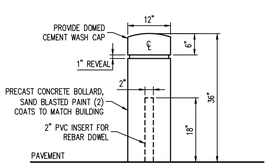
CURB RAMPS	DETAIL PLAN NO.
Issued By: Town of Castle Rock, Development Services March 31, 2010	CR-1
	Sheet 1 of 7



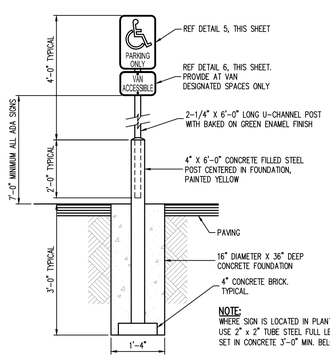
1 BICYCLE RACK
NOT TO SCALE



2 BOLLARD
NOT TO SCALE

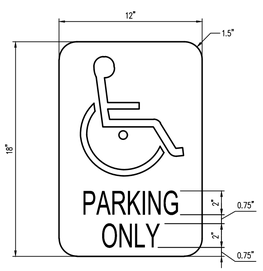


3 BOLLARD (AT FRONT OF STORE)
NOT TO SCALE



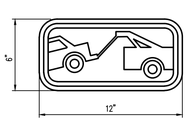
NOTE:
WHERE SIGN IS LOCATED IN PLANTER AREA, USE 2" x 2" TUBE STEEL FULL LENGTH AND SET IN CONCRETE 3'-0" MIN. BELOW GRADE.

4 ACCESSIBLE PARKING SIGN POST
NOT TO SCALE



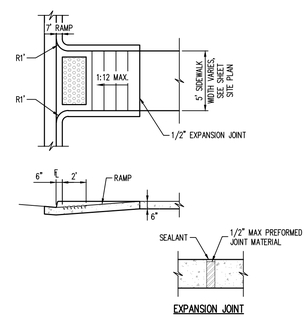
NOTE:
MATERIAL: 0.08 GAUGE ALUMINUM – WHITE BACKGROUND WITH BLUE COPY AND BORDER – SYMBOL HAS BLUE BACKGROUND, WHITE COPY WITH BLACK BORDER 1 1/2" RADIUS CORNERS WHITE 2 MOUNTING HOLES

5 ACCESSIBLE PARKING SIGN
NOT TO SCALE



NOTE:
MATERIAL: 0.08 GAUGE ALUMINUM – WHITE BACKGROUND WITH BLUE COPY AND BORDER – SYMBOL HAS BLUE BACKGROUND, WHITE COPY WITH BLACK BORDER 1 1/2" RADIUS CORNERS WHITE 2 MOUNTING HOLES

6 MUTCD R7-201P TOW-AWAY SIGN
NOT TO SCALE



7 ACCESSIBLE RAMP (PRIVATE)
NOT TO SCALE



8 YIELD TO PEDESTRIANS SIGN (R1-5)
NOT TO SCALE

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
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KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

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4	07/15/26	5th SUBMITTAL	JRR

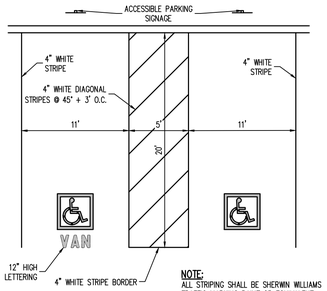
Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

SITE DETAILS

W:\Filing Drawers - City Maps\KSS - Castle Rock - KSS000165 - Dawson Trails\CDs\Plan\KSS165_SDP_2_SITE DETS.dwg, Plot Scale=1.0000

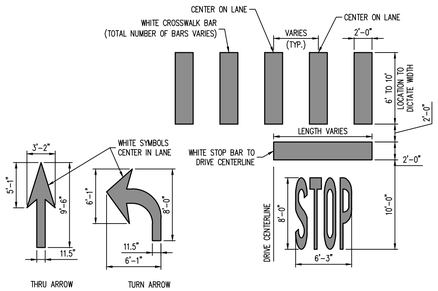
SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
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TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



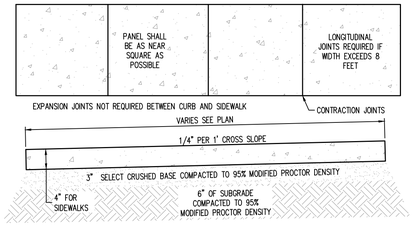
NOTE:
ALL STRIPING SHALL BE SHERWIN WILLIAMS TRAFFIC MARKING PAINT OR EQUIVALENT.

5 ACCESSIBLE PARKING DETAIL
NOT TO SCALE



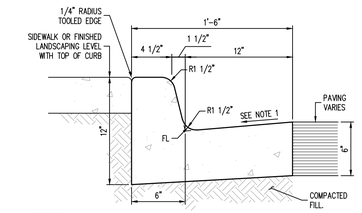
NOTES:
1. ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT PER DIMENSIONS ABOVE.
2. ALL TRAFFIC SYMBOLS IN ARTERIAL ROW SHAAL BE THERMOPLASTIC.

6 LANE STRIPING DETAILS
NOT TO SCALE



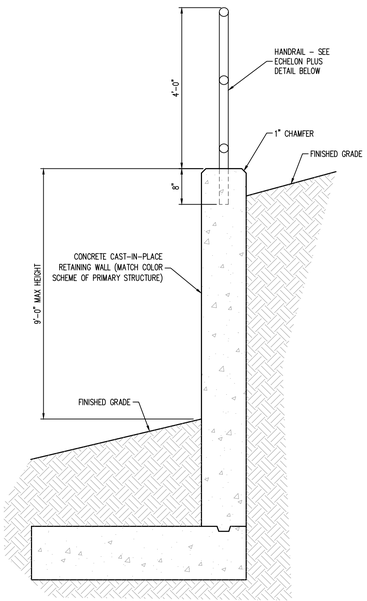
NOTES:
1. CONTRACTION JOINTS SHALL BE SPACED 5O AS TO FORM AS NEAR SQUARE PANEL AS POSSIBLE, NO SINGLE PANEL SHALL EXCEED 8' ON ANY SIDE. CONTRACTION JOINTS SHALL BE 3/4" DEEP.
2. EXPANSION JOINTS OF 1/2" MASTIC MATERIAL SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   P.C.S AND P.T.S OF CURVES
   GRADE BREAKS
   AT DRIVEWAYS
   AT OTHER LOCATIONS AS SPECIFIED BY ENGINEER
3. NO SIDEWALK SHALL BE PLACED WITHOUT A FINAL FORM INSPECTION BY THE ENGINEER
4. CONSTRUCTION MATERIALS AND PROCEDURES SHALL CONFORM TO EXISTING CITY AND STATE STANDARD SPECIFICATIONS.

7 CONCRETE SIDEWALK
NOT TO SCALE



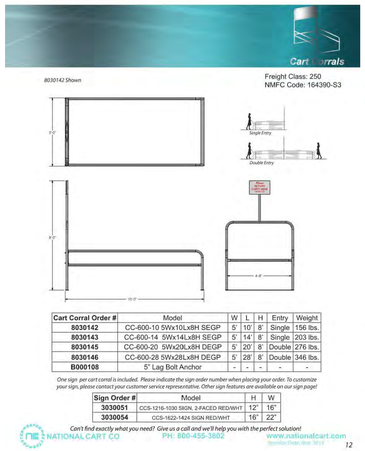
NOTES:
1. GUTTER CROSS SLOPE SHALL BE 1 IN./FT. WHEN DRAINING AWAY FROM CURB AND 1 IN./FT. WHEN DRAINING TOWARD CURB.
2. CURB AND GUTTER SHALL BE CDOT CLASS B CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,500 PSI AT 28 DAYS, 5-8% AIR CONTENT, +/- 2" SLUMP.
3. ALL EXPOSED CONCRETE SHALL HAVE A SACK FINISH.
4. CONTROL JOINTS SHALL BE INSTALLED AT 10 FOOT MAXIMUM INTERVALS AND AT THE END OF CURB RETURNS – SEE CURB CONTROL JOINT DETAIL.
5. EXPANSION JOINTS SHALL BE INSTALLED AT 500 FOOT MAXIMUM INTERVALS AND/OR TO MATCH LOCATION OF EXPANSION JOINTS IN PAVING – SEE CURB EXPANSION JOINT DETAIL.

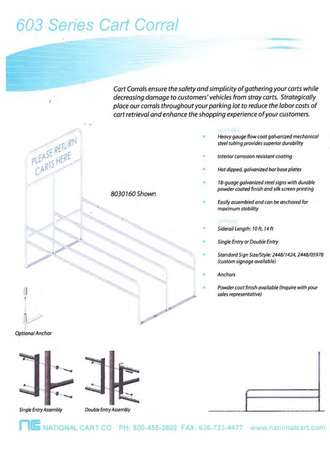
8 CATCH CURB AND 1' WIDE GUTTER (PRIVATE)
SCALE: 1 1/2" = 1'-0"

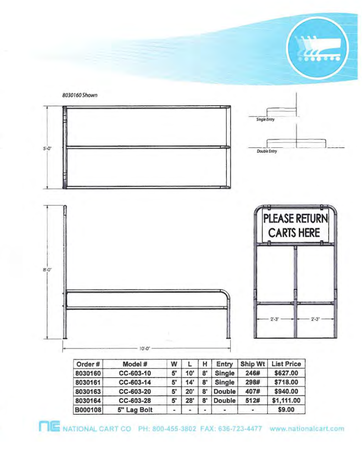


9 RETAINING WALL
NOT TO SCALE

NOTE:
RETAINING WALL TO BE DESIGNED AND PERMITTED BY OTHERS

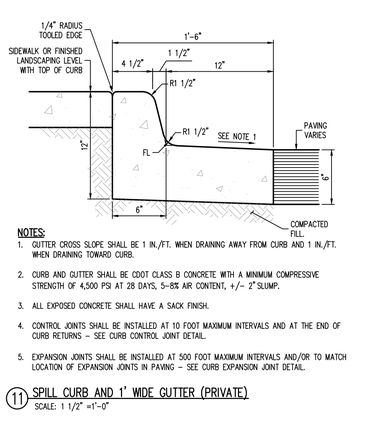






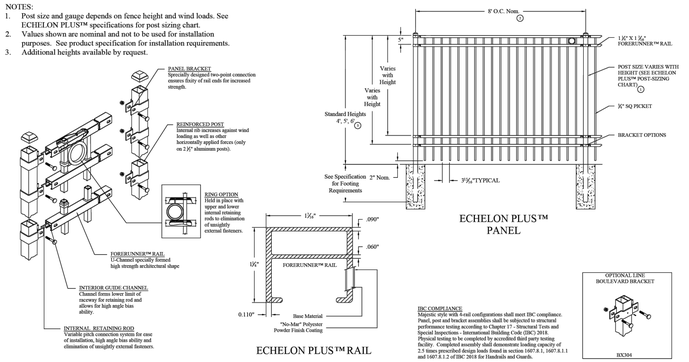
10 CART CORRAL DETAIL
NOT TO SCALE

NOTE:
ALL CART CORRALS ARE TO A GALVANIZED METAL FINISH.



NOTES:
1. GUTTER CROSS SLOPE SHALL BE 1 IN./FT. WHEN DRAINING AWAY FROM CURB AND 1 IN./FT. WHEN DRAINING TOWARD CURB.
2. CURB AND GUTTER SHALL BE CDOT CLASS B CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,500 PSI AT 28 DAYS, 5-8% AIR CONTENT, +/- 2" SLUMP.
3. ALL EXPOSED CONCRETE SHALL HAVE A SACK FINISH.
4. CONTROL JOINTS SHALL BE INSTALLED AT 10 FOOT MAXIMUM INTERVALS AND AT THE END OF CURB RETURNS – SEE CURB CONTROL JOINT DETAIL.
5. EXPANSION JOINTS SHALL BE INSTALLED AT 500 FOOT MAXIMUM INTERVALS AND/OR TO MATCH LOCATION OF EXPANSION JOINTS IN PAVING – SEE CURB EXPANSION JOINT DETAIL.

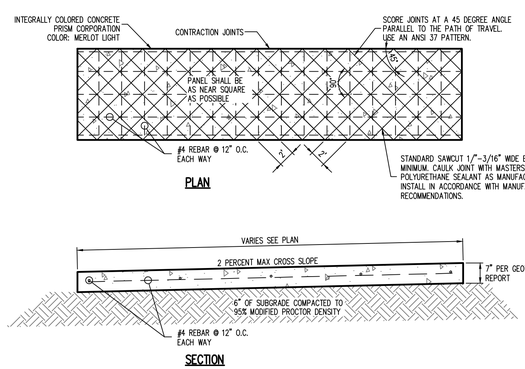
11 SPILL CURB AND 1' WIDE GUTTER (PRIVATE)
SCALE: 1 1/2" =1'-0"



NOTES:
1. Post size and gauge depends on fence height and wind loads. See ECHELON PLUS™ specifications for post sizing chart.
2. Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.
3. Additional heights available by request.

FENCE PRODUCTS
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ENHANCED CONCRETE CROSSWALK DETAIL

1. CONTRACTION JOINTS SHALL BE SPACED SO AS TO FORM AS NEAR SQUARE PANEL AS POSSIBLE, NO SINGLE PANEL SHALL EXCEED 8' ON ANY SIDE. CONTRACTION JOINTS SHALL BE 3/4" DEEP.
2. EXPANSION JOINTS OF 1/2" MASTIC MATERIAL SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   P.C.S AND P.T.S OF CURVES
   GRADE BREAKS
   AT DRIVEWAYS
   AT OTHER LOCATIONS AS SPECIFIED BY ENGINEER
3. NO CROSSWALK SHALL BE PLACED WITHOUT A FINAL FORM INSPECTION BY THE ENGINEER
4. CONSTRUCTION MATERIALS AND PROCEDURES SHALL CONFORM TO EXISTING CITY AND STATE STANDARD SPECIFICATIONS.

12 ENHANCED CONCRETE CROSSWALK DETAIL

NOT TO SCALE

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR
4	07/15/26	5th SUBMITTAL	JRR

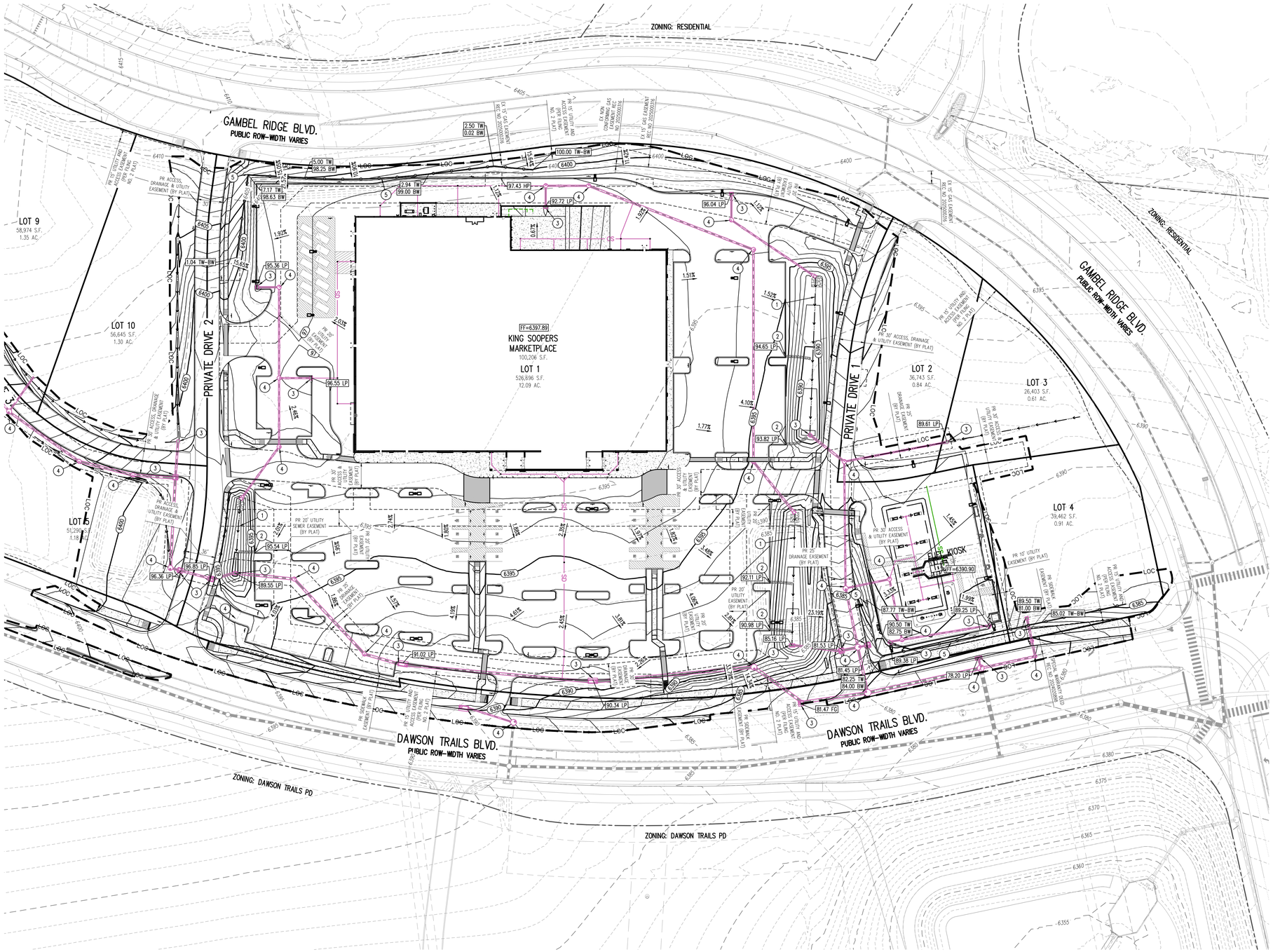
Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

SITE DETAILS

V:\Work\Projects\...\City Markups\CD_Cover Plans_20250318.dwg, Dawson Trails\20251218\Plan\20251218_SDP_2_EXTENTS.dwg, Plot Date/Time: 7/15/2026

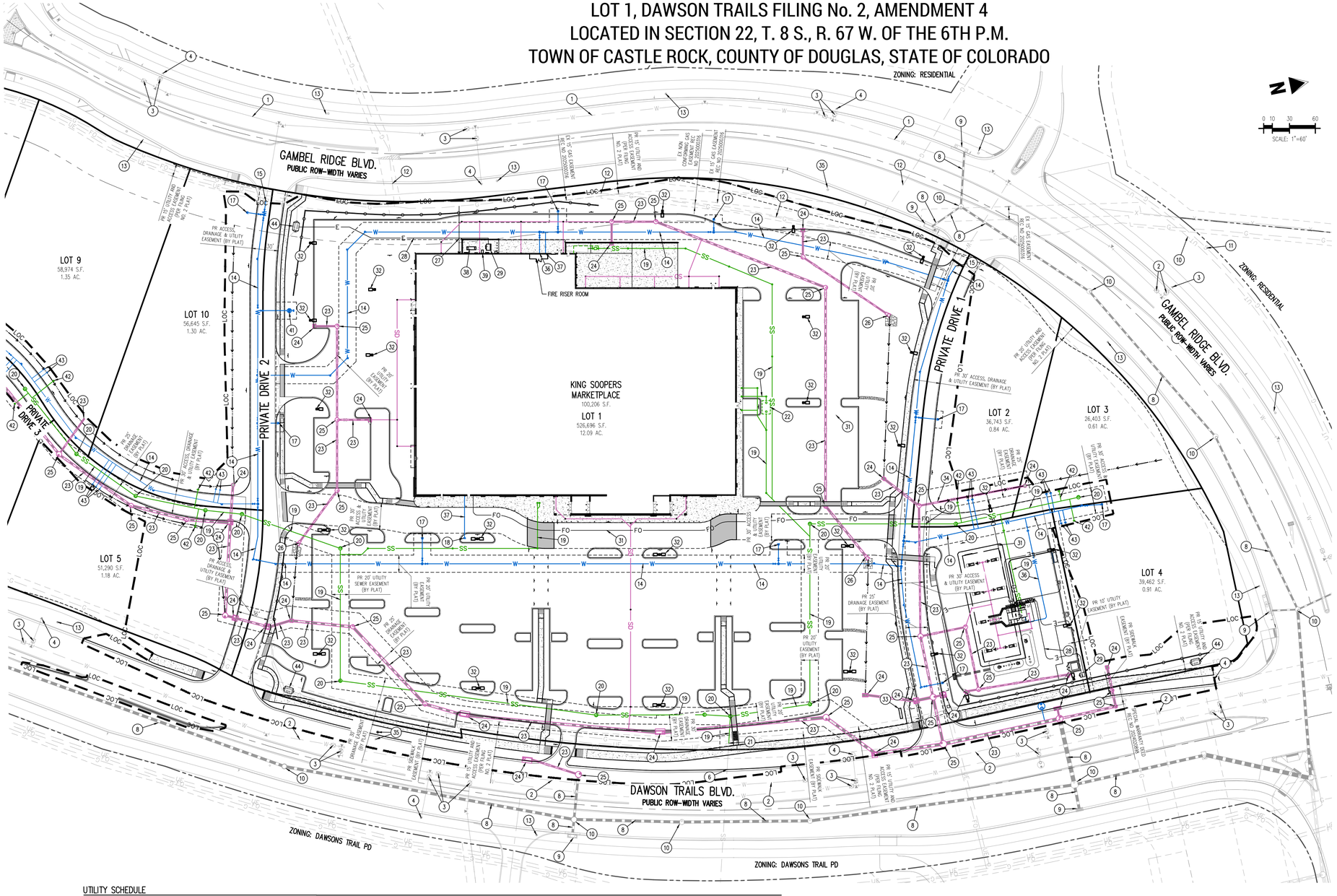
SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO


ZONING: RESIDENTIAL
GAMBEL RIDGE BLVD.
PUBLIC ROW-WIDTH VARIES
LOT 9
58,974 S.F.
1.35 AC.
LOT 10
56,645 S.F.
1.30 AC.
LOT 5
51,290 S.F.
1.18 AC.
PRIVATE DRIVE 2
PRIVATE DRIVE 1
FF=6397.89
KING SOOPERS
MARKETPLACE
100,206 S.F.
LOT 1
526,696 S.F.
12.09 AC.
LOT 2
36,743 S.F.
0.84 AC.
LOT 3
26,403 S.F.
0.61 AC.
LOT 4
39,462 S.F.
0.91 AC.
FUEL KIOSK
FF=6390.90
DAWSON TRAILS BLVD.
PUBLIC ROW-WIDTH VARIES
ZONING: DAWSON TRAILS PD
PR 30' ACCESS, DRAINAGE & UTILITY EASEMENT (BY PLAT)
PR 20' UTILITY SEWER EASEMENT (BY PLAT)
PR 25' DRAINAGE EASEMENT (BY PLAT)
PR 15' UTILITY EASEMENT (BY PLAT)
PR SIDEWALK EASEMENT (BY PLAT)
EX 10' GAS EASEMENT REC NO 2005000106
EX TCH CONCRETE FLUME EASEMENT REC NO 2005000106
EX 10' GAS EASEMENT REC NO 2005000106
PR 15' UTILITY AND ACCESS EASEMENT (PER FILING NO. 2 PLAT)
PR ACCESS, DRAINAGE & UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS & UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS & UTILITY EASEMENT (PER FILING NO. 2 PLAT)
PR 20' UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS, DRAINAGE & UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS & UTILITY EASEMENT (PER FILING NO. 2 PLAT)
PR 15' UTILITY AND ACCESS EASEMENT (PER FILING NO. 2 PLAT)
PR 30' ACCESS & UTILITY EASEMENT (BY PLAT)
PR 15' UTILITY EASEMENT (BY PLAT)
PR SIDEWALK EASEMENT (BY PLAT)
PR 15' UTILITY AND ACCESS EASEMENT (PER FILING NO. 2 PLAT)
PR 30' ACCESS & UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS, DRAINAGE & UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS & UTILITY EASEMENT (BY PLAT)
PR 30' ACCESS & UTILITY EASEMENT (BY PLAT)
PR 15' UTILITY AND ACCESS EASEMENT (PER FILING NO. 2 PLAT)
PR SIDEWALK EASEMENT (BY PLAT)
PR 15' UTILITY AND ACCESS EASEMENT (PER FILING NO. 2 PLAT)
PR SIDEWALK EASEMENT (BY PLAT)
PR 15' UTILITY AND ACCESS EASEMENT (PER FILING NO. 2 PLAT)
PR 30' ACCESS & UTILITY

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



UTILITY LEGEND

- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING STORM SEWER (LESS THAN 12"ø)
- EXISTING STORM SEWER (12"ø AND LARGER)
- PROPOSED STORM SEWER (LESS THAN 12"ø)
- PROPOSED STORM SEWER (12"ø AND LARGER)
- PROPOSED UNDERGROUND ELECTRICAL
- PROPOSED FIBER OPTIC LINE
- EXISTING UNDERGROUND TELEPHONE
- PROPOSED UNDERGROUND TELEPHONE
- EXISTING GAS LINE
- PROPOSED GAS LINE
- LIMITS OF CONSTRUCTION
- EXISTING ELECTRIC LIGHT POLE
- PROPOSED SITE LIGHTING
- PROPOSED PAD MOUNTED TRANSFORMER
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING STORM SEWER INLET
- EXISTING STORM SEWER MANHOLE
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM INLET
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- PROPOSED WATER VALVE
- PROPOSED WATER METER
- PROPOSED FIRE HYDRANT

SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED EDGE OF GRAVEL
- PROPOSED CURB AND GUTTER
- CURB AND GUTTER BY OTHERS
- PROPOSED CONCRETE SIDEWALK
- ENHANCED CONCRETE PAVEMENT
- LIMITS OF ARCHITECTURAL SCOPE
- ADA PATH OF TRAVEL
- PROPOSED SIGHT DISTANCE TRIANGLE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- LIMITS OF CONSTRUCTION
- PARKING COUNT
- SIGN BY OTHERS
- PROPOSED SIGN
- PROPOSED PIPE BOLLARD
- PROPOSED ADA PARKING SYMBOL
- LIGHT POLE BY OTHERS
- PROPOSED SITE LIGHTING
- PROPOSED SANITARY SEWER MANHOLE
- MANHOLE BY OTHERS
- STORM SEWER INLET BY OTHERS
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM INLET
- WATER METER BY OTHERS
- PROPOSED WATER METER
- FIRE HYDRANT BY OTHERS
- PROPOSED FIRE HYDRANT
- PROPOSED CART CORRAL

UTILITY SCHEDULE

1. EXISTING 20" PVC WATER LINE
2. EXISTING 16" PVC WATER LINE
3. EXISTING WATER VALVE
4. EXISTING FIRE HYDRANT
5. EXISTING WATER METER
6. EXISTING 8" PVC SANITARY SEWER
7. EXISTING SANITARY SEWER MANHOLE
8. EXISTING STORM SEWER
9. EXISTING STORM SEWER INLET
10. EXISTING STORM SEWER MANHOLE
11. EXISTING UNDERGROUND TELEPHONE
12. EXISTING GAS LINE (AS-BUILT CONDITION WITHIN NON-CONFORMING EASEMENT)
13. EXISTING SITE LIGHT
14. PROPOSED 8" PVC WATER LINE
15. CONNECT TO EXISTING WATER MAIN
16. PROPOSED WATER METER
17. PROPOSED FIRE HYDRANT
18. PROPOSED FDC
19. PROPOSED SANITARY SEWER
20. PROPOSED SANITARY SEWER MANHOLE
21. REMOVE PLUG AND CONNECT TO EXISTING 8" SANITARY SEWER
22. PROPOSED SANITARY SEWER GREASE INTERCEPTOR
23. PROPOSED STORM SEWER
24. PROPOSED STORM SEWER INLET
25. PROPOSED STORM SEWER MANHOLE
26. PROPOSED CONCRETE FLARED END SECTION
27. PROPOSED GAS LINE
28. PROPOSED UNDERGROUND ELECTRICAL
29. PROPOSED ELECTRICAL TRANSFORMER; G.C. TO COORDINATE INSTALLATION WITH UTILITY COMPANY
31. PROPOSED FIBER OPTIC LINE
32. PROPOSED SITE LIGHTING
33. PROPOSED MONUMENT SIGN (BY OTHERS)
34. PROPOSED STUB FOR FUTURE CONNECTION
35. RELOCATE SITE LIGHT (BY OTHERS)
36. PROPOSED WATER SERVICE LINE TO WATER METER LOCATED INSIDE OF BUILDING
37. PROPOSED FIRE SERVICE LINE
38. PROPOSED GENERATOR
39. PROPOSED EUSERC
40. PROPOSED ELECTRICAL SWITCH GEAR VAULT
41. PROPOSED IRRIGATION METER
42. PROPOSED SANITARY SEWER SERVICE STUB
43. PROPOSED WATER SEWER SERVICE STUB
44. PROPOSED ELECTRICAL SWITCH GEAR VAULT

UTILITY NOTES

1. THIS SITE IS LOCATED WITHIN THE TOWN OF CASTLE ROCK RED WATER PRESSURE ZONE.
2. ALL PROPOSED EASEMENTS MUST BE RECORDED PRIOR TO ISSUANCE OF CONSTRUCTION PERMITS.
3. ALL UTILITY EASEMENTS FOR WATER AND WASTEWATER LINES SHALL BE FOR THE EXCLUSIVE USE OF THE TOWN SO THAT ACCESS AND MAINTENANCE MAY BE PERFORMED.
4. THE MINIMUM SEPARATION BETWEEN WATERLINES, SANITARY SEWER AND STORM SEWER LINES IS 10 FEET.
5. THE MINIMUM SEPARATION BETWEEN WATER SERVICE LINES IS 5 FEET.
6. ANY TIE-IN, CROSSING OR LOWERING OF TOWN CRITICAL INFRASTRUCTURE WILL REQUIRE A TIME AND MATERIALS PERMIT (TMU) WITH FEES REQUIRED PRIOR TO CONSTRUCTION.

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR
4	07/15/26	5th SUBMITTAL	JRR

Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

UTILITY PLAN

I:\PW\Work Systems - City Work\KSS\Castle Rock - #165\SDP\SDP Sheets\KSS165_Sheet1.dwg\KSS165_SDP_11_UTILITY.dwg, Plot Date/time: 7/15/2026

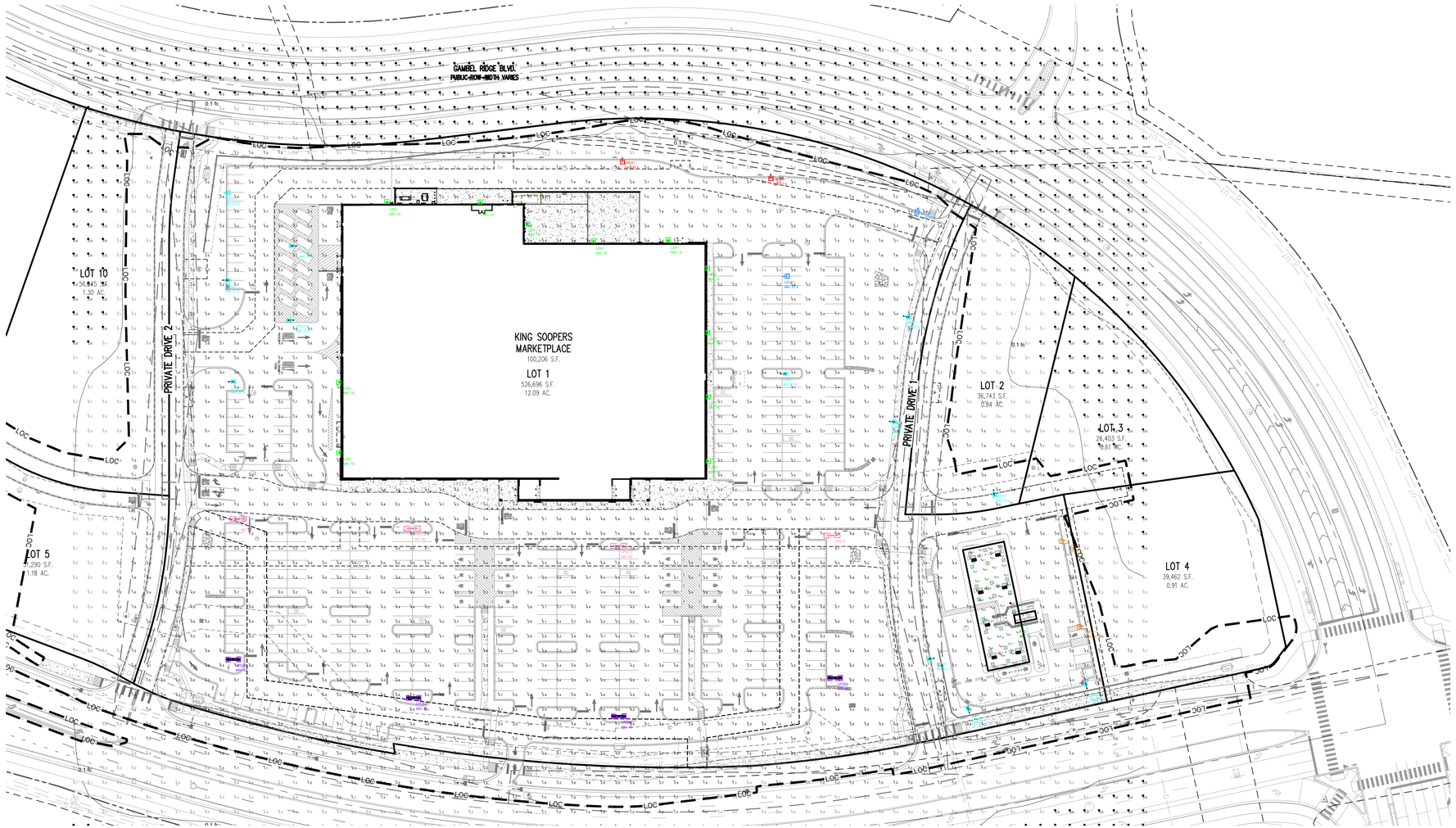
SITE DEVELOPMENT PLAN

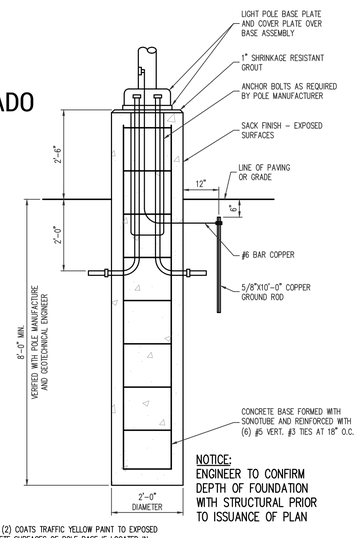
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

Calculation Summary							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
CalcPts@Grade	Illuminance	Fc	2.08	9.4	0.0	N.A.	N.A.
FUEL CANOPY	Illuminance	Fc	15.88	19.1	13.4	1.19	1.43
PROPERTY LINE @ GRADE	Illuminance	Fc	0.20	1.1	0.0	N.A.	N.A.
BUILDING REAR	Illuminance	Fc	2.04	3.8	0.4	5.10	9.50
FRONT DRIVE	Illuminance	Fc	4.45	7.9	2.6	1.71	3.04
FUEL ENTRANCE & ACCESS ROAD	Illuminance	Fc	4.12	6.7	1.6	2.58	4.19
MAIN ENTRANCE	Illuminance	Fc	3.54	7.1	1.7	2.08	4.18
MAIN PARKING	Illuminance	Fc	4.12	8.9	2.0	2.06	4.45
SIDE ENTRANCE	Illuminance	Fc	5.05	7.0	4.5	1.12	1.56
SIDE PARKING	Illuminance	Fc	2.72	4.7	0.6	4.53	7.83
SIDE PARKING & CLICK-LIST	Illuminance	Fc	4.31	5.7	2.2	1.96	2.59

Site Lumminary Summary Table

Symbol	Luminaire ID/ Symbol	Manufacturer	Model	Catolog Number	Description	Full Cut Off (Y/N)	Distribution	Voltage	Dimming	Quantity	Mounting	Lamps Mounting Height	Quantity	Type	Watts	Lumens	Color Temp/CRI	Light loss factor	Fixture Finish
	FC2	LSI	SCV	SCV-LED-10L-SC-UNV-50	CANOPY	Y	SYMMETRICAL	208, 1PH	50%	24	CANOPY	15'-0"	24	LED	66.1	10,306	5000K/70	1.0	WHITE
	LPC11	COOPER	Galleon II	GALN-SB1D-740-U-T2-BZ	SINGLE	Y	Type 2	277, 1PH	0%	2	POLE	17'-6"	2	LED	79.6	10,671	4000K/70	1.0	DARK BRONZE
	LPF21	COOPER	Galleon II	GALN-SB2D-740-U-SL3-BZ-HSS	SINGLE	Y	Type 3 w/ spill control	277, 1PH	0%	2	POLE	27'-6"	2	LED	147.6	17,338	4000K/70	1.0	DARK BRONZE
	LPG62	COOPER	Galleon II	(2) GALN-SB6D-740-U-5WQ-BZ	BACK/BACK	Y	Type 5 Square Wide	277, 1PH	0%	4	POLE	40'-0"	8	LED	440.1	66,037	4000K/70	1.0	DARK BRONZE
	LPG72	COOPER	Galleon II	(2) GALN-SB7D-740-U-5WQ-BZ	BACK/BACK	Y	Type 5 Square Wide	277, 1PH	0%	4	POLE	40'-0"	8	LED	512.8	77,445	4000K/70	1.0	DARK BRONZE
	LPH31	COOPER	Galleon II	GALN-SB3D-740-U-5MQ-BZ	SINGLE	Y	Type 5 Square Medium	277, 1PH	0%	12	POLE	27'-6"	12	LED	218.1	33,828	4000K/70	1.0	DARK BRONZE
	LPJ21	COOPER	Galleon II	GALN-SB2D-740-U-SL3-BZ	SINGLE	Y	Type 3 w/ spill control	277, 1PH	0%	2	POLE	27'-6"	2	LED	147.6	21,042	4000K/70	1.0	DARK BRONZE
	LPK11	COOPER	Galleon II	GALN-SB1D-740-U-SLL-BZ	SINGLE	Y	Spill Eliminator Left	277, 1PH	0%	1	POLE	27'-6"	1	LED	79.6	10,731	4000K/70	1.0	DARK BRONZE
	LZA1	COOPER	Galleon Wall	GWS-SA1F-740-U-T3-BZ	WALL	Y	Type III	277, 1PH	0%	11	WALL	18'-0"	11	LED	67.2	8,431	4000K/70	1.0	DARK BRONZE





NOTICE:
ENGINEER TO CONFIRM DEPTH OF FOUNDATION WITH STRUCTURAL PRIOR TO ISSUANCE OF PLAN

NOTE:
1. APPLY (2) COATS TRAFFIC YELLOW PAINT TO EXPOSED CONCRETE SURFACES OF POLE BASE IF LOCATED IN PARKING LOT .

LIGHT POLE BASE
NOT TO SCALE

LIGHTING STANDARD NOTES

LIGHT LOSS FACTOR = 1

LIGHTING OPERATION AND CONTROL PLAN (WAVELINX SYSTEM)

1. HOURS OF LIGHT OPERATION AND HOW THIS WILL BE ACHIEVED:
   THE LIGHTING SYSTEM WILL BE SCHEDULED AND AUTOMATED THROUGH THE WAVELINX CONTROL SYSTEM.
   NORMAL OPERATING HOURS:LIGHTING WILL OPERATE FROM DUSK TO DAWN.
   METHOD:
   WAVELINX'S TIME-BASED SCHEDULING FEATURE WILL AUTOMATICALLY ACTIVATE AND DIM LUMINAIRES ACCORDING TO THE PROGRAMMED SCHEDULE. ALL SCHEDULES ARE STORED WITHIN THE WAVELINX CONTROLLER, ALLOWING AUTONOMOUS OPERATION EVEN IF THE NETWORK CONNECTION IS INTERRUPTED.

2. CONTROL DESCRIPTIONS AND TYPES OF CONTROLS:
   THE WAVELINX SYSTEM WILL UTILIZE THE FOLLOWING CONTROL TYPES:
   TIMECLOCK SCHEDULING:USED FOR DAILY AUTOMATIC ON/OFF OPERATION AND DIMMING PROFILE
   AUTOMATICALLY DIM BASED ON AVAILABLE NATURAL LIGHT TO MAINTAIN TARGET ILLUMINATION LEVELS.
   MANUAL OVERRIDE (WALLSTATIONS):AUTHORIZED USERS WILL HAVE THE ABILITY TO OVERRIDE SCHEDULES VIA WAVELINX WALLSTATIONS, SUBJECT TO TIME-LIMITED CONTROL PER PROGRAMMING.

3. LUMINAIRES TO BE CONTROLLED BY EACH TYPE AND CONTROL SCHEDULE:
   EXTERIOR OR SECURITY LUMINAIRES:
   CONTROL TYPE: TIMECLOCK + ASTRONOMICAL CLOCK
   SCHEDULE: ON AT SUNSET, OFF AT SUNRISE

4. POST-CURFEW CONTROL METHOD AND SCHEDULE
   A CURFEW MODE WILL BE IMPLEMENTED TO REDUCE ENERGY USAGE AND NIGHTTIME LIGHT LEVELS.
   CURFEW START TIME: 11PM
   POST-CURFEW LIGHTING STRATEGY:
   EXTERIOR/PERIMETER LIGHTING: AUTOMATICALLY REDUCED TO 50% OUTPUT THROUGH WAVELINX DIMMING PROFILES.
   METHOD:
   CONTROLLED ENTIRELY THROUGH WAVELINX'S TIMECLOCK SCHEDULING ENGINE USING A "CURFEW MODE" SCENE THAT AUTOMATICALLY ACTIVATES AT THE SET TIME.

OBJECTIVE OF EACH AREA OF THE SITE LIGHTING

1. ENTRY / DRIVEWAY AREAS OBJECTIVE:
   PROVIDE SAFE, CLEARLY ILLUMINATED ACCESS FOR VEHICLES AND PEDESTRIANS ENTERING AND EXITING THE SITE.
   HOW THIS WILL BE ACCOMPLISHED:
   POLE-MOUNTED LUMINAIRES WITH UNIFORM HORIZONTAL ILLUMINATION.
   CONTROLLED BY WAVELINX ASTRONOMICAL TIMECLOCK TO OPERATE FROM DUSK UNTIL CURFEW, THEN DIMMED TO REDUCED LEVELS FOR SAFETY.
   OPTIONAL OCCUPANCY SENSORS TO RAISE OUTPUT ONLY WHEN ACTIVITY IS DETECTED POST-CURFEW

2. PARKING AREAS OBJECTIVE:
   ENSURE VISIBILITY FOR DRIVERS AND PEDESTRIANS, SUPPORT SECURITY MONITORING, AND REDUCE RISK OF ACCIDENTS.
   HOW THIS WILL BE ACCOMPLISHED:
   - EVENLY DISTRIBUTED AREA LIGHTING MEETING RECOMMENDED LUX LEVELS AND UNIFORMITY RATIOS.
   - WAVELINX TIMECLOCK SCHEDULING FOR NORMAL OPERATION.
   - CURFEW DIMMING SCHEDULE TO REDUCE OUTPUT AFTER DESIGNATED HOURS.
   - OPTIONAL MOTION SENSING FOR LOW-TRAFFIC PERIODS.

3. BUILDING PERIMETER / FAÇADE LIGHTING OBJECTIVE:
   ENHANCE BUILDING VISIBILITY, IMPROVE PERIMETER SECURITY, AND SUPPORT WAYFINDING.
   HOW THIS WILL BE ACCOMPLISHED:
   - WALL-MOUNTED OR FAÇADE LUMINAIRES PROVIDING VERTICAL ILLUMINATION ALONG BUILDING EDGES.
   - CONTROLLED BY WAVELINX ASTRONOMICAL CLOCK (DUSK-TO-CURFEW OPERATION).
   - POST-CURFEW DIMMING TO SECURITY LEVELS.
   - INTEGRATION WITH SECURITY SYSTEM IF REQUIRED.

4. PEDESTRIAN PATHWAYS / WALKWAYS OBJECTIVE:
   PROVIDE SAFE NAVIGATION FOR OCCUPANTS AND VISITORS WHILE MINIMIZING GLARE AND LIGHT SPILL.
   HOW THIS WILL BE ACCOMPLISHED:
   - LOW-HEIGHT PEDESTRIAN BOLLARDS OR PATHWAY LUMINAIRES WITH CUTOFF OPTICS.
   - OPERATION TIED TO WAVELINX TIMECLOCK.
   - OPTIONAL OCCUPANCY-BASED RAISE-TO-HIGH OUTPUT DURING LATE-NIGHT HOURS.

6. EMERGENCY EGRESS ROUTES OBJECTIVE:
   ENSURE COMPLIANCE WITH SAFETY STANDARDS AND PROVIDE RELIABLE ILLUMINATION DURING POWER LOSS.
   HOW THIS WILL BE ACCOMPLISHED:
   - DEDICATED EMERGENCY LUMINAIRES ON EMERGENCY CIRCUITS OR BATTERY BACKUP.
   - NOT CONTROLLED BY WAVELINX (LIFE-SAFETY REQUIREMENT).
   - ALWAYS OPERATIONAL DURING EMERGENCY CONDITIONS.

MITIGATION EFFORTS OF NEIGHBORING PROPERTIES

MINIMIZE LIGHT SPILL, GLARE, AND VISUAL IMPACT ON ADJACENT PROPERTIES WHILE MAINTAINING REQUIRED ILLUMINATION LEVELS FOR SAFETY AND FUNCTIONALITY ON-SITE.

1. USE OF FULL CUTOFF / SHIELDED LUMINAIRES
   ALL EXTERIOR LUMINAIRES WILL BE SPECIFIED WITH FULL CUTOFF OPTICS OR FACTORY-INSTALLED SHIELDING TO PREVENT UPWARD LIGHT SPILL AND REDUCE VISIBILITY OF LIGHT SOURCES FROM NEIGHBORING PROPERTIES.

   DIRECTIONAL OPTICS WILL BE ORIENTED AWAY FROM PROPERTY LINES AND TOWARD ON-SITE TASK AREAS ONLY.
2. CONTROLLED LIGHT LEVELS AT PROPERTY BOUNDARIES
   LIGHTING DESIGN WILL ENSURE THAT ILLUMINANCE AT THE PROPERTY LINE DOES NOT EXCEED THE LIMITS OF APPLICABLE STANDARDS OR BYLAWS (E.G., <1 LUX OR AS REQUIRED).

   PHOTOMETRIC MODELLING WILL CONFIRM COMPLIANCE BEFORE INSTALLATION.
3. POST-CURFEW DIMMING OR SHUTOFF
   A CURFEW SCHEDULE VIA THE WAVELINX CONTROLLER WILL REDUCE EXTERIOR LIGHTING LEVELS AFTER DESIGNATED HOURS . THIS REDUCES NIGHTTIME IMPACT ON NEARBY RESIDENCES AND BUSINESSES.

4. STRATEGIC PLACEMENT AND AIMING OF LUMINAIRES
   FIXTURES NEAR PROPERTY LINES WILL BE MOUNTED LOWER AND AIMED DOWNWARD TO CONFINE ILLUMINATION TO WALKWAYS, PARKING AREAS, AND ACTIVE ZONES.

   NO LUMINAIRES WILL BE AIMED TOWARD ADJACENT HOMES OR ROADWAYS.

PROHIBITED LIGHTING TYPES:

FORWARD THROW LUMINAIRES (TYPE IV DISTRIBUTION), POLE-MOUNTED LIGHTS AIMED AT A BUILDING'S FACADE, AND UNSHIELDED WALL PACKS ARE PROHIBITED.

COOPER Lighting Solutions
Applications Engineering
1121 Highway 74 South
Peachtree City, GA 30269
tel no: 770-486-45xx
fax no: 770-486-4599
e-mail:
mkt-lightingapplications@cooperlighting.com

N

0 10 30 60
SCALE: 1"=60'

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

Galloway
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR
4	07/15/26	5th SUBMITTAL	JRR

Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	

ILLUMINATION PLAN

11
of 24

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

Project		Catalog #		Type	
Prepared by		Notes		Date	



McGraw-Edison

GALN Galleon II

Area / Site Luminaire

Product Features

Light Adjustment™ · BAA · Energy Efficient Fadec

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 5
- Energy and Performance Data page 6
- Control Options page 11

Product Certifications

USDA Approved · DLC Listed · DLC Listed Premium · 3G VIB · IP66 · Certified · 5 YEAR

Quick Facts

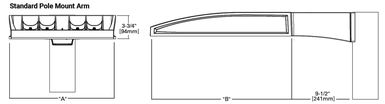
- Lumen packages range from 3,300 - 73,500 (33W - 552W)
- 17 optical distributions
- Efficacy up to 159 lumens per watt

Connected Systems

- Wavelinx LITE Wireless
- Wavelinx PRO Wireless

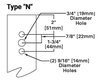
Dimensional Details

Standard Pole Mount Arm



Pole Drilling Pattern

Type "N"



Number of Light Squares	Width 'A'	Housing Length 'B'	Weight with Standard or QM Arm	EPA with Standard or QM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

NOTES:
For arm selection requirements and additional line art, see Mounting Details section.

NOTES:
1. Visit https://www.designlights.org/search/ to confirm qualification. Not all product variations are DLC qualified.
2. ISA Certified (2000K CCT and warmer only, Sand seasoning options)

McGraw-Edison

GALN Galleon II

Ordering Information

SAMPLE NUMBER: **GALN-SA4C-740-U-T4FT-GM**

Product Family [1,2]	Light Engine: Configuration	Light Engine: Drive Current	Color Temperature	Voltage	Distribution	Mounting	Finish
GALN=Galleon II **BAA-GALN**=Galleon II Buy American Act Compliant [3] **TAA-GALN**=Galleon II Trade Agreements Act Compliant [4]	SA1=1 Square SA2=2 Square SA3=3 Square SA4=4 Squares SA5=5 Squares SA6=6 Squares SA7=7 Squares SA8=8 Squares SA9=9 Squares	A=600mA B=800mA C=1000mA (not available with 5-9 arrays) D=1200mA (not available with 5-9 arrays)	727=727K, 2200K 727=727K, 2700K 730=730K, 3000K 735=735K, 3500K 740=740K, 4000K 750=750K, 5000K 760=760K, 6000K 827=827K, 2700K 830=830K, 3000K 835=835K, 3500K 840=840K, 4000K 850=850K, 5000K 860=860K, 6000K 935=935K, 3500K 940=940K, 4000K 950=950K, 5000K AMB=Amber, 590nm [5,6]	U=350-277V (120V-480V) [7,8] 1=120V 2=208V 3=240V 4=277V 5=347V [8] 6=480V DV=277V-480V DuroVolt Drivers [6,9,10]	2=Type 2 Roadway 3=Type 3 Roadway T2FT=Type II Forward Throw T3=Type III Roadway T4FT=Type IV Forward Throw T4W=Type IV Wide SQ=Type V Square Medium SQW=Type V Square Wide SQ_HS=Type V Square Houseside Shield SLC=Type V Square Short Cutoff SLC_HS=Type V Short Cutoff Houseside Shield RW=Rectangular Wide Type I AFL=Automotive Frontline	[Blank]=Standard Pole Mount Arm QM=Quick Mount Universal Arm QM=Pole Mount Arm with Quick Mount Adapter PA=Pole Mount, Adjustable SP-3"=Slipfitter, Adjustable 3" SPS-2-3/8"=Slipfitter, Adjustable 2 3/8" QMA=Quick Mount Mast Arm, Fixed MA=Mast Arm, Fixed MAA=Mast Mount, Fixed MA-RA=Mast Mount, Adjustable UP=Upswept Arm	AP=Grey DP=Black BKTEXT=Textured Black PT=Platinum GM=Graphite Metallic WH=White BALX=Custom Color

Options (Add as Suffix)	Controls and System Options (Add as Suffix)	Accessories (Order Separately) [11]
DIM=External 0-10V Dimming Leads [14] F=Single Fuse (120, 277 or 347V (Specify Voltage) FF=Double Fuse (208, 240 or 480V Specify Voltage) 20K=20W UL 1449 listed surge protective device [15] DL=Two Circuits [16] **PA=SPCC High Ambient** [17] **HA=50°C High Ambient** [17] SPR=Photocontrol Receptacle [18] SPR20=Dimming Motion Sensor, limited square count, 9'-20' mounting [19] SPR47=Dimming Motion Sensor, limited square count, 21'-40' mounting [19] **SCR=Shorting Cap** [20] **TH=Tool-less Door Hardware** [21] **CC=Coastal Construction** [22,23] **GZ=Optics Rotated 90° Left** **SR90=Optics Rotated 90° Right** **AHD14S=**4 Hex Thorn Dirs, 5 Hours [24] **AHD24S=**4 Hex Thorn Dirs, 6 Hours [24] **AHD25S=**4 Hex Thorn Dirs, 7 Hours [24] **AHD35S=**4 Hex Thorn Dirs, 8 Hours [24] **DALI-DALI Drivers**	**BPC=Button Type Photocontrol. Must specify voltage 120V, 208V, 240V or 277V.** [4] **PR=NEMA 3-PIN Photocontrol Receptacle** [4] **PR7=NEMA 7-PIN Photocontrol Receptacle** [4] **FADC=Field Adjustable Dimming Controller** [25] **PSC=Photocontrol Shorting Cap** **SPR2=**Dimming Motion Sensor, 9'-20' mounting [26] **SPR47=**Dimming Motion Sensor, 21'-40' mounting [26] **SPR20=**Dimming Motion Sensor, limited square count, 9'-20' mounting [26] **SPR47=**Dimming Motion Sensor, limited square count, 21'-40' mounting [26] **SLCSDM-L20=**Motion Sensor for Dimming Operation, 9'-20' Mounting [26] **MS/DIM-L40=**Motion Sensor for Dimming Operation, 21'-40' Mounting [26] **WLSX2X=**WaveLinx LITE, 2B Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting [26] **WLSX4X=**WaveLinx LITE, 4B Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting [26,27] **WP2SDX=**WaveLinx PRO, 2B Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [26] **WP4SDX=**WaveLinx PRO, 4B Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [26,27] **WLSX2X-WLC=**WaveLinx LITE, 2B Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting [26] **WLSX4X-WLC=**WaveLinx LITE, 4B Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting [26,27] **WP2SDX-WLC=**WaveLinx PRO, 2B Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [26] **WP4SDX-WLC=**WaveLinx PRO, 4B Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [26,27] **DMB10-L20=**AirMesh Occupancy Sensor (9'-20' Mounting) [26] **DMB10-L40=**AirMesh Occupancy Sensor (21'-40' Mounting) [26]	**GA/BA16116=**NEMA Photocontrol Multi-Tap - 105-285V **GA/BA16027=**NEMA Photocontrol - 480V **GA/BA16281=**NEMA Photocontrol - 347V **GA/BA16013=**Photocontrol Shorting Cap **GA/BA16414=**120V Photocontrol **MA1252=**130V Surge Module Replacement **MA1192-XX=**@120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1193-XX=**@180° Tenon Adapter for 2-3/8" O.D. Tenon **MA1197-XX=**@120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1198-XX=**@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1199-XX=**@60° Tenon Adapter for 2-3/8" O.D. Tenon **MA1200-XX=**@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1191-XX=**@120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1201-XX=**@180° Tenon Adapter for 2-3/8" O.D. Tenon **MA1202-XX=**@120° Tenon Adapter for 3-1/2" O.D. Tenon **MA1192-XX=**@180° Tenon Adapter for 3-1/2" O.D. Tenon **MA1193-XX=**@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1194-XX=**@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1195-XX=**@60° Tenon Adapter for 3-1/2" O.D. Tenon **SRA238=**Adapter kit for mounting 3" SP arm to 2-3/8" O.D. vertical tenon **RSIX-WM=Wireless Configuration Tool for MS/DIM** [4] **LSI/SID-**Field Installed House Side Shield [4,28] **LSI/GBSMK-2PK=**Glare Reducing Shield, Black [4,29] **LSI/GBSMH-2PK=**Glare Reducing Shield, White [4,29] **LSI/PS-**Perimeter Shield, Black [4] **WDLC-7P-10A=**WaveLinx Outdoor Control Module [11,30] **TL7-VHS-**ArcWatch 7-PIN node, 110-480V [11,30]

NOTES:
1. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information.
2. Desired ordering Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
3. Coastal construction finish and spray tested to over 5,000 hours per ASTM B117 with a cross cut scribe. Not available with T3 option.
4. Not available with 20K option. Available with color temperatures 727, 727, 827, 835 or 930 when the HSS option is selected
5. T3 option not UL rated. Not available with Coastal Construction (CC) option.
6. Not available with voltage options HL, 5 or 6.
7. Requires the use of an external step down transformer when combined with sensor options. Not available in combination with the 1A high ambient and sensor options at 1A.
8. Not available with 1A, 2A or 3A drive currents. SPT limited to 2-3/8" O.D. vertical tenon.
9. One required for each Light Square.
10. 2L is not available with SPR or 347V or 480V. Not available with WaveLinx or Enlighted sensors, or 20kV surge option
11. Not available with 1A.
12. Replace XX with sensor color (BK, BZ or BL).
13. NAC Gateway required to enable field-configurability (Order NAC-PoE and WPOE-120 (120 to PoE injector) power supply if needed. WAC not required for Bluetooth Programmable sensors
14. Not available with 480V, 5 or 6 or DuroVolt drivers.
15. Not available with HSS, GBSMH or GBSMK.
16. Only product configurations with three designated profiles are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed and/or domestic preference requirements.
17. For BAA or TAA requirements, Accessories sold separately will be separately analyzed and/or domestic preference requirements. Consult factory for further information.
18. Customer is responsible for ensuring adequate from power quality issues such as host of electrical, transients and voltage fluctuations. Visit www.sidactv.com/brochure2/ for more information.
19. 480V not to be used with ungrounded or impedance grounded systems.
20. Requires the use of an external step down transformer. Not available with any control option except SPR.
21. Cannot be used with PE7 or other motion response control options.
22. Use GLN Product Configurator to specify lumen output, drive current and wattage. Not available with AMD.
23. Uses the TGP-211 mobile sensor. The TGB-100 configuration tool is required to adjust parameters including high-end low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative or Cooper Lighting Solutions for more information.
24. Controls system is not available with photocontrol receptacles (PR, PR7) or other controls systems (CNS2, DTN).

Project		Catalog #		Type	
Prepared by		Notes		Date	



McGraw-Edison

GWS Galleon II Wall Slim

Wall Mount Luminaire

Product Features

Light Adjustment™ · BAA

Interactive Menu

- Ordering Information page 2
- Product Specifications page 2
- Energy and Performance Data page 3
- Control Options page 9

Product Certifications

USDA Approved · DLC Listed · DLC Listed Premium · 3G VIB · IP66 · Certified · 5 YEAR

Quick Facts

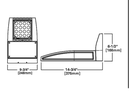
- Lumen packages range from 2,700 - 52,000 (20W - 373W)
- 14 optical distributions
- Efficacy up to 160 LPW

Connected Systems

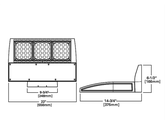
- WaveLinx PRO Wireless
- WaveLinx LITE Wireless

Dimensional Details

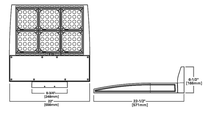
1 Square - Housing



2-3 Square - Housing



4-6 Square - Housing



NOTES:
1. Visit https://www.designlights.org/search/ to confirm qualification. Not all product variations are DLC qualified.
2. ISA Certified for 3000K CCT and warmer only.

McGraw-Edison

GWS Galleon II Wall Slim

Ordering Information

SAMPLE NUMBER: **GWS-SA1C-740-U-T2-GM**

Product Family [1,2]	Light Engine: Configuration	Light Engine: Drive Current	Color Temperature	Voltage	Distribution and IES NEMA Type (HxV)	Finish
GWS=Galleon Wall Slim **BAA-GWS**=Galleon Wall Slim Buy American Act Compliant [3] **TAA-GWS**=Galleon Wall Slim Trade Agreements Act Compliant [4]	SA1=1 Square SA2=2 Square SA3=3 Square SA4=4 Squares SA5=5 Squares SA6=6 Squares	A=350mA B=450mA C=613mA D=700mA E=1000mA (not available with 5-6 arrays)	722=722K, 2200K 727=727K, 2700K 730=730K, 3000K 735=735K, 3500K 740=740K, 4000K 750=750K, 5000K 760=760K, 6000K 827=827K, 2700K 830=830K, 3000K	U=120-277V (120V-277V) [7,8] 1=120V 2=208V 3=240V 4=277V 5=347V [8] 6=480V 9=347V	T1=Type I T2=Type II T2FT=Type II Forward Throw T4W=Type IV Wide SL2=Type II w/Spill Control SL3=Type III w/Spill Control SL4=Type IV w/Spill Control SLL=90° Spill Light Eliminator Left SLR=90° Spill Light Eliminator Right RW=Rectangular Wide Type I SWQ=Type V Square Narrow SQ=Type V Square Medium SWQ=Type V Square Wide	AP=Grey DP=Black BKTEXT=Textured Black PT=Platinum GM=Graphite Metallic WH=White

Options (Add as Suffix)	Controls and System Options (Add as Suffix)	Accessories (Order Separately)
DIM=External 0-10V Dimming Leads [14] F=Single Fuse [15] FF=Double Fuse [15] 20K=20kV surge protective device [15] DL=Two Circuits [16] CC=Coastal Construction L90=Optics Rotated 90° Left R90=Optics Rotated 90° Right HSS=Factory Installed House Side Shield [4] GBSMK=Glare Reducing Shield, Black [4] GBSMH=Glare Reducing Shield, White [4] AHD14S=4 Hex Thorn Dirs, 5 Hours [24] AHD24S=4 Hex Thorn Dirs, 6 Hours [24] AHD25S=4 Hex Thorn Dirs, 7 Hours [24] AHD35S=4 Hex Thorn Dirs, 8 Hours [24] DALI=DALI Drivers	BPC=Button Type Photocontrol (120, 208, 240 or 277V Must Specify Voltage) [4] PR=NEMA 3-PIN Photocontrol Receptacle [4] PR7=NEMA 7-PIN Photocontrol Receptacle [4] WPSEX=WaveLinx PRO, SB Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [26] WP4SEX=WaveLinx PRO, SB Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [26] WLSSEX=WaveLinx LITE, SB Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting [26] WLS4SX=WaveLinx LITE, SB Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting [26] SPR=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 9'-20' Mounting [26] SPR2=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 9'-20' Mounting [26] SPR4=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 21'-40' Mounting [26] DMB10-L20=AirMesh Occupancy Sensor (9'-20' Mounting) [26] DMB10-L20=AirMesh Occupancy Sensor (9'-20' Mounting) [26] DMB10-L40=AirMesh Occupancy Sensor (21'-40' Mounting) [26]	GA/BA16116=NEMA Photocontrol Multi-Tap - 105-285V GA/BA16027=NEMA Photocontrol - 480V GA/BA16281=NEMA Photocontrol - 347V GA/BA16013=Photocontrol Shorting Cap GA/BA16414=120V Photocontrol MA1252=130V Surge Module Replacement WDLC-7P-10A=WaveLinx Outdoor Control Module [11,30] TL7-VHS-ArcWatch 7-PIN node, 110-480V [11,30] LSI/SID-Field Installed House Side Shield [4,28] LSI/GBSMK-2PK=Glare Reducing Shield, Black [4,29] LSI/GBSMH-2PK=Glare Reducing Shield, White [4,29] LSI/PS-Perimeter Shield, Black [4] LSI/WG1-Field Installed Wire Guard, 1 Sq [4] LSI/WG2-Field Installed Wire Guard, 2 Sq [4] LSI/WG3-Field Installed Wire Guard, 3 Sq [4] LSI/SLD-Field Installed Vandal Shield, 1 Sq [4] LSI/SLD2-Field Installed Vandal Shield, 2 Sq [4] LSI/SLD3-Field Installed Vandal Shield, 3 Sq [4] LSI/SLD4-Field Installed Vandal Shield, 4 Sq [4]

NOTES:
1. Customer is responsible for engineering analysis to confirm fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information
2. Desired ordering Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details
3. Available with SA1 only. Not available with 347V or 480V.
4. Not for use with T4W, T4FW or SL4 optics. See ES data for details.
5. Not available with HSS, GBSMH or GBSMK. Not available with 20K option.
6. Use voltage control lead brought out 18" outside fixture. Not available with DALI or integrated controls options
7. Single fuse (F) specify voltage 120V, 277V or 347V. Double fuse (FF) specify voltage 208V, 240V or 480V.
8. 2L is not available with SPR or 347V or 480V. Not available with WaveLinx or Enlighted sensors, or 20kV surge option
9. Not for use with SWQ, SWQ, SWQ or RW optics. The right square tree plate is painted black when the HSS option is selected
10. Not available with 1A. Not available with BPC, PR or PR7 or PA photocontrol receptacle with photocontrol accessory
11. Extended lead times may apply.
12. Not available if any SPR or WaveLinx sensor is selected
13. Set of 4 pcs. Use set required per Light Square.
14. Sensor configuration module application required for configuration. See controls page for details
15. Not available with 1A.
16. Order one shield per Light Square.
17. WAC Gateway required to enable field-configurability (Order WAC-PoE and WPOE-120 (120 to PoE injector) power supply if needed. WAC not required for Bluetooth Programmable sensors
18. Only product configurations with three designated profiles are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed and/or domestic preference requirements.
19. Customer specific specifications utilizes standard products with small adjustments to meet unique requirements such as packaging, labels, wattage adjustments, etc.

Product Specifications

Construction

- Single-piece die-cast aluminum housing with integrated heat sink
- Available in three housing sizes: small (1 light square), medium (2 or 3 light squares), and large (4, 5, or 6 light squares)
- Housing and optics IK10 impact rated
- Housing and optics IP66 rated

Optics

- High-efficiency injection-molded AccuLED Optics technology
- 14 optical distributions for wall mount applications
- 3 shielding options include HSS, GRS and PFS
- SLD constructed of Makrolon GP, UV stabilized clear polycarbonate, with a thickness of 3/16" and impact rated IK10; Secured at 4 fastening points and spaced 3/16" from optical lens
- WG constructed of 11-guage wire in a 1"x1" cell pattern; Chrome color poly powder coat finish
- IDA Certified (3000K CCT and warmer only)

Electrical

- Standard with 0-10V dimming
- Standard with 10kV surge module, optional 20kV surge module
- Suitable for operation in -40°C to 40°C ambient environments
- Optional 50°C high ambient (HA) configuration

Mounting

- Gasketed and zinc plated rigid steel mounting attachment for wall mount only

Typical Applications

- Exterior Wall, Walkway

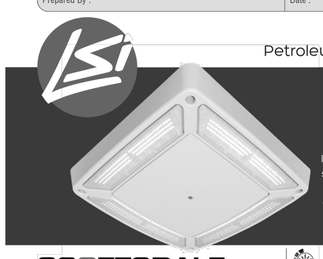
Finish

- 6 standard finishes use super durable TGIC polyester powder coat paint, providing 2.5 mil nominal thickness and salt-spray tested to 3,000 hours per ASTM B117
- RAL and custom color matches available
- Coastal Construction (CC) option available

Warranty

- Five year limited warranty, consult website for details www.cooperlighting.com/legal

Catalog # :		Project :	
Prepared By :		Date :	



Scottsdale® Vertex™ - SCV
Petroleum Canopy LED Luminaire

The Scottsdale® Vertex™ is the most feature-rich canopy fixture in the marketplace. Innovations such as combined optical distributions, multiple lumen packages, field serviceability and simple installation make this fixture the ideal canopy solution. Its exceptional design and performance are backed by LSI's best-in-class customer service.

SCOTTSDALE

Dimmable · Wireless Controls · Bluetooth · IP66 · ARRA Funding Compliant · In The USA · cULus Listed · Title 24 Compliant · RoHS Compliant · DLC Premium · DLC

Features & Specifications

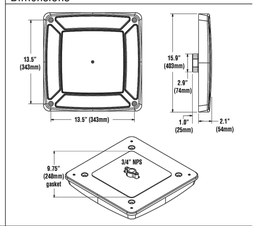
Optical System

- Proprietary silicone refractor optics provide exceptional coverage and uniformity in Symmetrical or Combination Forward Throw distributions.
- State-of-the-art silicone optics deliver industry leading optical control with an integrated gasket to provide an IP66 rated sealed optical chamber in one component.
- Silicone optical material does not yellow or crack with age and provides a minimum light transmittance of 93%.
- Available in 5000K, 4000K and 3000K (+/- 275K) color temperatures.
- Minimum CRI of 70.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F) when mounted to Steel/Aluminum surfaces for 10L, 13L, & 15L Lumen Packages, +45°C for 20L Lumen Package, and +40°C for 23L Lumen Package. If mounted to a non-metallic surface, reduce ambient by 5°C.
- Power factor: >0.90
- Input power stays constant over life.

Dimensions





Locking Collar

Aluminum locking collar and gasket are included and re-quired for complete seal and support of canopy deck.



Conduit Stem Kit

Threaded 5" x 3/4" Conduit Stem and hardware are included to make retro-fitting even easier by allowing the use of existing driver boxes and wiring connections on top of canopy.

* Assembled in USA by an American workforce of American and foreign parts using state-of-the-art equipment at our award-winning manufacturing facility in Ohio. Meets Buy American requirements within the ARRA.

LSI Industries Inc. 10000 Alliance Rd. Cincinnati, OH 45242 • www.lsi-industries.com • (513) 372-3200 • ©LSI Industries Inc. All Rights Reserved.

03/18/20

Scottsdale® Vertex™ - SCV
Petroleum Canopy LED Luminaire

Luminaire Ordering Guide

TYPICAL ORDER EXAMPLE: **SCV LED 13L SC UNV DIM 50 WHT IMSBT2**

Family / Size	LED	Lumen Package*	Distribution	Voltage	Driver	Color Temperature	Finish	Controls
SCV - Petroleum Canopy Luminaire	LED	10L - 10000 Lumens 13L - 13000 Lumens 15L - 15000 Lumens 20L - 20000 Lumens 23L - 23000 Lumens	SC - Standard Symmetric SCFT - Combination Standard Symmetric and Forward Throw	UNV - 120-277V HV - 347-480V	DIM - Dims to 10% (0 to 10V dimming)	30 - 3000K 40 - 4000K 50 - 5000K	WHT - White BLK - Black BRZ - Bronze Consult factory for additional paint finishes	Blank - NONE ALSC - AirLink Synapse Wireless Control System* ALSCS - AirLink Synapse Wireless Control System with Sensor* IMSBT1 - Integral Bluetooth® Motion and Photocell Sensor 8 - 24' mounting height [2,3] IMSBT2 - Integral Bluetooth® Motion and Photocell Sensor 25 - 40' mounting height [2,3]

Accessory Ordering Information

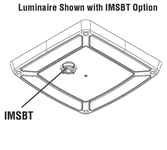
Description	Order Number
Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 16" Deck Panel with larger openings*	673425
Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 12" Deck Panel*	676011
Retrofit Panel Kit - RECU Richmond to SCV	673425
Retrofit Panel Kit - LMV Universal 2x2 to SCV	673421
Retrofit 2x2 Cover Panel Blank (no holes)	3527282
Retrofit RIC Cover Panel Blank (no holes)	3547282
26" X 26" Beauty Plate Kit (with 4" Center hole)	5571939WHT

Description	Order Number
26" X 32" Beauty Plate Kit (with 4" Center hole)	5641169WHT
Junction Box	687461
Kit - Hole Plugs and Sealant (enough for 25 retrofits)	1320540
Rectangular Top Plate Kit (includes top plate and sealant)	6782918WHT
Surface Mount Box	673433
Retrofit Kit - CRU/CRUS to SCV	687462

FOOTNOTES:
1 - Consult factory for HV with AirLink Synapse Wireless Control System.
2 - IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
3 - Ideal for 9" to 12" openings.
4 - Ideal for 9" openings.
5 - Not available in HV.

Accessories/Options

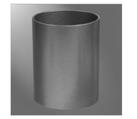
Luminaire Shown with IMSBT Option



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03/18/20

Steel Poles



RTS ROUND
TAPERED STEEL

Catalog #		Type
Project		
Comments		Date
Prepared by		

FEATURES
- ASTM Grade steel base plate with ASTM A366 base cover
- Hand hole assembly 3" x 5" on RTS poles
- 20'-50' mounting heights
- Drilled or tenon (specify)

DESIGN CONSIDERATIONS - VIBRATIONS AND NON-GROUND MOUNTED INSTALLATIONS

The information contained herein is for general guidance only and is not a replacement for professional judgment. Design considerations for wind-induced vibrations and non-ground mounted installations (e.g., installations on bridges or buildings) are not included in this document. Consult with a professional, and local and federal standards, before ordering to ensure product is appropriate for the intended purpose and installation location. Refer to the Cooper Lighting Solutions Light Pole White Paper for risk factors and design considerations. Learn more.

NOTE: The Limited Warranty for this product specifically excludes fatigue failure or similar damage resulting from vibration, harmonic oscillation or resonance.

Specifications and dimensions subject to change without notice. Consult your lighting representative at Cooper Lighting Solutions or visit www.cooperlighting.com for available options, accessories and ordering information.

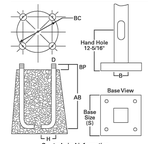
ORDERING INFORMATION

SAMPLE NUMBER: RTS8A305F2XXG

Product Family	Shaft Size (inches)	Wall Thickness (inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Number and Location of Arms [4]	Arm Lengths (Feet)	Options (Add as Suffix)
RTS=Round Tapered Steel	6=6" 7=7" 8=8" 9=9" 0=10"	A=0.120" D=0.180"	20=20' 25=25' 30=30' 35=35' 39=39' 45=45' 50=50'	S=Square Steel Base	F=Dark Bronze G=Galvanized Steel J=Summit White K=Carbon Bronze L=Dark Platinum R=Hartford Green S=Silver T=Graphite Metallic V=Grey W=White X=Custom Color Y=Black	2=2-3/8" O.D. Tenon (4" Long) 3=3-1/2" O.D. Tenon (6" Long) 4=4" O.D. Tenon (8" Long) 9=3" O.D. Tenon (4" Long) 8=2-3/8" O.D. Tenon (8" Long) 7=4" O.D. Tenon (10" Long) A=Type A Drilling C=Type C Drilling E=Type E Drilling F=Type F Drilling H=Type H Drilling J=Type J Drilling K=Type K Drilling M=Type M Drilling N=Type N Drilling R=Type R Drilling S=Standard Upsweep Arm * Z=Type Z Drilling	1=Single 2=2 at 180° 3=Triple * 4=4 at 90° 5=2 at 90° 6=3 at 90° 7=2 at 120° X=None	X=None 2=2' 3=2.5' 4=4' 6=6' 8=8'	A=1/2" Tapped Hub * B=3/4" Tapped Hub * C=Convenience Outlet * E=GFCI Convenience Outlet * G=Ground Lug H=Additional Hand Hole * V=Vibration Dampener

NOTES: 1. All shaft sizes nominal. 2. Square poles are 3 at 90°, round poles are 3 at 120°. 3. Tapped Hub is located 6" below the pole top and on the same side of pole as hand hole, unless specified otherwise. 4. Outlet is located 4' above base and on same side of pole as hand hole, unless specified otherwise. Receptacle not included, provision only. 5. Additional hand hole is located 12" below pole top and 90° from standard hand hole location, unless otherwise specified. 6. Arm must be ordered separately.

ANCHORAGE DATA



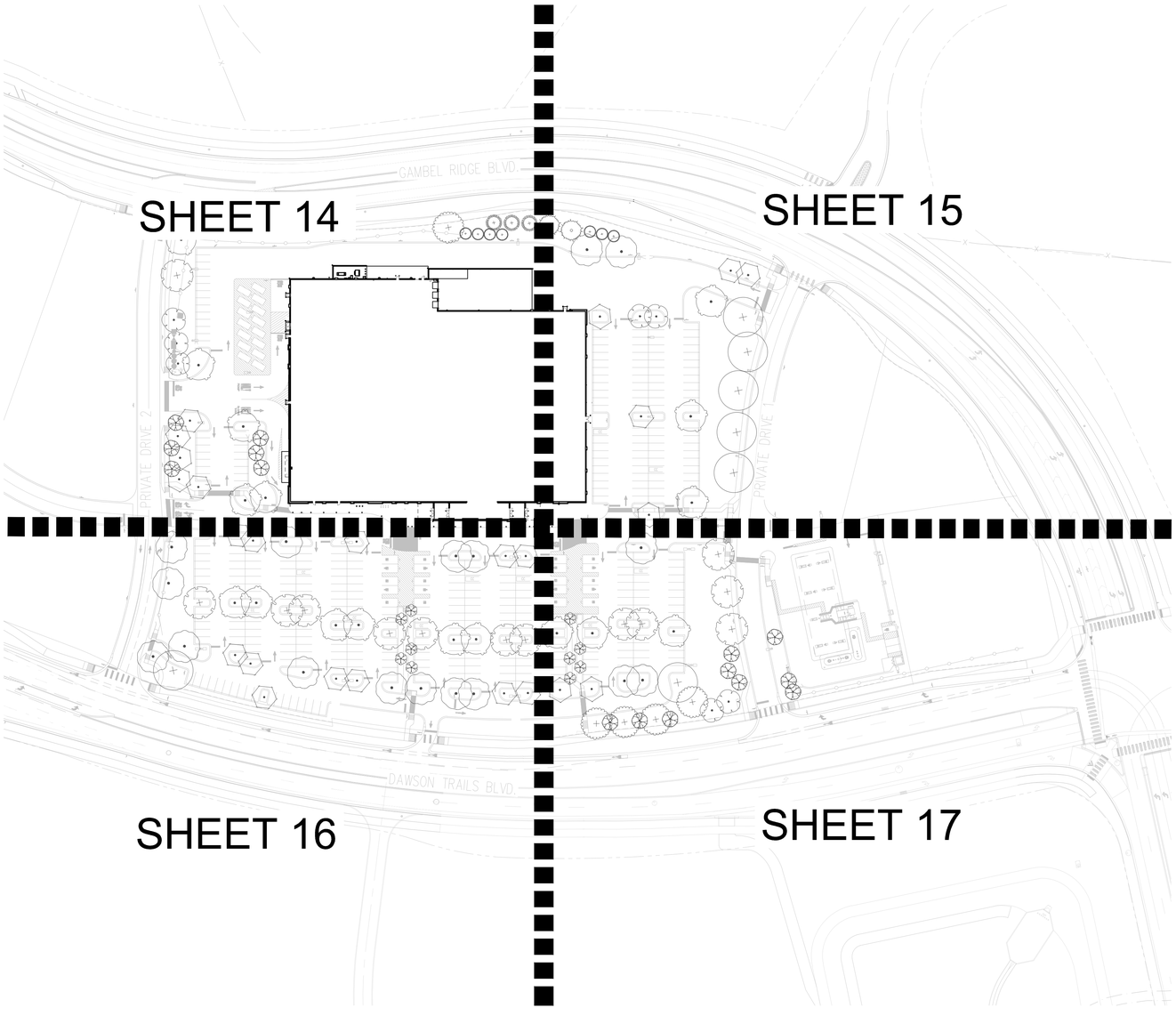
Pole	Template Number	Bolt Number	Bolt Circle (inches)	Number of Bolts	Bolt Size (inches)
RTS6A20	TMP4	AB1	11.0	4	3/4 x 25 x 3
RTS7A25	TMP4	AB1	11.0	4	3/4 x 25 x 3
RTS8A30	TMP5	AB3	12.5	4	1 x 36 x 4
RTS8A35	TMP5	AB3	12.5	4	1 x 36 x 4
RTS9D35	TMP5	AB3	12.5	4	1 x 36 x 4
RTS9A39	TMP5	AB3	12.5	4	1 x 36 x 4
RTS9D39	TMP5	AB3	12.5	4	1 x 36 x 4
RTS9A45	TMP6	AB3	13.5	4	1 x 36 x 4
RTS9D45	TMP7	AB5	13.5	4	1-1/4 x 42 x 6
RTS9A50	TMP6	AB3	13.5	4	1 x 36 x 4
RTS9D50	TMP7	AB5	13.5	4	1-1/4 x 42 x 6

Effective Projected Area (At Pole Top)

| Mounting Height (Feet) | Catalog Number [1,2] | Wall Thickness (Inches) | Base Square [3] (Inches) | Bolt Circle Diameter (Inches) | Anchor Bolt Projection [3] (Inches) | Shaft Taper [3] (Inches) | Anchor Bolt Diameter x Length A Hook (Inches) | Net Weight (Pounds) | Maximum Effective Projected Area (Square Feet) [4] | | | | Max. Fixture Load - Includes Bracket (Pounds)

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



N

0 40 80
SCALE: 1"=80'

SIGHT DISTANCE LINE CRITERIA

1. NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS AND TRAFFIC CONTROL DEVICES, STREETLIGHTS AND TRAFFIC SIGNS) EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATION OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS, SHALL BE PLACED WITHIN SIGHT DISTANCE LINES.

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR

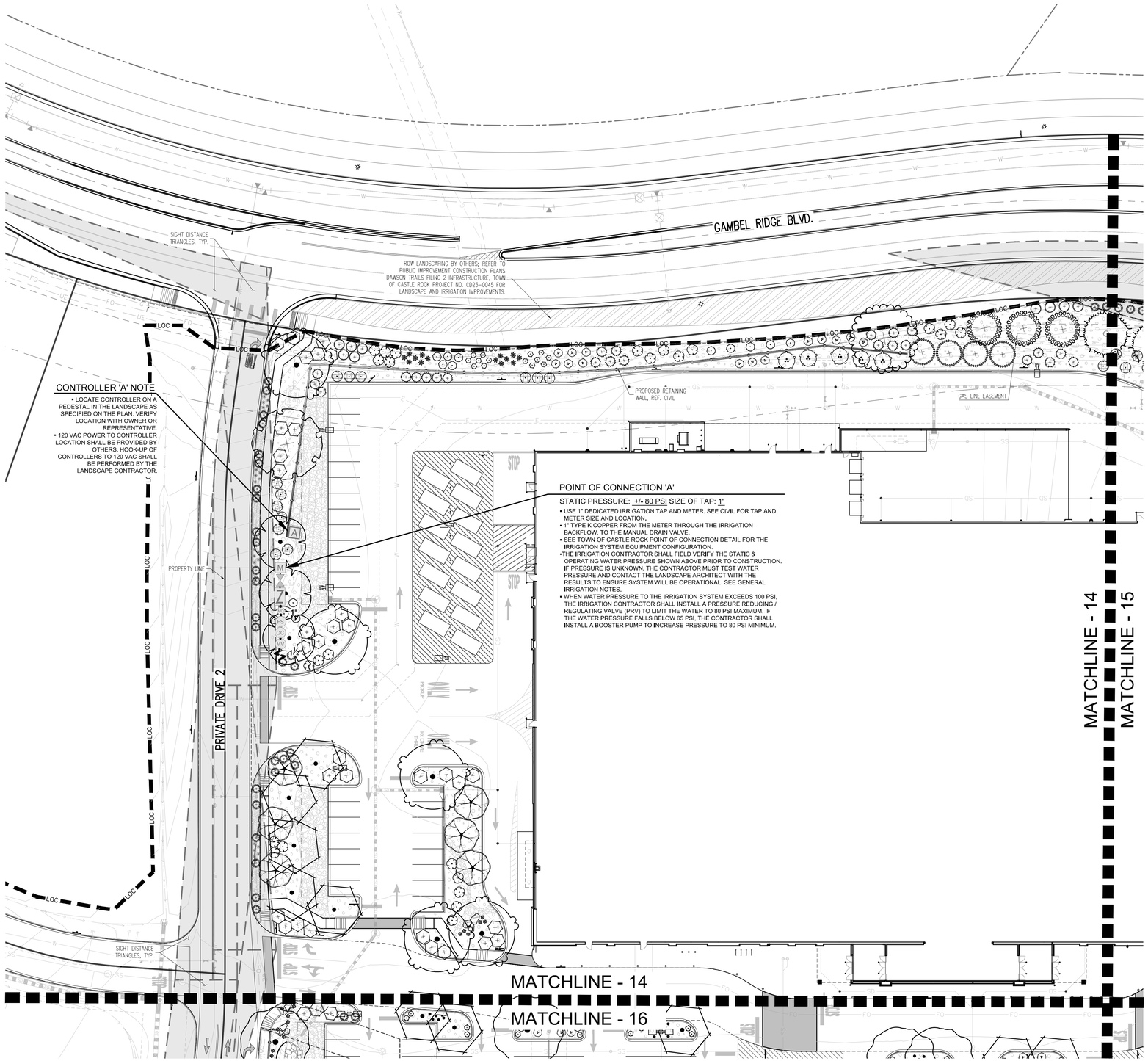
Project No:	KSS000165
Drawn By:	JC
Checked By:	KR
Date:	

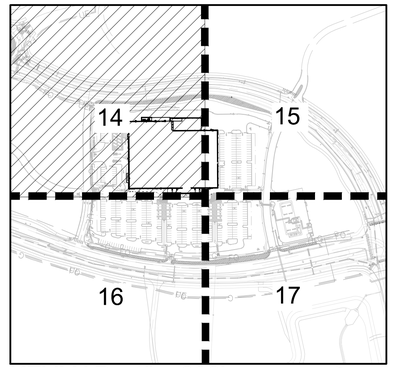
OVERALL LANDSCAPE PLAN

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SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO





KEYMAP - 1" = 300'

PLANT LEGEND

SYMBOL

DECIDUOUS TREES

DECIDUOUS SHRUBS

EVERGREEN SHRUBS

EVERGREEN TREES

ORNAMENTAL GRASSES

ORNAMENTAL TREES

PERENNIALS

MULCH

- 2"-4" ROCK COBBLE MULCH
- 3/4" - 1 1/2" ROCK COBBLE MULCH
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SOD/SEED

- RIPARIAN/DETENTION NATIVE SEED

SCALE: 1"=30'

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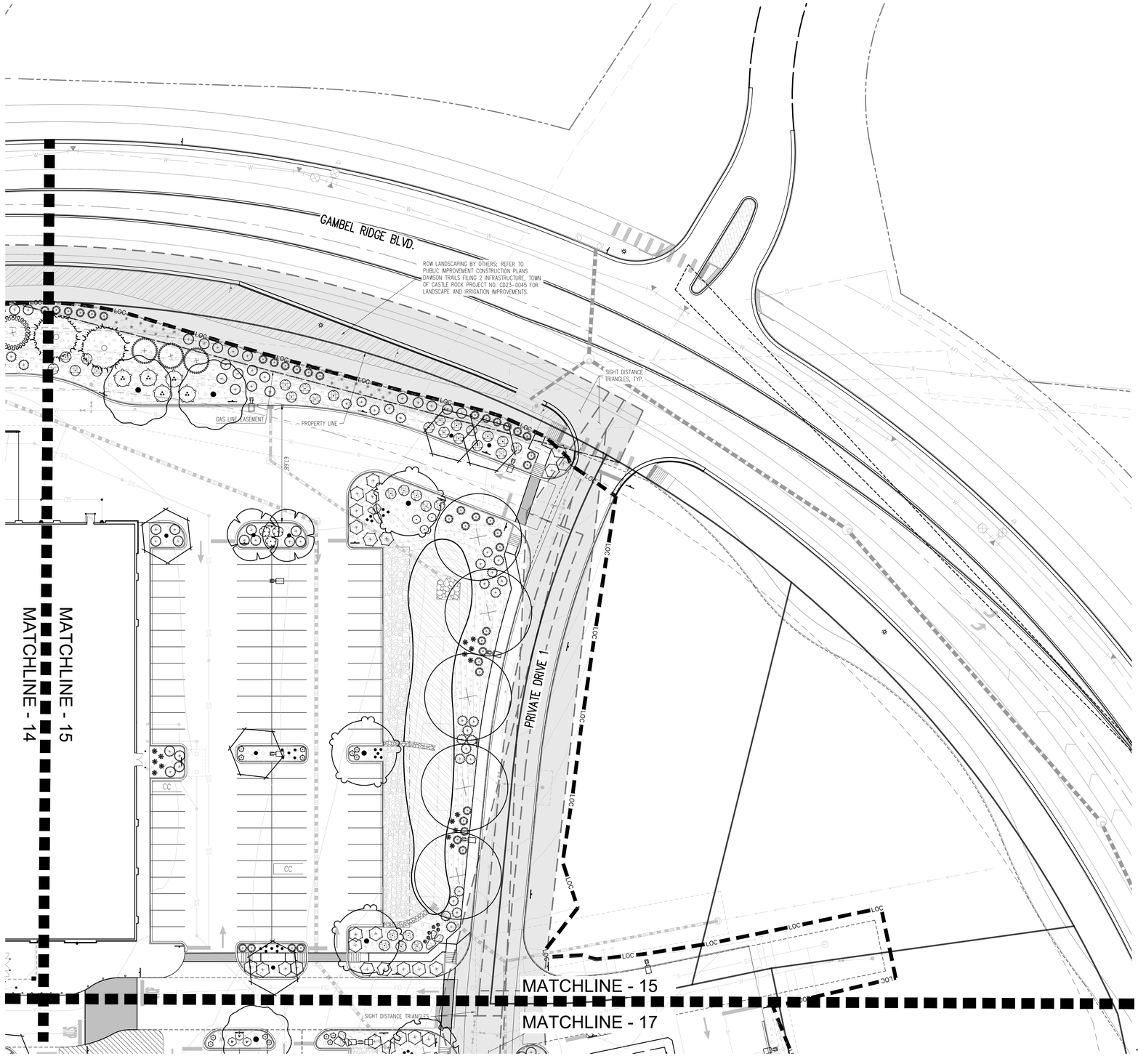
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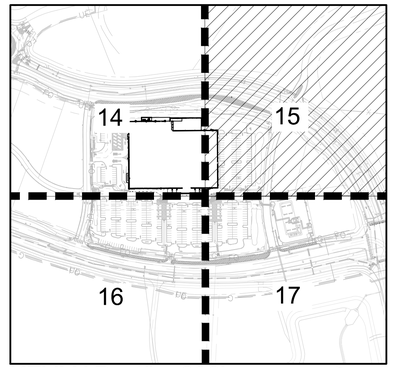
LANDSCAPE 1

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SITE DEVELOPMENT PLAN

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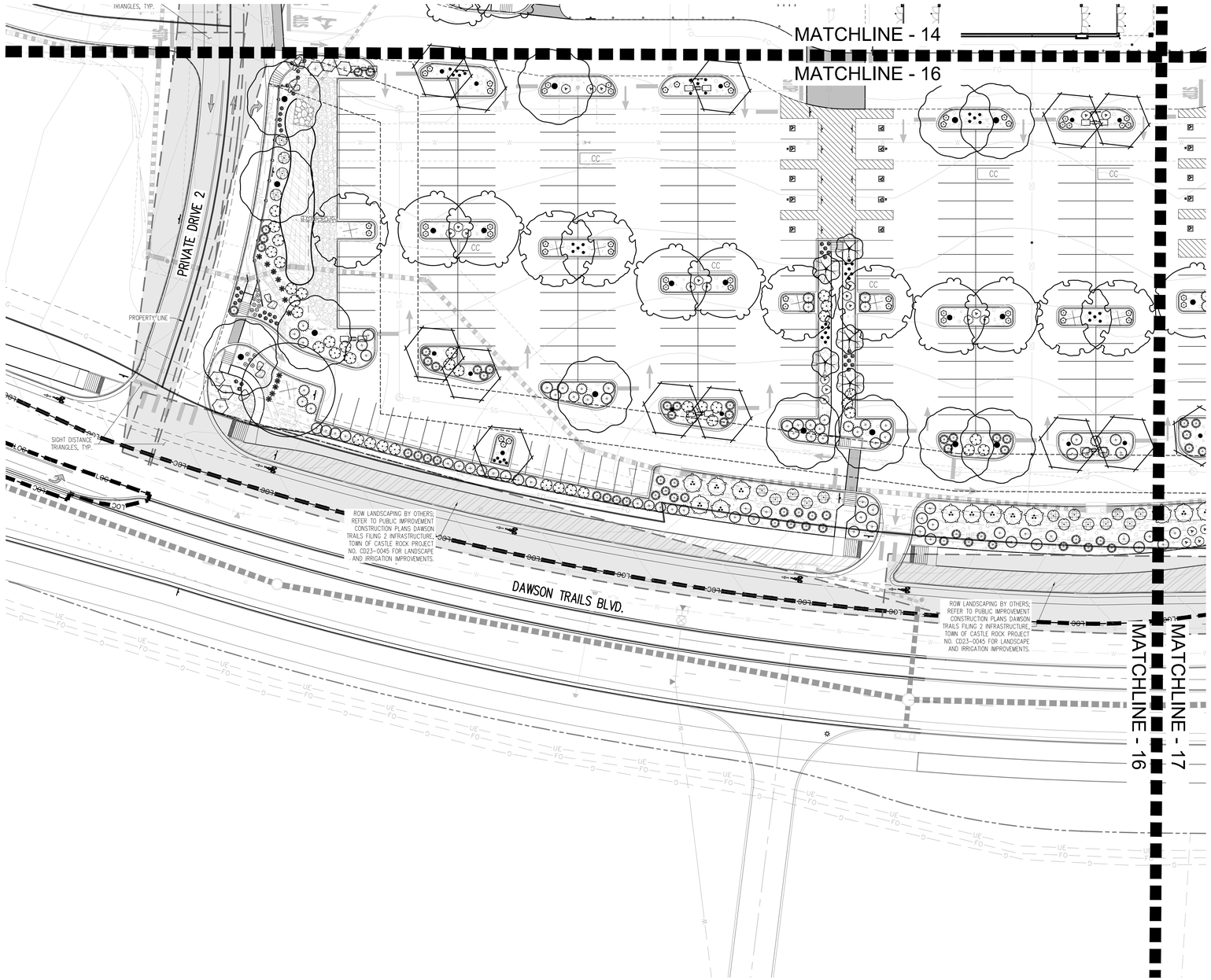
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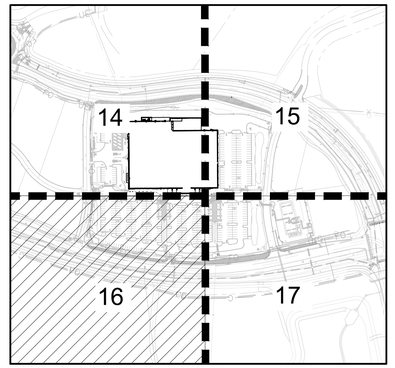
LANDSCAPE 2

M:\KSS\Documents - City Submittal\CO_Castle Rock - KSS000165_Dawson Trails\SDP\KSS000165_SDP_2-2-Dwg - Land Designer - 2/10/2026

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR

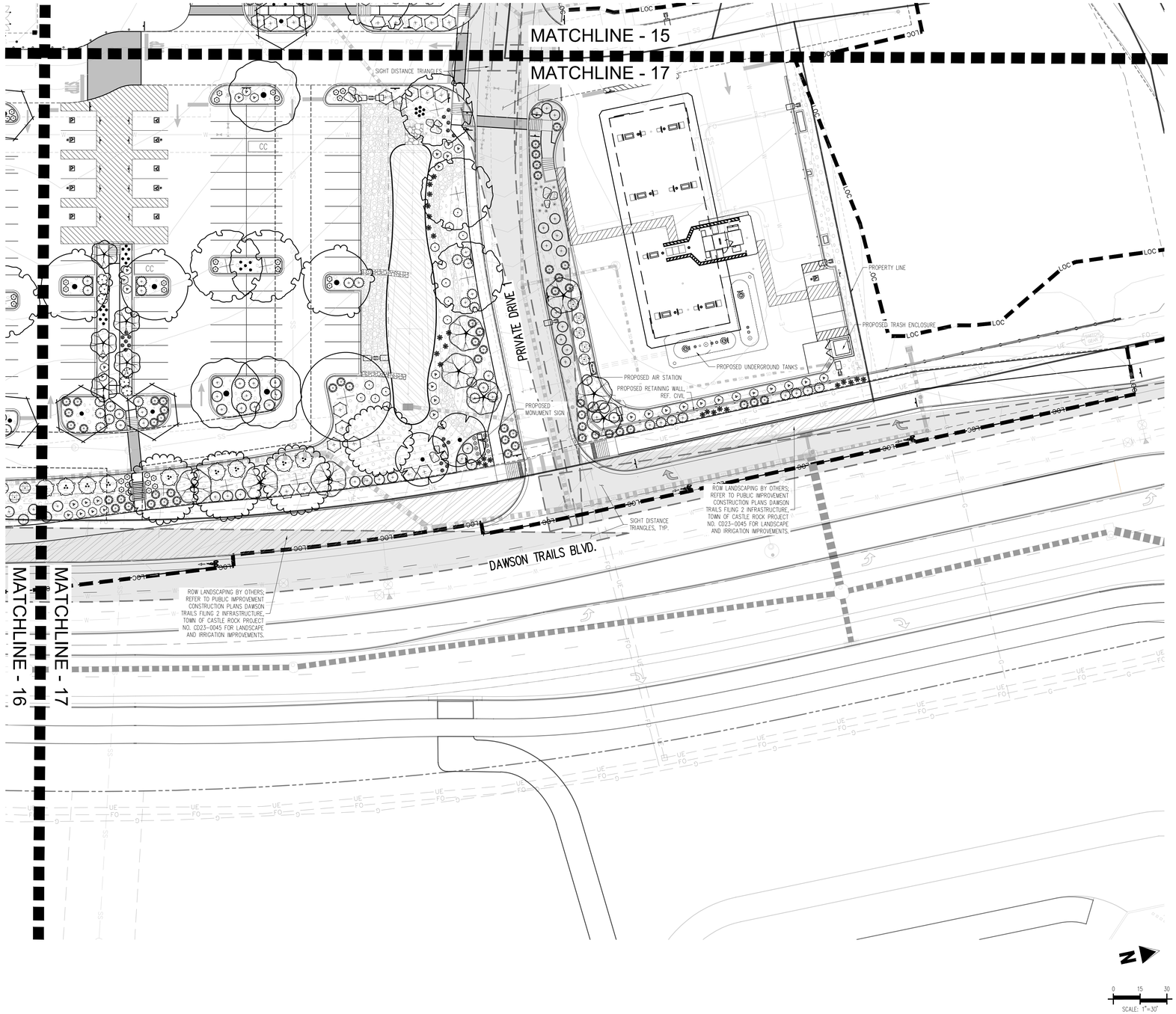
Project No:	KSS000165
Drawn By:	JC
Checked By:	KR
Date:	

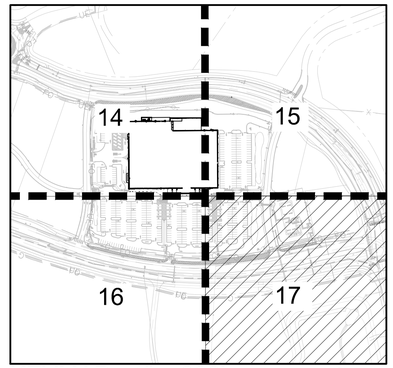
LANDSCAPE 3

16
of 24

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO





KEYMAP - 1" = 300'

PLANT LEGEND

SYMBOL

DECIDUOUS TREES

EVERGREEN TREES

ORNAMENTAL TREES

DECIDUOUS SHRUBS

EVERGREEN SHRUBS

ORNAMENTAL GRASSES

PERENNIALS

MULCH

- 2"-4" ROCK COBBLE MULCH
- 3/4" - 1 1/2" ROCK COBBLE MULCH
- WOOD MULCH

SOD/SEED

- RIPARIAN/DETENTION NATIVE SEED

SIGHT DISTANCE LINE CRITERIA

1. NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS AND TRAFFIC CONTROL DEVICES, STREETLIGHTS AND TRAFFIC SIGNS) EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATION OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS, SHALL BE PLACED WITHIN SIGHT DISTANCE LINES.

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

Galloway
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884
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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR

Project No:	KSS000165
Drawn By:	JC
Checked By:	KR
Date:	

LANDSCAPE 4

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SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

NON-RESIDENTIAL SITE INVENTORY

Town of Castle Rock Registered Professional:			**N/A with a Landscape Architecture license**
Town of Castle Rock Registration #	**N/A with a Landscape Architecture license**	**State of Colorado License Landscape Architect #**	**LA.0000888**
Company Name:	**Galloway & Company, LLC**	**Address:**	**5500 Greenwood Plaza Blvd, Greenwood Village, CO 80111**
Phone:	**(303) 770-8884**	**Email:**	**kartikarachmawati@gallowayus.com**
Date:	**6/12/2026**	**Project Name:**	**King Soopers #165**

Please add values/quantity in the shaded areas. Provided values/quantity must be equal to or greater than the required value/quantity.

Gross Site Area	Required Landscape *(10% of the gross site area)*	Existing Landscape (If Applicable)	Provided Landscape Area	Required Trees *(2 trees / 1,000 sqft)*	Provided Trees	Required Shrubs *(4 shrubs / 1,000 sqft)*	Provided Shrubs	Soil Prep Amounts (cu.yds. Per 1000 SF)
526,696	52,670	0	103,634	105	128	211	869	4 cu.yds.per 1,000 SF
Turf Grass Square Footage (SF)*	**Required Landscape Coverage Percentage (75% minimum)**	**Existing Landscape (If Applicable)**	**Provided Landscape Coverage at Maturity (SF)**	**Required Nonliving Ornamental Percentage *(25% maximum)***	**Provided Nonliving Ornamental Area in Landscape (SF)**	**Required Large Canopy Decidious Tree (50% minimum)**	**Provided Large Canopy Deciduous Shade Tree**	**Separate Irrigation Service Connections**
N/A	39,502	0	96,675	13,167	3,361	**53**	91	Yes _X*_ No ____

*Irrigation meter is separate from building meter.

Parking Lot*							
Parking Lot Area	**Landscaping Area Required *(10% of square footage)***	**Existing Landscape (If Applicable)**	**Landscaped Area Provided**	**Required Trees** ** **(2 large canopy deciduous shade trees / 1,000 sqft)***	**Provided Trees**	**Required Shrubs** ** **(4 shrubs / 1,000 sqft)***	**Provided Shrubs**
171,751	17,175	0	19,832	34	68	69	266
Parking Lot Peninsula/Islands (40 Spaces or More)**							
Number of Parking Spaces	**Number of Landscaped Islands Required *(1 island per 15 spaces)***		**Number of Landscaped Islands Provided**	**Required Trees*** *(Minimum of 1 large canopy deciduous shade tree per island/peninsula)*	**Provided Trees**	**Required Shrubs *(Minimum of 4 shrubs per island/peninsula)***	**Provided Shrubs**
425	28		48	48	50	113	223

*Parking Lot landscaping can count towards overall site landscape requirements.
**Parking Lot landscaping outside of landscaped islands/peninsulas should be located within 3 feet of the parking lot perimeter.
***Evergreens are not permitted in landscaped islands/peninsulas.
****Parking Lot Peninsula/Islands criteria for lots over 40 spaces can be found in Section 7.2.1.2(2)(c) of the Landscape and Irrigation Criteria Manual.

STREETSCAPE*

Street Name/Tract	Linear Feet (LF)**	Required Street Trees *(1 tree per 40 LF)*	Existing Street Trees (If applicable)	Provided Street Trees	Required Street Shrubs *(4 shrubs per required tree)*	Provided Street Shrubs
Dawson Trails Blvd.	861	N/A	0	PLAN BY OTHERS***	N/A	PLAN BY OTHERS***
Gambel Ridge Blvd.	643	N/A	0	PLAN BY OTHERS***	N/A	PLAN BY OTHERS***
Private Drive 1	448.49	11	0	11	44	44
Private Drive 2	402.31	10	0	10	40	40
		0			0	
		0			0	
		0			0	
		0			0	

*Streetscape requirements can be found in Section 8.2.1 of the Landscape and Irrigation Criteria Manual
*Streetscape does not count towards overall site landscape requirements
*Residential Only - On local streets, the required front yard tree shall meet the street tree requirements for that section of roadway.
**Please provide the linear footage and clearly show on the Site Development Plan for all streets/tracts.

*** REFER TO PUBLIC IMPROVEMENT CONSTRUCTION PLANS DAWSON TRAILS FILING 2 INFRASTRUCTURE, TOWN OF CASTLE ROCK PROJECT NO. CD23-0045 FOR LANDSCAPE AND IRRIGATION IMPROVEMENTS

PLANT SCHEDULE

Please add values/quantities in the shaded areas

DECIDUOUS SHADE TREES — HYDROZONE — 2 QUANTITY **91**

LARGE CANOPY DECIDUOUS SHADE TREES SHALL BE A MINIMUM OF 2" INCHES IN CALIPER MEASURED SIX (6) INCHES ABOVE GROUND

LARGE CANOPY DECIDUOUS SHADE TREES SHALL BE A MINIMUM OF 3" INCHES IN CALIPER WHEN IN A GRATE OR PLANTED IN AREAS LESS THAN EIGHT (8) FEET IN WIDTH

ORNAMENTAL SHADE TREES — HYDROZONE — 2 QUANTITY **25**

ORNAMENTAL TREES SHALL BE A MINIMUM OF 1.5" INCHES IN CALIPER, MEASURED SIX (6) INCHES ABOVE GROUND

EVERGREEN TREES — HYDROZONE — **2** QUANTITY **12**

EVERGREEN TREES SHALL BE A MINIMUM OF 6 FEET IN HEIGHT, MEASURED TO THE MID-POINT OF THE MOST RECENT YEAR'S GROWTH

DECIDUOUS SHRUBS — HYDROZONE — **2** QUANTITY **533**

SHRUBS SHALL BE A MINIMUM OF FIVE (5) GALLON CONTAINER IN SIZE

EVERGREEN SHRUBS — HYDROZONE — **2** QUANTITY **336**

SHRUBS SHALL BE A MINIMUM OF FIVE (5) GALLON CONTAINER IN SIZE

ORNAMENTAL GRASSES — HYDROZONE — **2** QUANTITY 277

ORNAMENTAL GRASSES SHALL BE A MINIMUM OF FIVE (5) GALLON CONTAINER IN SIZE

PERENNIAL PLANTING BEDS — HYDROZONE — **2** QUANTITY **22**

PERENNIALS, GROUND COVERS, AND VINES SHALL BE A MINIMUM OF ONE (1) GALLON CONTAINER IN SIZE

ANNUAL PLANTING BEDS — HYDROZONE — AREA

ANNUALS SHALL BE SIZED SHALL BE APPROPRIATE TO APPLICATION, WHETHER FLATS, FOUR (4) INCH POTS OR LARGER AND SPACED TO PROVIDE SEVENTY-FIVE (75) PERCENT GROUND COVER

NATIVE SEED — HYDROZONE — **2** AREA **9,895**

GRASS SEED PLANTING QUALITY AND QUANTITY IN IRRIGATED AREAS SHALL BE IN COMPLIANCE WITH NURSERY STANDARDS AND SHALL PROVIDE A MINIMUM GROUND COVER OF EIGHTY (80) PERCENT WITHIN THE FIRST GROWING SEASON

APPROVED NATIVE GRASS SEED MIXES: [Low Grow Mix/Foothills Mix/Colorado Native Mix]

PLANT SCHEDULE

DECIDUOUS TREES

SYMBOL	QTY
	17
	7
	17
	25
	7
	5
	13
SUBTOTAL:	91

EVERGREEN TREES

SYMBOL	QTY
	7
	3
	2
SUBTOTAL:	12

ORNAMENTAL TREES

SYMBOL	QTY
	10
	15
SUBTOTAL:	25

DECIDUOUS SHRUBS

SYMBOL	QTY
	43
	66
	37
	31
	125
	74
	56
	72
	29
SUBTOTAL:	533

EVERGREEN SHRUBS

SYMBOL	QTY
	36
	178
	122
SUBTOTAL:	336

ORNAMENTAL GRASSES

SYMBOL	QTY
	67
	48
	93
	69
SUBTOTAL:	277

PERENNIALS

SYMBOL	QTY
	22
SUBTOTAL:	22

MULCH

	12,561 SF	2"-4" ROCK COBBLE MULCH
	80,859 SF	3/4" - 1 1/2" ROCK COBBLE MULCH
	319 SF	WOOD MULCH
	93,739 SF	SUBTOTAL:

SOD/SEED

	9,895 SF	RIPARIAN/DETENTION NATIVE SEED
	9,895 SF	SUBTOTAL:

TOWN OF CASTLE ROCK STANDARD LANDSCAPE NOTES

1. INSTALLING LANDSCAPE CONTRACTOR SHALL CONTACT THE TOWN OF CASTLE ROCK UTILITIES DEPARTMENT AT 720-733-6017 TO SCHEDULE A PRE-CONSTRUCTION MEETING BEFORE BEGINNING INSTALLATION OF ANY LANDSCAPING.
2. LANDSCAPE AND IRRIGATION SHALL BE INSTALLED BY A TOWN OF CASTLE ROCK REGISTERED LANDSCAPE CONTRACT PROFESSIONAL.
3. SLOPES STEEPER THAN 3:1 ARE NOT PERMITTED ON LANDSCAPE PLANS IN THE TOWN OF CASTLE ROCK.
4. DISTANCE OF TREES TO WET UTILITY LINES SHOULD BE A MINIMUM OF TEN (10) FEET.
5. NO TREES, LARGE SHRUBS, OR PERMANENT STRUCTURES ARE ALLOWED IN WET UTILITY AND DRAINAGE EASEMENTS.
6. FINAL LANDSCAPE AREA, COVERAGE AND PLANT QUANTITIES, SHALL MEET OR EXCEED QUANTITIES REPRESENTED IN THIS DRAWING AND SHALL CONFORM TO SUBSEQUENT SUBMITTAL REQUIREMENTS.
7. LOCATION OF PLANT MATERIALS ARE APPROXIMATED AND MAY CHANGE SLIGHTLY DUE TO UNFORESEEN FIELD CONSTRAINTS.
8. ALL PLANTS ARE TO BE PROPERLY HYDRO ZONED PER TOWN OF CASTLE ROCK PLANT LIST.
9. DISTANCE OF TREES TO WET UTILITY LINES SHOULD BE A MINIMUM OF 10 FEET.
10. DESIGN MUST ACCOMMODATE THE WATERING RESTRICTIONS AS OUTLINED IN THE TOWN OF CASTLE ROCK WATER USE MANAGEMENT PLAN (WUMP).
11. IF ANY TRANSFORMERS, GROUND-MOUNTED HVAC UNITS, UTILITY PEDESTALS, OR SIMILAR FEATURES EXISTING ON SITE, BUT NOT SHOWN ON THE SITE DEVELOPMENT PLAN, ADDITIONAL LANDSCAPING AND SCREENING MAY BE REQUIRED BASED UPON FIELD CONDITIONS DETERMINED DURING THE SITE INSPECTION. INSTALLATION WILL BE REQUIRED PRIOR TO THE FINAL INSPECTION AND THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY, AS APPLICABLE.
12. NO TREES, LARGE SHRUBS, OR PERMANENT STRUCTURES ARE ALLOWED IN WET UTILITY AND DRAINAGE EASEMENTS.
13. NONLIVING LANDSCAPE MATERIAL SUCH AS ROCK, STONE, BARK CHIPS, AND SHAVINGS WHICH NO LONGER COVER THE AREA IN WHICH THEY WERE ORIGINALLY INSTALLED, SHALL BE REGULARLY REPLENISHED TO MAINTAIN THE FULL COVERAGE TO A MINIMUM DEPTH OF TWO (2) INCHES FOR ROCK MULCH AND FOUR (4) INCHES FOR WOOD MULCH
14. PLANTS AND VEGETATION UNDER THE TOWN OF CASTLE ROCK'S PLANT LIST SHALL BE IN LINE WITH THE ADOPTED CWPP AND FIRE RESISTIVE VEGETATION FOR THE REGION TO MEET THE ADOPTED FIRE CODES BY THE TOWN OF CASTLE ROCK
15. AN IRRIGATION PLAN IS REQUIRED WITH THE SUBMITTAL OF THE CONSTRUCTION DOCUMENTS.
16. DEAD PLANT MATERIALS SHALL BE REMOVED AND REPLACED WITH HEALTHY PLANTING MATERIALS OF COMPARABLE SIZE AND SPECIES THAT MEET THE ORIGINAL INTENT OF THE APPROVED LANDSCAPE DESIGN WITHIN FORTY-FIVE (45) DAYS OR SOONER IN THE EVENT OF A CONTAGIOUS DISEASE OR INVASIVE INSECT SPECIES. TOWN OF CASTLE ROCK IS NOT RESPONSIBLE FOR PLANT REPLACEMENTS.

SIGHT DISTANCE LINE CRITERIA

1. NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS AND TRAFFIC CONTROL DEVICES, STREETLIGHTS AND TRAFFIC SIGNS) EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATION OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS. SHALL BE PLACED WITHIN SIGHT DISTANCE LINES.

LANDSCAPE GUARANTEE AND MAINTENANCE

1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, SEEDED AREAS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A NEAT, CLEAN, AND HEALTHY CONDITION FOR A PERIOD OF ONE YEAR. THIS SHALL INCLUDE PROPER PRUNING, MOWING AND AERATION OF LAWNS, WEEDING, REPLACEMENT OF MULCH, REMOVAL OF LITTER, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. IRRIGATION SHALL BE MAINTAINED IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON AND TO MAXIMIZE WATER CONSERVATION. IF SITE OPENS DURING WINTER, TO AVOID FREEZE DAMAGE ON PLANTINGS, THE ONE YEAR SHOULD BEGIN AFTER ACCEPTANCE OF THE WORK.
3. DURING THE LANDSCAPE MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES IN ALL LANDSCAPE AREAS AT THE MINIMUM SLOPE SPECIFIED IN THE GEOTECHNICAL REPORT. LANDSCAPE AREAS WHICH SETTLE AND CREATE THE POTENTIAL FOR PONDING SHALL BE REPAIRED TO ELIMINATE PONDING POTENTIAL AND BLEND IN WITH THE SURROUNDING GRADES. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
4. THE OWNER/DEVELOPER, THEIR SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN AND/OR LANDSCAPE PLAN ON FILE WITH THE PLANNING DEPARTMENT. ALL LANDSCAPING SHALL BE INSTALLED AS DELINEATED ON THE APPROVED PLANS PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, UNLESS A LANDSCAPE DEPOSIT HAS BEEN ACCEPTED BY THE TOWN DUE TO PLANTING SEASON LIMITATIONS.
5. LANDSCAPING SHALL BE CONTINUOUSLY MAINTAINED TO PRESERVE SIGHT DISTANCE TRIANGLES AND TO PREVENT OVERGROWTH INTO THE PUBLIC RIGHT-OF-WAY, DRIVE AISLES, SIDEWALKS, OR PARKING AREAS.

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

Galloway
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KING SOOPERS #165
CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
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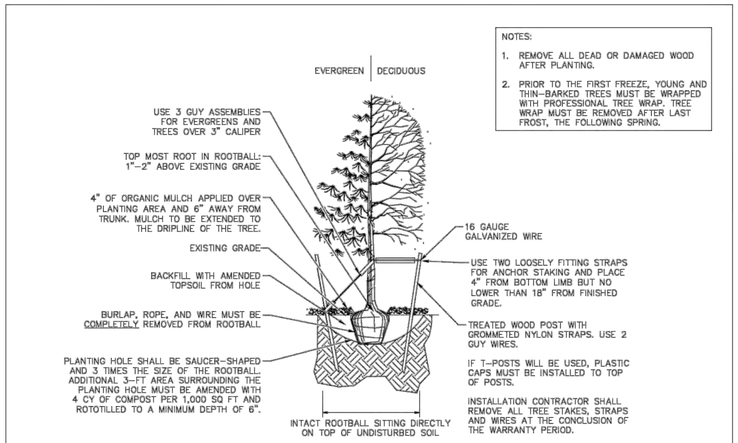
Project No:	KSS0000165
Drawn By:	JC
Checked By:	KR
Date:	

LANDSCAPE SCHEDULE & CHARTS

H:\PW\ILS Documents - City Initiated\CD\Castle Rock - 4555\04\Civil - Drawings - Set\LDP\LDP-LANDSCAPE SDP 2 of 3.dwg - Jack Cooper - 7/15/2026

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



NOTES:
1. REMOVE ALL DEAD OR DAMAGED WOOD AFTER PLANTING.
2. PRIOR TO THE FIRST FREEZE, YOUNG AND THIN–BARKED TREES MUST BE WRAPPED WITH PROFESSIONAL TREE WRAP. TREE WRAP MUST BE REMOVED AFTER LAST FROST, THE FOLLOWING SPRING.

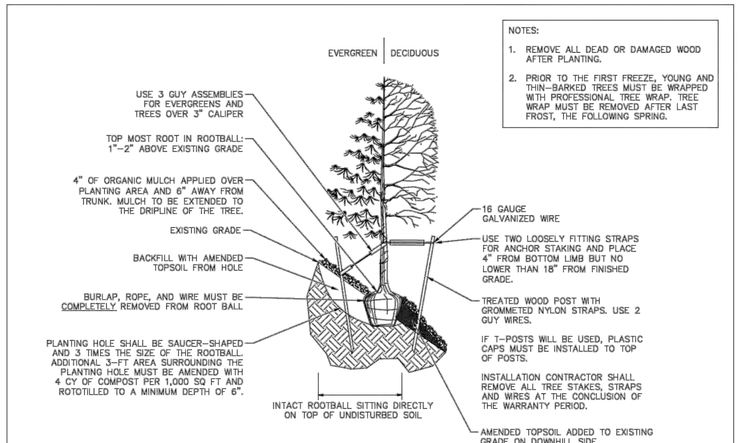
Sheet Revisions	
Date	Comments
3/21	STAFF CHANGES
9/23	REVISED BY STAFF
1/24	REVISED BY STAFF

Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80104
Phone: (720) 733–2200
Fax: (720) 733–2277
Development Services

TREE PLANTING

Issued By: Town of Castle Rock, Development Services February 1, 2024

DETAIL PLAN NO.
LS-1
Sheet 1 of 2



NOTES:
1. REMOVE ALL DEAD OR DAMAGED WOOD AFTER PLANTING.
2. PRIOR TO THE FIRST FREEZE, YOUNG AND THIN–BARKED TREES MUST BE WRAPPED WITH PROFESSIONAL TREE WRAP. TREE WRAP MUST BE REMOVED AFTER LAST FROST, THE FOLLOWING SPRING.

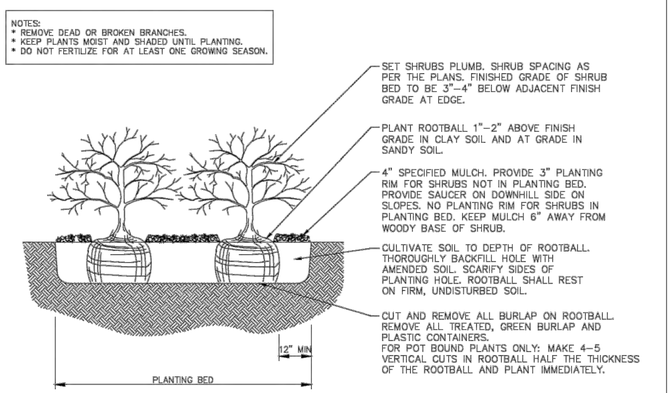
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Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80104
Phone: (720) 733–2200
Fax: (720) 733–2277
Development Services

TREE PLANTING
SLOPES

Issued By: Town of Castle Rock, Development Services February 1, 2024

DETAIL PLAN NO.
LS-2
Sheet 2 of 2



NOTES:
* REMOVE DEAD OR BROKEN BRANCHES.
* KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
* DO NOT FERTILIZE FOR AT LEAST ONE GROWING SEASON.

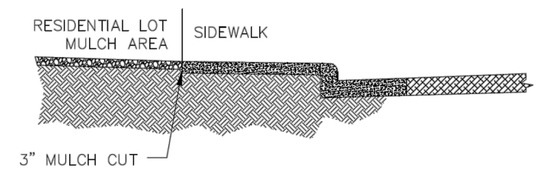
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Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80104
Phone: (720) 733–2200
Fax: (720) 733–2277
Development Services

SHRUB PLANTING

Issued By: Town of Castle Rock, Development Services February 1, 2024

DETAIL PLAN NO.
LS-3
Sheet 1 of 1



NOTE:

1. ROCK MULCH SHALL BE INSTALLED AT A DEPTH OF 2" OR GREATER
2. WOOD MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4"
3. START MULCH CUT AT A DEPTH OF 3" TO KEEP MULCH IN PLACE AND OFF OF SIDEWALK AREA. BLEND DEPTH TO APPROPRIATE MULCH TYPE.

Sheet Revisions	
Date	Comments

Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80104
Phone: (720) 733–2200
Fax: (720) 733–2277
Development Services

LOT PREPERATION
FOR MULCH

Issued By: Town of Castle Rock, Development Services December 9, 2024

DETAIL PLAN NO.
LS-4
Sheet 1 of 1

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Greenwood Village, CO 80111
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LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

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Project No:	KSS000165
Drawn By:	JC
Checked By:	KR
Date:	

LANDSCAPE DETAILS

W:\Proj Division\~City Maps\KSS_Castle Rock - #000165\05 - Design\1 - Hatch\SDP\Sheets\05_SDP_LS Key - Lisa Cooper - 7/1/2025

SITE DEVELOPMENT PLAN

LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

ADJUSTED AREA ANALYSIS

Landscape Rating	Gross Square Footage	Hydrozone Factor*	Adjusted Area Square Footage**
LOW	103,634	0.25	25,909
MODERATE	103,634	0.5	51,817
HIGH	103,634	1	103,634

* The hydrozone factor is determined by the water use of the plant material within the zone. A 0.00 factor is used for non-irrigated material, 0.25 for low, 0.50 for moderate, and 1.00 for high.

** Compare Adjusted Area Square Footages to Calculated Adjusted Area to determine landscape hydrozone category.

LANDSCAPE IRRIGATION WATER USE ANALYSIS

Plant Type (turf, seed, shrubs, trees only, etc.)	Irrigation Method	Hydrozone (Non-Irrigated, Low, Moderate, High)	Design Area (SF)	Hydrozone Factor*	Calculated Adjusted Area**
Shrub Bed - On-Site	Drip (Point Source)	LOW	93,739	0.25	23,435
Temporarily Irrigated Native Seed	Spray (Rotary)	LOW	9,895	0.25	2,474
		TOTALS (SF)	**103,634**	-	**25,909**

* The hydrozone factor is determined by the water use of the plant material within the zone. A 0.00 factor is used for non-irrigated material, 0.25 for low, 0.50 for moderate, and 1.00 for high.

** In no way does this number indicate an anticipated gallon, acre-foot, or any other tangible datum of water usage for the landscape, for conceptual purposes only.

NOTE:

1. LANDSCAPE WITHIN STREETSCAPES IS ONLY ALLOWED TO BE VERY-LOW OR LOW WATER USE.

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE IF APPLICABLE.
3. ALL NON-TURF/SEED PLANTED AREAS WILL BE DRIP IRRIGATED, SEED SHALL RECEIVE POP-UP SPRAY IRRIGATION FOR COVERAGE UNTIL ESTABLISHMENT. UPON ESTABLISH, TEMPORARY IRRIGATION EQUIPMENT SHALL BE REMOVED.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND SMART MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

TOWN OF CASTLE ROCK IRRIGATION NOTES

1. INSTALLING CONTRACTOR SHALL CONTACT THE TOWN OF CASTLE ROCK UTILITIES DEPARTMENT AT 720.733.6017 TO SCHEDULE A PRE-CONSTRUCTION MEETING BEFORE BEGINNING THE INSTALLATION OF THE IRRIGATION SYSTEM.
2. IRRIGATION SHALL BE INSTALLED BY A TOWN OF CASTLE ROCK REGISTERED LANDSCAPE CONTRACT PROFESSIONAL.
3. BACKFLOW TO BE TESTED BY A CERTIFIED BACKFLOW TECHNICIAN APPROVED BY THE UTILITY DEPARTMENT WITHIN 10 DAYS OF THE IRRIGATION METER INSTALLATION AND ANNUALLY THEREAFTER.
4. IRRIGATION EXEMPTION MUST BE OBTAINED FROM THE CASTLE ROCK WATER IF IRRIGATING THE NATIVE SEED OR THE SOD ON A DAILY BASIS FOR ESTABLISHMENT DURING THE MONTHS OF JUNE AND AUGUST. IRRIGATION EXEMPTIONS WILL NOT BE ISSUED DURING THE MONTH OF JULY.
5. IRRIGATION SYSTEMS MUST BE DESIGNED TO OPERATE WITHIN THE TOWN OF CASTLE ROCK WATER USE MANAGEMENT PLAN. CURRENT COMMERCIAL HOURS OF OPERATION ARE A THREE FIXED DAYS A WEEK FROM 10 PM TO 6 AM.
6. OVERHEAD IRRIGATION IN AREAS LESS THAN 10' IN WIDTH OR INSTALLED ON SLOPES STEEPER THAN 3:1 WILL NOT BE APPROVED BY TOWN OF CASTLE ROCK INSPECTORS.
7. ALL IRRIGATION INSTALLATIONS MUST MEET TOWN OF CASTLE ROCK DETAILS
8. PLEASE NOTE THAT THE IRRIGATION TAP, LINE, METER AND BACKFLOW PREVENTION ASSEMBLY MUST BE THE SAME SIZE FROM THE TAP TO A MINIMUM DISTANCE OF 10 PIPE DIAMETERS PAST THE BACKFLOW PREVENTION ASSEMBLY AND WINTERIZATION TEE.
9. ALL SPRINKLER HEADS TO BE ADJUSTED TO MINIMIZE/ELIMINATE OVER SPRAY ON TO HARD SURFACES OR UNINTENDED AREAS. PER TOWN OF CASTLE ROCK WATER USE MANAGEMENT PLAN WATER WASTE IS NOT ALLOWED
10. IRRIGATION SYSTEMS ARE TO BE WINTERIZED ANNUALLY IN THE FALL

NATIVE SEED IRRIGATION NOTE

NATIVE SEED ON THIS SITE IS TO BE **IRRIGATED TEMPORARILY** UNTIL ESTABLISHMENT. TEMPORARY SEED IRRIGATION EQUIPMENT (SPRAYS) MUST BE ABOVE GROUND AND REMOVED AT THE END OF THE APPROVED ESTABLISHMENT PERIOD AS PER THE TOWN OF CASTLE ROCK LANDSCAPE AND IRRIGATION CRITERIA MANUAL: APPENDIX A SECTION B.

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

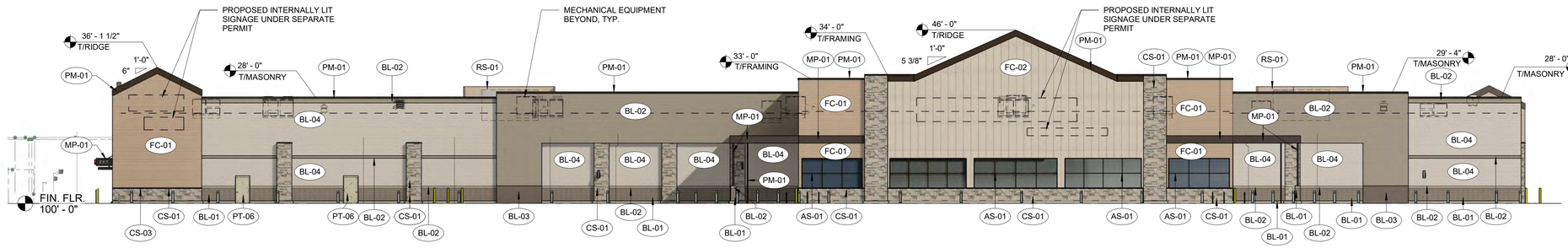
CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/17/25	2nd SUBMITTAL	JRR
2	02/06/26	3rd SUBMITTAL	JRR
3	05/29/26	4th SUBMITTAL	JRR

Project No:	KSS000165
Drawn By:	JC
Checked By:	KR
Date:	

CONCEPTUAL IRRIGATION METHOD

M:\PWs Scomm - City Initiated\CO, Castle Rock - KSS000165 - Dawson Trail\PP-ACAD\sht\KSS165_SDP 2 Early - Jack Cooper - 2.1.26.dwg

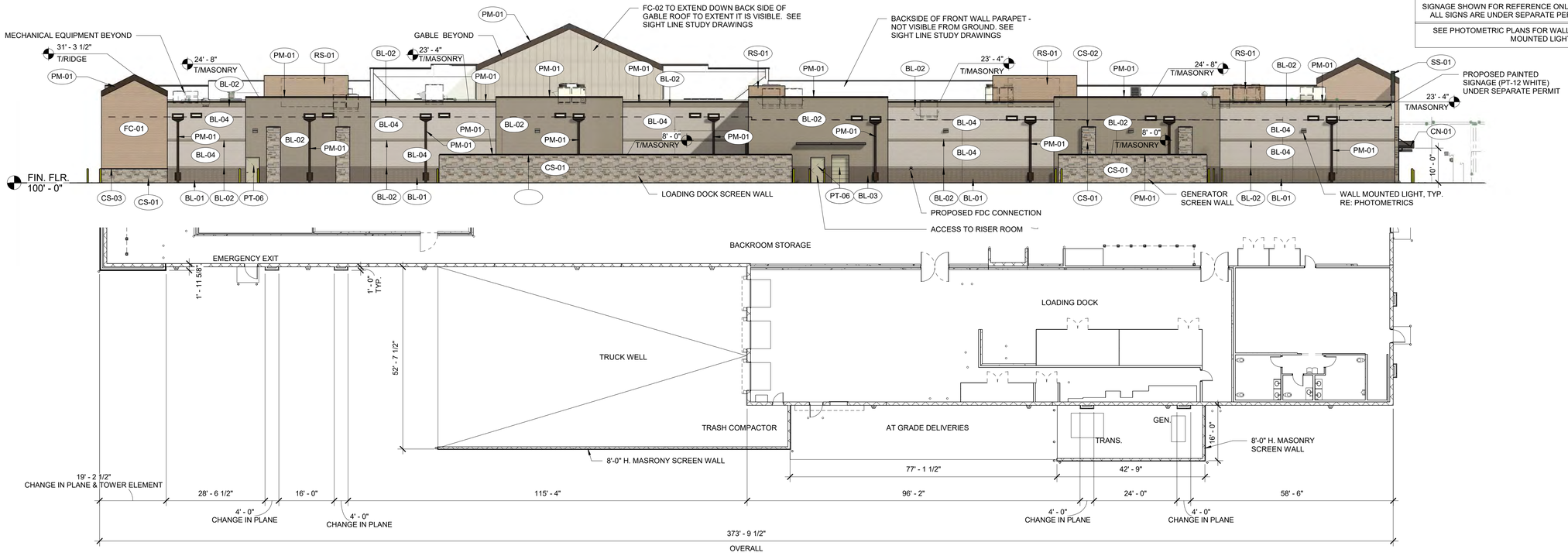


1 FRONT ELEVATION AND PARTIAL FLOOR PLAN
1/16" = 1'-0"

EXTERIOR FINISHES			
MATERIAL	DESCRIPTION	MANUFACTURER	FINISH
AE-01	PREFINISHED ALUMINUM STOREFRONT DOOR	STANLEY	DARK BRONZE ANODIZED
AS-01	PREFINISHED ALUMINUM STOREFRONT		DARK BRONZE
BL-01	INTEGRALLY COLORED CMU - SPLIT FACE	BASALITE	870WR - DARK BROWN
BL-02	DECORATIVE, INTEGRALLY COLORED CMU - COMBED FACE	BASALITE	923WR - LIGHT TAN
BL-03	DECORATIVE, INTEGRALLY COLORED CMU - SPLIT FACE	BASALITE	807WR - DARK GRAY
BL-04	DECORATIVE, INTEGRALLY COLORED CMU - SMOOTH FACE	BASALITE	721WR - LIGHT TAN
CL-01	CHAIN LINK FENCE AND GATE		
CN-01	PREMANUFACTURED CANOPY	ARCHITECTURAL FABRICATIONS INC.	DEEP BROWN
CS-01	CULTURED STONE VENEER	COUNTRY LEDGESTONE	ECHO RIDGE - LIGHT GRAY/TAN MIX
CS-02	CAST STONE	FORT COLLINS PRECAST	101-02 SM - LIGHT GRAY
CS-03	CULTURED STONE SILL	COUNTRY LEDGESTONE	INTAGLIO - LIGHT GRAY
FC-01	FIBER CEMENT V-GROOVE LAP SIDING	SHERWIN WILLIAMS	PAINT SW7508 TAVERN TAUPE
FC-02	FIBER CEMENT BOARD AND BATTEN SIDING	JAMES HARDIE PANEL CEDARMILL, STATEMENT COLLECTION	COBBLESTONE -TAN/GRAY
MP-01	METAL PANEL - SMOOTH	BERRIDGE METALS	AGED BRONZE
PM-01	PREFINISHED METAL	BERRIDGE METALS	AGED BRONZE
PT-06	PAINTED METAL	SHERWIN WILLIAMS	MINDFUL GRAY SW7016
PT-07	PAINTED METAL	SHERWIN WILLIAMS	GAUNTLET GRAY SW7019
PT-08	PAINT	SHERWIN WILLIAMS	SW4084 SAFETY YELLOW
PT-12	PAINT	SHERWIN WILLIAMS	WHITE
RS-01	VERTICAL RIB, ABS EQUIPMENT SCREEN	CITYSCAPES	LIGHT TAN COLOR
SO-01	VINYL SOFFIT PANEL	CERTAINTEED	GRANITE GRAY
SS-01	STANDING SEAM / VERTICAL BATTEN METAL	BERRIDGE METALS	AGED BRONZE

SIGNAGE SHOWN FOR REFERENCE ONLY. OWNER'S SIGN CONTRACTOR TO INSTALL NEW SIGNAGE. ALL SIGNS ARE UNDER SEPARATE PERMIT TO BE PULLED BY OWNER'S SIGNAGE CONTRACTOR.

SEE PHOTOMETRIC PLANS FOR WALL MOUNTED AND SITE LIGHTING INFORMATION. ALL WALL MOUNTED LIGHTS TO HAVE A DARK BRONZE FINISH



2 REAR ELEVATION AND PARTIAL FLOOR PLAN
1/16" = 1'-0"

Naos Design Group, LLC
4949 S. SYRACUSE STREET
SUITE 460
DENVER, COLORADO 80237
(p) 303.759.5777 (f) 720.360.4281
www.naosdg.com

KING SOOPERS #165

CASTLE ROCK, COLORADO

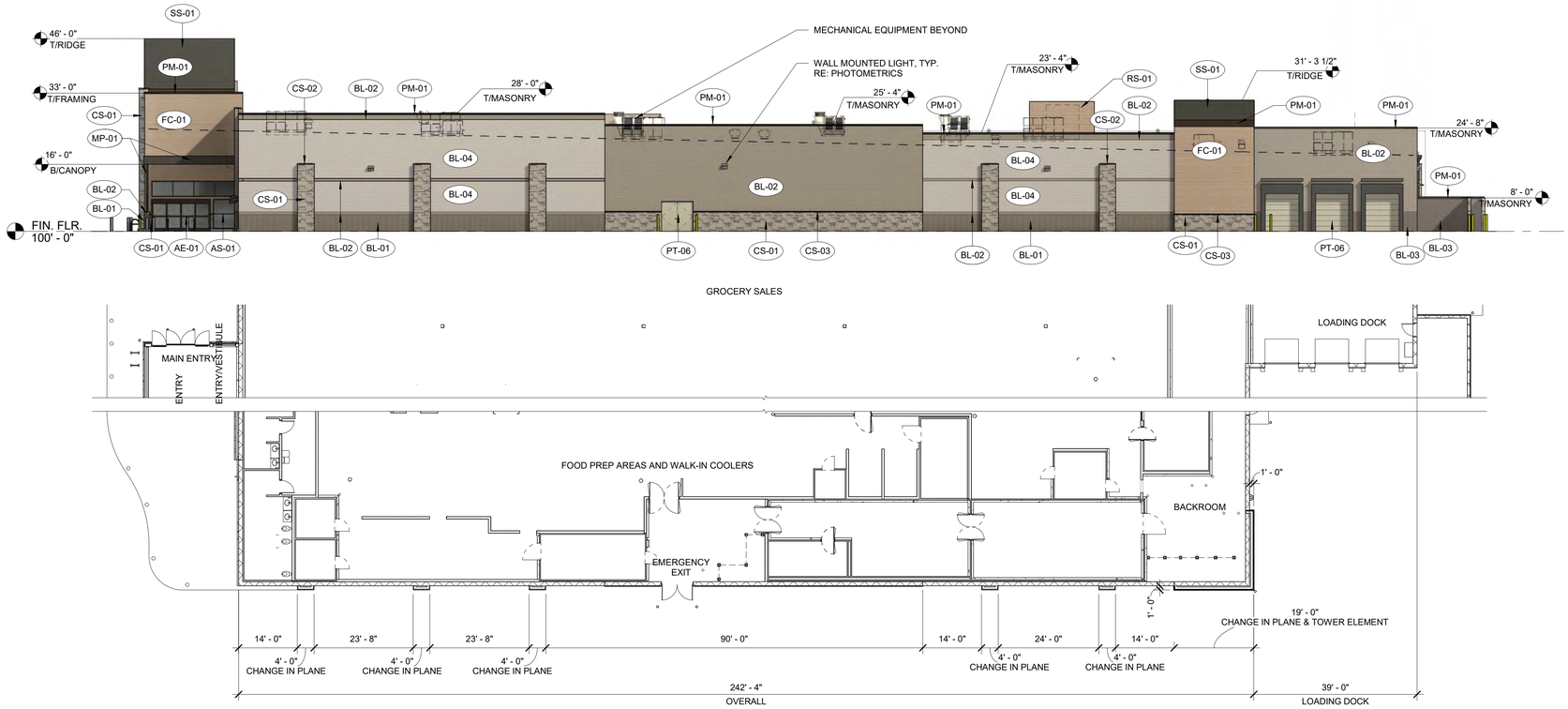
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JOB #: 2024166 **DATE:** 04/28/26

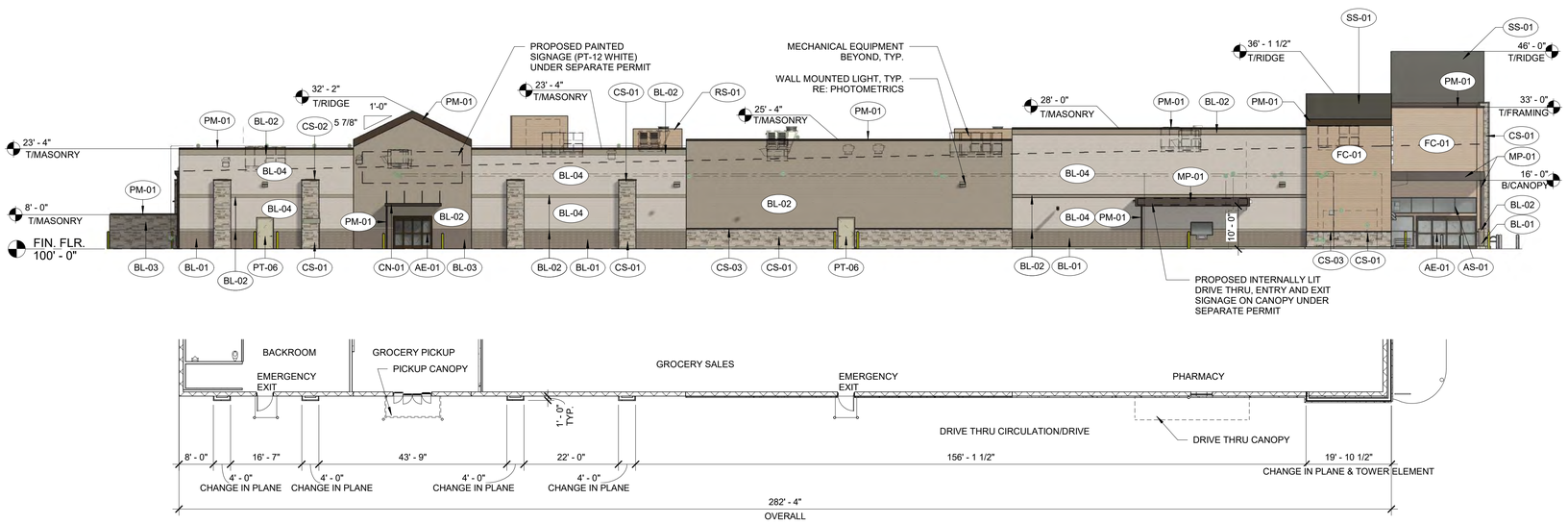
SCALE: 1/16" = 1'-0"

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1 RIGHT ELEVATION AND PARTIAL FLOOR PLAN
1/16" = 1'-0"



2 LEFT ELEVATION AND PARTIAL FLOOR PLAN
1/16" = 1'-0"

EXTERIOR FINISHES

MATERIAL	DESCRIPTION	MANUFACTURER	FINISH
AE-01	PREFINISHED ALUMINUM STOREFRONT DOOR	STANLEY	DARK BRONZE ANODIZED
AS-01	PREFINISHED ALUMINUM STOREFRONT		DARK BRONZE
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BL-04	DECORATIVE, INTEGRALLY COLORED CMU - SMOOTH FACE	BASALITE	721WR - LIGHT TAN
CL-01	CHAIN LINK FENCE AND GATE		
CN-01	PREMANUFACTURED CANOPY	ARCHITECTURAL FABRICATIONS INC.	DEEP BROWN
CS-01	CULTURED STONE VENEER	COUNTRY LEDGESTONE	ECHO RIDGE - LIGHT GRAY/TAN MIX
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MP-01	METAL PANEL - SMOOTH	BERRIDGE METALS	AGED BRONZE
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PT-06	PAINTED METAL	SHERWIN WILLIAMS	MINDFUL GRAY SW7016
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SEE PHOTOMETRIC PLANS FOR WALL MOUNTED AND SITE LIGHTING INFORMATION. ALL WALL MOUNTED LIGHTS TO HAVE A DARK BRONZE FINISH

Naos Design Group, LLC
4949 S. SYRACUSE STREET
SUITE 460
DENVER, COLORADO 80237
(p) 303.759.5777 (f) 720.360.4281
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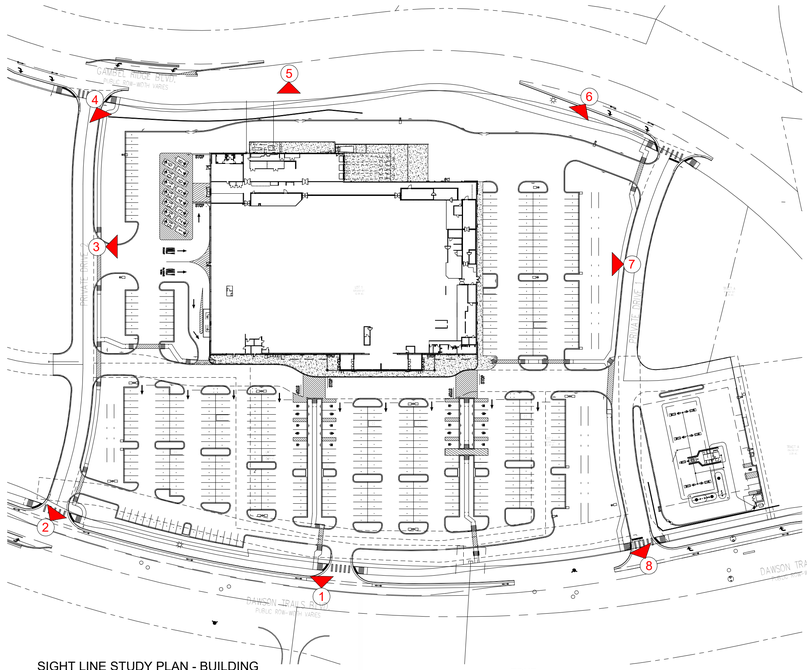
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SIGHT LINE STUDY PLAN - BUILDING FINISH FLOOR ELEVATION (FFE) = 6,397.89'
1" = 100'-0"

9

TRUE NORTH



3D View 1 - CENTRAL ENTRY OFF OF DAWSON TRAILS BLVD

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6390.00' + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6396.00' (- 1.89' BELOW F.F.E.)

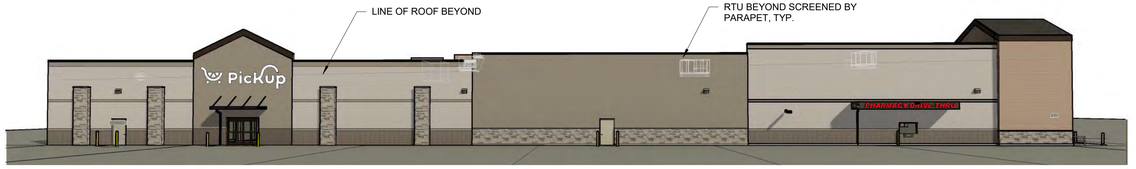
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3D View 2 - EAST ENTRY OFF OF DAWSON TRAILS BLVD

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6398.00 + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6404.00' (+6.11' ABOVE F.F.E)

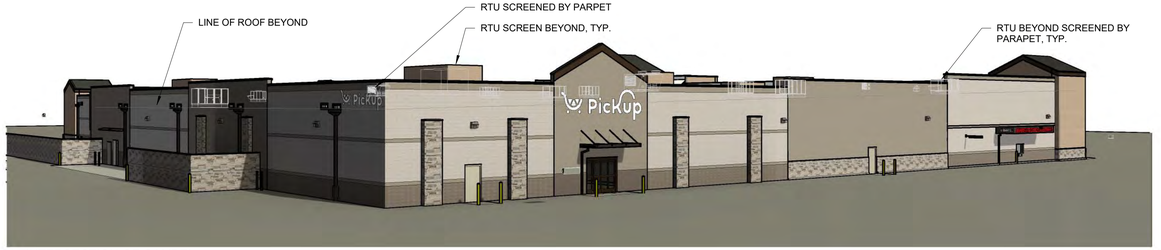
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3D View 3 - ENTRY OFF OF PRIVATE DRIVE 2

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6402.00 + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6408.00' (+10.11' ABOVE F.F.E.)

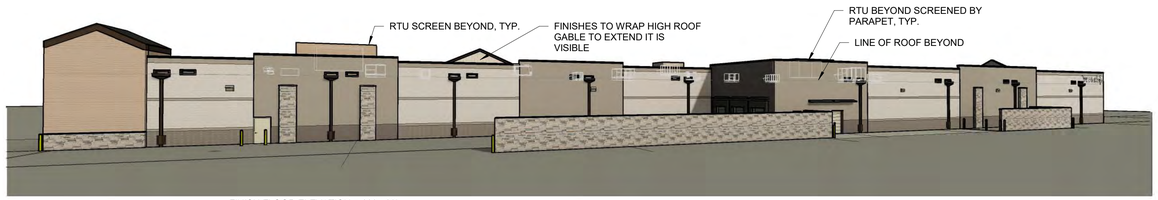
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3D View 4 - INTERSECTION OF GAMBEL RIDGE AND PRIVATE DRIVE 2

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6410.00' + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6416.00' (+18.11' ABOVE F.F.E.)

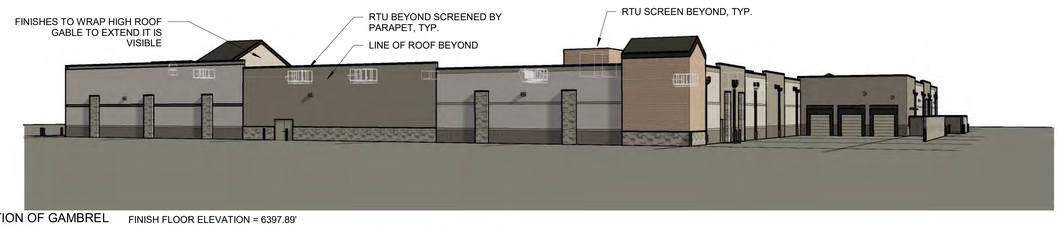
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FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6406.00'+ 6'-0" FOR EYE LEVEL PERSPECTIVE = 6412.00' (+14.11' ABOVE F.F.E.)

3D View 5 - GAMBREL RIDGE BLVD.

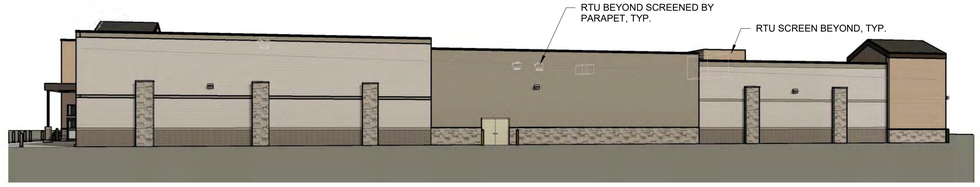
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3D View 6 - INTERSECTION OF GAMBREL RIDGE AND PRIVATE DRIVE 1

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6400.00' + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6406.00' (+8.11' ABOVE F.F.E.)

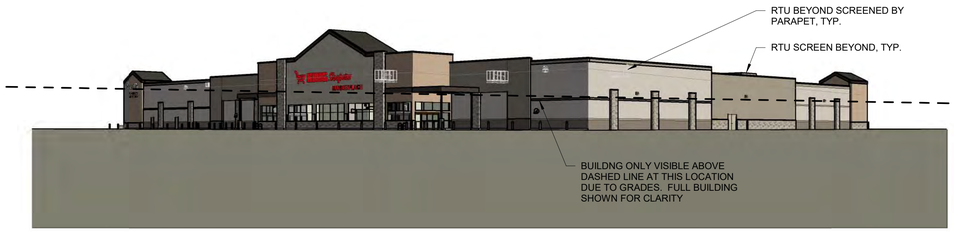
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3D View 7 - PRIVATE DRIVE 1

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6396.00' + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6396.00' (-1.89' BELOW F.F.E.)

7



3D View 8 - INTERSECTION OF PRIVATE DRIVE 1 AND DAWSON TRAILS BLVD.

FINISH FLOOR ELEVATION = 6397.89'
SPOT GRADE 6385.00' + 6'-0" FOR EYE LEVEL PERSPECTIVE = 6391.00' (-6.89' BELOW F.F.E.)

8

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4949 S. SYRACUSE STREET
SUITE 460
DENVER, COLORADO 80237
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KING SOOPERS #165

CASTLE ROCK, COLORADO

A2.0

JOB #: 2024166 **DATE:** 04/28/26

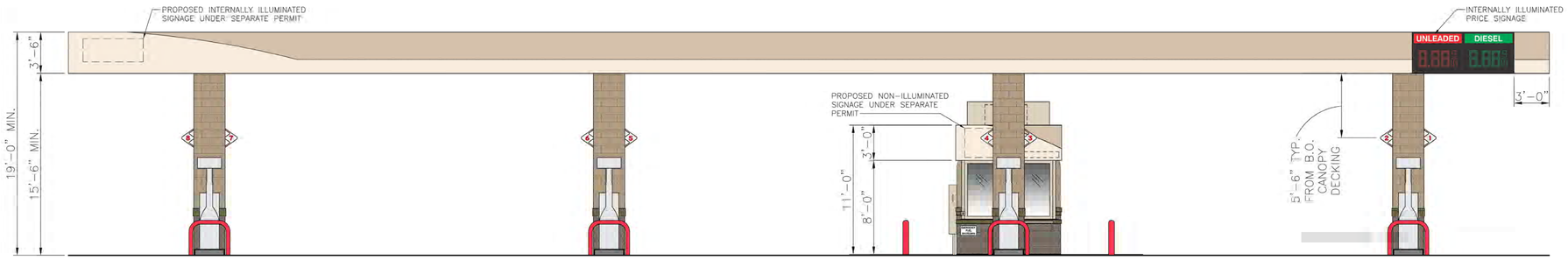
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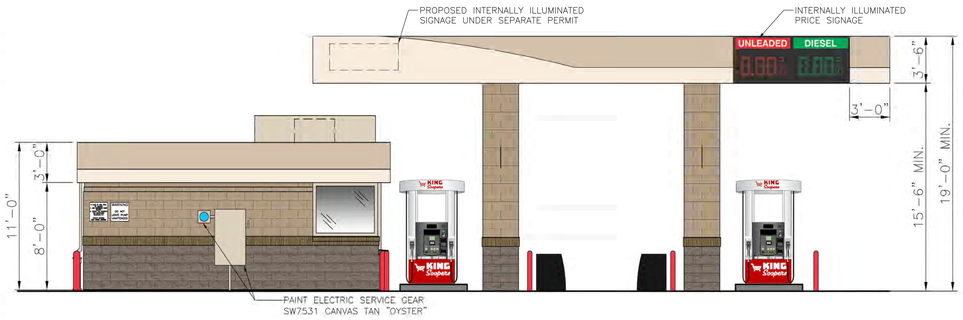
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SITE DEVELOPMENT PLAN

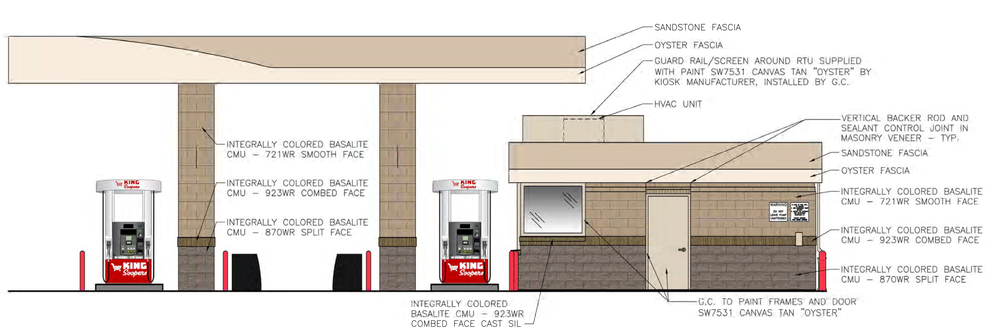
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4
LOCATED IN SECTION 22, T. 8 S., R. 67 W. OF THE 6TH P.M.
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



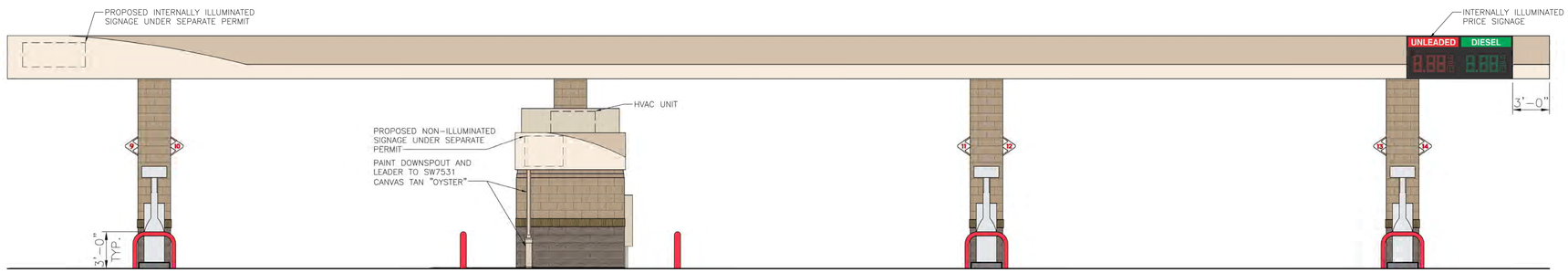
1 FRONT (SOUTH) ELEVATION
SCALE: 3/16"=1'-0"



2 LEFT (WEST) ELEVATION
SCALE: 3/16"=1'-0"



3 RIGHT (EAST) ELEVATION
SCALE: 3/16"=1'-0"



4 REAR (NORTH) ELEVATION
SCALE: 3/16"=1'-0"

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SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.
1	11/05/25	2nd SUBMITTAL	RDG

Project No:	KSS000165
Drawn By:	CFS
Checked By:	BSS
Date:	07/11/25

FUEL CENTER
EXTERIOR COLOR ELEVATIONS & SIGNAGE

24
OF 24

SDP25-0015 - SITE DEVELOPMENT PLAN
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 5

I:\KSS\projects\CO_Castle Rock - KSS000165\SDP\LAYOUT\KSS165_Color ELEV.dwg, 07/11/2025 - 11:07:09 AM, Chandler Slaviczek

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PARKING STUDY

Project Name: King Soopers #165, Site Development Plan
Property Legal Description: Dawson Trails Filing No. 2, Amendment No. 4

1. PROJECT SUMMARY

Site Location. As shown on **Figure 1**, the site will be located south of the Gambel Ridge Boulevard/Dawson Trails Boulevard intersection as well as in-between these roadways. East of Gambel Ridge Blvd and west of Dawson Trails Blvd.

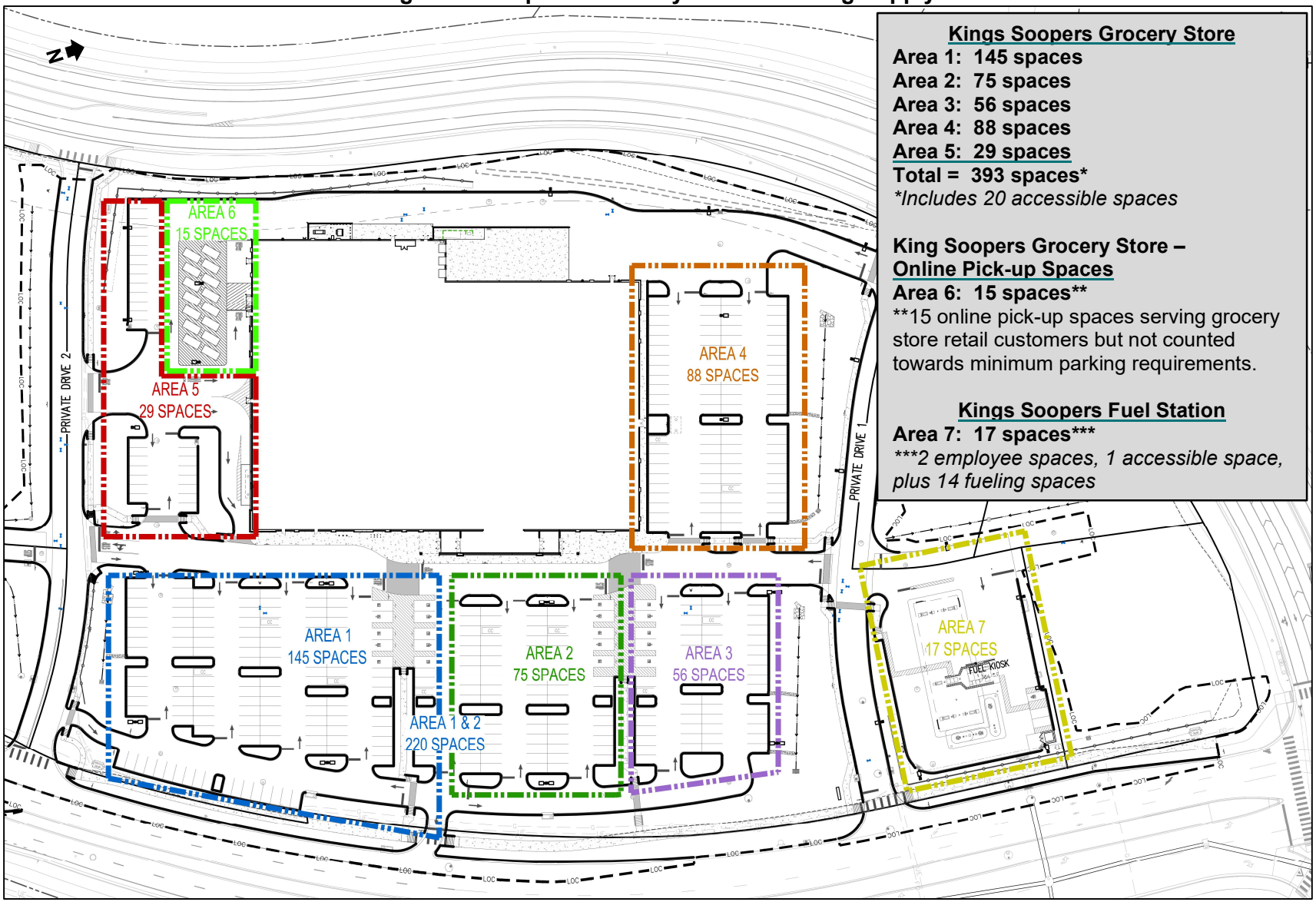
Figure 1: Site Location



Site Description and Layout. The application proposes a standalone ±98,476 square feet of gross floor area (GFA) King Soopers grocery store with an adjoining 14 fueling position gas station (or 7 fuel pumps). The standalone grocery store is defined as a "retail sales or service" use for the purpose of calculating its Code minimum parking requirement (Code 17.54.090).

The site layout is shown below on **Figure 2** which summarizes a proposed parking supply of approximately 393 spaces for the grocery store (Parking Areas 1 through 5) plus 15 online pick-up spaces also serving grocery store customers (Area 6). Separately, there are 17 spaces for the adjoining gas station (Area 7). As shown on the proposed site layout, parking for the King Soopers grocery store would be served by parking areas to the north and south of the store as well as the primary parking areas facing the store front on its east side (Parking Areas 1 through 6). The store will also offer online grocery deliveries. The adjoining gas station is proposed to have a parking supply that will exceed its minimum parking requirement by one (1) space.

Figure 1: Proposed Site Layout and Parking Supply



Kings Soopers Grocery Store
Area 1: 145 spaces
Area 2: 75 spaces
Area 3: 56 spaces
Area 4: 88 spaces
Area 5: 29 spaces
Total = 393 spaces*
**Includes 20 accessible spaces*

King Soopers Grocery Store – Online Pick-up Spaces
Area 6: 15 spaces**
**15 online pick-up spaces serving grocery store retail customers but not counted towards minimum parking requirements.

Kings Soopers Fuel Station
Area 7: 17 spaces***
****2 employee spaces, 1 accessible space, plus 14 fueling spaces*

2. PARKING REDUCTION REQUEST

Ordinance Citation for Parking Reduction.

17.54.090 Reduction of required parking spaces.

A. Based on the following criteria, the Director of Development Services may grant a parking reduction, not to exceed twenty-five (25) percent of the required parking, for commercial, institutional, industrial and mixed-use developments:

2. The applicant can satisfactorily demonstrate by means of a parking study that the parking needs of the use will be adequately served, and, if the reduction is due to the nature of the use, the applicant shall provide assurance that the nature of the use will not change;

Code Parking Requirement (Code 17.54.090). As shown on **Table 1**, based on the strict application of the Municipal Code's minimum parking requirements for "Retail sales or service" use, the proposed King Soopers would require a minimum of 493 spaces at 5.0 spaces per 1,000 SF of GFA for a 98,4746 GFA grocery store.

Proposed Parking Requirement. As shown on **Table 1**, The proposed grocery store's parking supply of 393 spaces (excluding the 15 online pick-up spaces) equates to a parking ratio of 3.99 spaces per 1,000 SF of GFA which amounts to an approximate 20 percent parking reduction request (or 100 fewer spaces) below the Code's minimum parking requirement for a "retail use or service" use.

For the purpose of this variance request that seeks a parking reduction for only the standalone grocery store, the Director of Development Services may grant this variance since it does not exceed twenty-five (25) percent of the required parking for this use (Code 17.54.090).

Statement of Assurance. The Applicant seeks to develop and retain long-term the proposed Kings Sooper grocery store as described. It is understood that any change of use may require a new parking reduction request.

Table 1: Municipal Code Minimum Parking Requirement and Proposed Parking Reduction Request

Building	Use	Amount	Units	Code Minimum Parking Ratio (1)	Required Spaces
Kings Soopers - Grocery Store	Retail sales or service	98,476	SF of GFA	5.0 spaces per 1,000 sq. ft. of GFA	493
				Total Code Minimum Required Spaces	**493**
				Total Provided Spaces (2)	**393**
				Difference (Provided minus Required)	**(100)**
				Percent Reduction from Code	**-20%**
				Effective Proposed Parking Ratio (spaces per 1,000 sq. ft. of GFA)	**3.99**

(1) Town of Castle Rock Municipal Code: 17.54.040

(2) The provided parking supply total of 393 spaces excludes 15 online pick-up spaces. When including the 15 online pick-up spaces, the grocery store is effectively served by 408 spaces to serve grocery store customers which would alternatively equate to a 17% parking reduction request.

Basis for Parking Reduction. The proposed Kings Soopers seeks to align their site-specific parking requirements with current nationwide standards that reflect the changing transportation patterns and community preferences with respect to shopping behaviors (e.g. online ordering and grocery delivery services). As shown on the concept plan, parking "Area 6" provides 15 parking spaces dedicated to serve online orders. Though not counted towards meeting the site's minimum parking requirements, these parking spaces will serve short-term parking for grocery store pick-ups which reduces customer dwell times that would otherwise require more parking for when patrons choose to shop in the store. King Soopers also offers the growing desire for grocery home deliveries via online orders which further reduces onsite parking demands.

In order to determine the impact of providing fewer parking spaces than required by Code, parking occupancy data for grocery store uses as presented in the Institute of Transportation Engineer's (ITE) Parking Generation, Sixth Edition was reviewed. As shown below, the observed average observed parking demand rates for grocery stores ranged between 2.47 and 3.72 spaces per 1,000 SF. Providing an eight (8) percent operational buffer to support patrons searching for available parking would convert the average parking demand ratios to a recommended parking supply ratio ranging from 2.74 to 4.04 spaces per 1,000 SF. The proposed King Soopers parking supply ratio of **3.99 spaces per 1,000 SF** for this site would fall within the recommend parking supply supported by ITE's data.

Table 2: ITE Grocery Store Parking Data vs Proposed Parking Supply

Time Period	ITE Observed Demand (1)	ITE Parking Supply (ITE Parking Demand plus 8% Buffer)	Proposed Parking Supply (2) (3)
Weekday (Mon.-Thurs)	2.47 sp/1,000 SF	2.74 sp/1,000 SF	**±3.99 sp/1,000 SF**
Friday	3.72 sp/1,000 SF	4.04 sp/1,000 SF	
Saturday	2.93 sp/1,000 SF	3.26 sp/1,000 SF	
Sunday	2.67 sp/1,000 SF	2.97 sp/1,000 SF	

(1) ITE Parking Generation, Sixth Edition
(2) The proposed parking supply of 393 spaces equates to 3.99 sp/1,000 SF.
(3) The effective parking supply is 4.14 sp/1,000 SF if the 15 online pick-up spaces are included for total supply of 408 spaces.

Additional Considerations:

Accessible Parking. The minimum accessible parking requirement for the Kings Soopers grocery store is eight (8) spaces which equates to approximately two (2) percent of the overall parking supply when excluding the 15 online pick-up spaces. In lieu of providing more overall parking spaces, the King Soopers project proposes 20 accessible parking spaces which equates to dedicating five (5) percent of its parking supply to accessible parking needs. This equates to providing 150 percent (or +12 accessible spaces) more than its minimum accessible parking requirement. Providing more accessible parking than required will better serve those with accessibility needs which will support the community's health, safety, and welfare.

Environmental Impacts. Right sizing the parking requirements for a specific use represents a step towards promoting a sustainable development which reduces the heat island effect created by a vast acreage of impervious asphalt. It also reduces the impact caused by unnecessary parking spaces to stormwater runoff which will degrade waterways and impact downstream water quality.

6.5 Planning Areas E-1 and E-2

1. Permitted Uses
    A. Residential
        1. Single Family Detached (E-2 only)
        2. Single Family Attached (Townhome, Duplex, Triplex, Fourplex, Zero Lot Line Dwellings, Patio Dwellings, Motor Courts, Green Courts, Clustered Dwellings) (E-2 only)
        3. Mixed-Use (horizontal or vertical) (E-2 only)
        4. Multifamily (E-2 only)
        5. Clustered Single Family Dwelling Units, including but not limited to Zero Lot Line Dwelling Units, Patio Dwelling Units, two, three, and four, and other Multi-Family Dwelling Units (E-2 only)
        6. Clustered Single Family Dwelling Units on a single lot as a product for lease (E-2 only)
        7. Detached private garages (E-2 only)

    B. Non-Residential
        1. Alcoholic Beverage Sales
        2. Assisted Living, Memory Care, or other similar institutional uses
        3. ATM / Kiosk / Financial Institution
        4. Automobile Service / Fuel Station / Wash / Rental
        5. Bed and Breakfast
        6. Clinic
        7. Day Care Center Facility
        8. Drive Through Facility
        9. Gym / Health Club
        10. Hospital / Urgent Care
        11. Nursing Home
        12. Office (including Flex Office)
        13. Place of Worship
        14. Private Club
        15. Public Facilities
        16. Retail
        17. Restaurant
        18. Services, Commercial
        19. Services, Personal
        20. Services, Repair
        21. Veterinary Clinic (to include 24/7 emergency care)
        22. Open Space, Public or Private
        23. Private Recreational and park uses, clubhouse, country clubs, recreational facilities, including but not limited to clubhouses, swimming pools, sport courts and jogging, riding, hiking and biking trails.
        24. Public Parks, Playgrounds, and other non-commercial recreational areas

25.Utilities including but not limited to gas, electric, telecom. This includes structures or facilities commonly associated or required with the installation and operation of utilities.
26.Water infrastructure including but not limited to detention/retention areas/ponds, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

2. Uses By Special Review
    A. Solar collectors which are not part of the primary structure
    B. Public Facilities

Galloway
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

To: Town of Castle Rock

From: Cooper Riddell-Brosig
Galloway

Date: July 3, 2025
Revised: November 10, 2025
Revised: April 1, 2026

Re: King Soopers 165 – Castle Rock, CO
Traffic Conformance Letter

COLORADO LICENSED
BRIAN J. HORAN
0053042
04/01/2026
PROFESSIONAL ENGINEER

INTRODUCTION

This memorandum provides the results of a traffic conformance analysis performed in support of the proposed site development of a mix of commercial/retail uses anchored by a grocery store and gas station use in Castle Rock, Colorado. The proposed site development is located south of Crystal Valley Pkwy, north of the future Quandary Peak Dr, west of the future Gambel Ridge Blvd, and east of the future Dawson Trails Blvd and is currently vacant. The site location is shown in Figure 1.



Figure 1 – Site Location

BACKGROUND

The subject site was previously studied as part of a larger proposed mixed-use development, Dawson Trails, which was supported by a Master Transportation Study (MTS) completed April 2022. The full planning area for Dawson Trails is shown in Figure 2.



Figure 2 – Dawson Trails Area

The MTS analyzed the full site with the following uses:

- 3,527 DU Single-Family Detached
- 2,323 DU Multi-Family Housing
- 720,000 SF Shopping Center
- 1,362,500 SF General Office Building
- 937,500 SF General Light Industrial
- 180,000 SF Discount Club
- 2,000 Student High School
- 5 Field Soccer Complex
- 900 Student Elementary School
- 60,000 SF Ice Skating Rink

The proposed site area is within the E-2 Planning Area of the MTS which contemplated the following uses:

- 400 DU Multi-Family Housing (Low-Rise)
- 412,000 SF Shopping Center
- 23,000 SF General Office

Excerpts from the MTS are included as Attachment I.

The Applicant, King Soopers, proposes to develop the subject site with a mix of commercial/retail uses anchored by a grocery store and gas station use. As not all users are identified, a conservative assumption was made that 20% of the total land area would be usable square footage for the shopping center use (LUC 820). As a result, the following development program was assumed for the subject site:

- 187,960 SF Shopping Center
- 14 FP Gas Station

A full-sized copy of the site plan is provided as Attachment II. The following memorandum has been prepared for the Town as requested. The purpose is to evaluate the traffic generated by the currently proposed commercial/retail uses in comparison to the assumed uses supported by the approved MTS.

DAWSON TRAILS DEVELOPMENT MTS

As mentioned previously, the MTS is dated April 2022 and contemplates a mix of uses for the Dawson Trails development. The MTS forecasted trip generation estimates for the above development program based on rates/equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition and industry standard methodologies. In accordance with these ITE assumptions, the previously approved uses for the E-2 Planning Area would generate:

- 313 net new weekday AM peak hour trips (153 in/160 out),
- 645 net new weekday PM peak hour trips (325 in/320 out), and
- 6,812 net new average daily trips.

PROPOSED DEVELOPMENT AND TRIP GENERATION COMPARISON

Proposed Trip Generation

The Applicant is proposing a mix of commercial/retail uses anchored by a grocery store and gas station use for the subject site in place of the previously assumed uses for the E-2 planning area of the approved MTS. Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), for the proposed development were derived based on rates/equations published in the ITE *Trip Generation Manual*, 12th Edition for the proposed uses.

According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as gas station establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trips are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a gas station on his/her way home from work.

The proposed use would experience pass-by trips consistent with the primary use located on site. In recognition of this phenomenon and consistent with ITE published data, the following pass-by reductions were applied to the trip generation analysis:

- Shopping Center: 0% PM/ 34% PM
- Gas Station: 63% AM/ 57% PM

In accordance with these ITE assumptions the proposed use would generate, at build-out and full occupancy, the following trips to the network:

- 306 net new weekday AM peak hour trips (183 in/123 out),
- 615 net new weekday PM peak hour (302 in/313 out), and
- 5,549 net new average daily trips.

Trip Generation Comparison

The trip generation for the currently proposed development programs was compared to the previously approved uses within the E-2 planning area of the approved MTS. A trip generation analysis comparison

is provided in Table 1. As shown in Table 1, the comparison of the previously approved use to the proposed use for the shows that the proposed use is forecasted to generate:

- 7 ***fewer*** weekday AM peak hour trips (30 additional in/37 fewer out),
- 30 ***fewer*** weekday PM peak hour trips (23 fewer in/7 fewer out), and
- 1,263 ***fewer*** average daily trips.

SITE ACCESS & AUXILIARY LANES

Site access is proposed via a right-in right-out (RIRO) access and a ¾ movement access on Gambel Ridge Blvd, a RIRO access on Quandary Peak Dr, and a RIRO access, a right-out only access, and a ¾ movement access on Dawson Trails Blvd. Per the Town of Castle Rock Transportation Design Criteria Manual, the design standards for deceleration lanes are determined using the State of Colorado's State Highway Access Code (SHAC). It was determined that all access locations on Gambel Ridge Blvd and Dawson Trails Blvd require deceleration lanes for the turn movements into the subject site with the exception of the SE Site Access southbound right turn movement since there will be three travel lanes in the direction of the right turn. No accelerations lanes would be required for the vehicles leaving the subject site. The designated turn lanes that will be provided for the subject site include:

- Gambel Ridge Blvd
  - NW Site Access (RIRO)
    - Northbound right turn lane – 75' storage + 120' taper
  - SW Site Access (3/4)
    - Northbound right turn lane – 70' storage + 128' taper
    - Southbound left turn lane – 90' storage + 120' taper
- Dawson Trails Blvd
  - NE Site Access (RIRO)
    - Southbound right turn lane – 175' storage + 120' taper
  - SE Site Access (3/4)
    - Northbound left turn lane – 85' storage + 120' taper
- Quandary Peak Dr
  - S Site Access (RIRO)
    - Westbound right turn lane – 105' storage + 40' taper

These proposed auxiliary lanes can be seen in the site plan in Attachment II.

CONCLUSIONS

The conclusions of this comparative analysis are as follows:

1. The subject site was previously contemplated as part of the E-2 Planning Area of the larger Dawson Trails mixed use development in Castle Rock, CO.

2. The Dawson Trails Master Transportation Study (MTS) prepared April 2022, contemplated the following uses for the E-2 Planning Area:
   - 400 DU Multi-Family Housing (Low Rise)
   - 412,000 SF Shopping Center
   - 23,000 SF General Office Building

3. The Applicant, King Soopers, proposes to develop the subject site with the following uses:
   - 187,960 SF Shopping Center
   - 14 FP Gas Station

4. A comparison of trip generation between the approved and proposed use suggests that the proposed use would generate 7 fewer weekday AM peak hour trips, 30 fewer weekday PM peak hour trips, and 1,263 fewer average daily trips.

5. Based on the trip generation comparison contained herein, the proposed mix of commercial/retail uses anchored by a grocery store with gas station use would not change the conclusions of the MTS. The traffic impacts associated with the proposed use would be adequately accommodated by the constructed/proposed road network without the need for additional improvements.

6. Auxiliary lanes for the proposed subject site will be provided for all access locations on Gambel Ridge Blvd and Dawson Trails Blvd with the exception of the SE Site Access southbound right turn movement since there will be three travel lanes in the direction of the right turn.

7. The proposed accesses would not negatively impact the surrounding roadway network or the recommendations and conclusions of the MTS.

We trust that the information contained herein satisfies the request of the Town of Castle Rock, CO. If you have any questions or need further information, please contact Cooper Riddell-Brosig at CooperRiddell@GallowayUS.com or 303-770-8884.

Table 1

King Soopers 156 - Castle Rock, CO

Site Trip Generation Comparison

Land Use	Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Trips
Approved: E-2 Planning Area (1)										
Multi-Family Housing (Low Rise)	220	400	DU	26	88	114	87	51	138	1,808
Shopping Center	820	412,000	SF	114	70	184	358	388	746	7,388
Pass-by (AM 0%/PM 34%)				*0*	*0*	*0*	*-122*	*-132*	*-254*	*-2,512*
General Office	710	23,000	SF	13	2	15	2	13	15	128
Total External Trips				**153**	**160**	**313**	**447**	**452**	**899**	**9,324**
Pass-by Total				*0*	*0*	*0*	*-122*	*-132*	*-254*	*-2,512*
Approved E-2 Planning Area Net New Total				**153**	**160**	**313**	**325**	**320**	**645**	**6,812**
Proposed (2)										
Shopping Center (>150k)	820	187,960	SF	154	94	248	392	409	801	6,840
Pass-by (AM 0%/PM 34%)				*0*	*0*	*0*	*-133*	*-139*	*-272*	*-2,326*
Gas Station	944	14	FP	79	79	158	100	99	199	2,408
Pass-by (AM 63%/PM 57%)				*-50*	*-50*	*-100*	*-57*	*-56*	*-113*	*-1,373*
Total External Trips				**233**	**173**	**406**	**492**	**508**	**1,000**	**9,248**
Pass-by Total				*-50*	*-50*	*-100*	*-190*	*-195*	*-385*	*-3,699*
Proposed Net New Total				**183**	**123**	**306**	**302**	**313**	**615**	**5,549**
Difference (Proposed minus Approved)				**30**	**(37)**	**(7)**	**(23)**	**(7)**	**(30)**	**(1,263)**

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition

(2) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition

Attachment I
Dawson Trails– Master Transportation Study dated April 2022 excerpts

Dawson Trails
Master Transportation Study



PREVIOUS SUBMITTAL DATES: July 7, 2021 & December 6, 2021

UPDATED DATE: April 14, 2022

PREPARED FOR:
Dawson Trails I LLC
Dawson Trails II LLC
Westside Property Investment Company, Inc.
4100 East Mississippi Avenue - Suite 500
Denver, CO 80246

PREPARED BY:
Fox Tuttle Transportation Group, LLC
1624 Market Street, Suite 202
Denver, CO 80202

FOX TUTTLE

Table 6A – Trip Generation and Phases (External Trips)

Planning Area	Land Use	Size	Unit	Non-Auto Factor	Internal Capture Adjust	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips				Saturday Peak Hour Trips				
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Peak Factor	Rate	Total	In	Out
A-1	ITE 210 - Single-Famly Detached Housing	471	Dwelling Units	0.95	0.65	9.44	2,746	1,373	1,373	0.74	215	54	161	0.99	288	181	107	0.875	0.93	237	128	109
B-1	ITE 210 - Single-Famly Detached Housing	484	Dwelling Units	0.95	0.65	9.44	2,821	1,411	1,410	0.74	221	55	166	0.99	296	186	110	0.875	0.93	243	131	112
B-2	ITE 210 - Single-Famly Detached Housing	228	Dwelling Units	0.95	0.65	9.44	1,329	665	664	0.74	104	26	78	0.99	139	88	51	0.875	0.93	115	62	53
C-1	ITE 210 - Single-Famly Detached Housing	481	Dwelling Units	0.95	0.65	9.44	2,804	1,402	1,402	0.74	220	55	165	0.99	294	185	109	0.875	0.93	242	131	111
C-2	ITE 210 - Single-Famly Detached Housing	908	Dwelling Units	0.95	0.65	9.44	5,293	2,647	2,646	0.74	415	104	311	0.99	555	350	205	0.875	0.93	456	246	210
D-1	ITE 210 - Single-Famly Detached Housing	955	Dwelling Units	0.95	0.65	9.44	5,567	2,784	2,783	0.74	436	109	327	0.99	584	368	216	0.875	0.93	480	259	221
D-1	ITE 220 - Multi-Family Housing (Low-Rise)	983	Dwelling Units	0.95	0.65	7.32	4,443	2,222	2,221	0.46	279	64	215	0.56	340	214	126	0.875	0.70	372	182	190
E-1	ITE 820 - Shopping Center	30.00	1,000 sq. ft.	0.95	0.50	37.75	538	269	269	0.94	13	8	5	3.81	54	26	28	1.0	4.50	64	33	31
	Pass-by Shopping Center (PM)	*34%*					*183*	*91*	*92*		*0*	*0*	*0*		*18*	*9*	*9*			*0*	*0*	*0*
	Pass-by Shopping Center (Sat)	*26%*					*0*	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*			*17*	*9*	*8*
E-2	ITE 220 - Multi-Family Housing (Low-Rise)	400	Dwelling Units	0.95	0.65	7.32	1,808	904	904	0.46	114	26	88	0.56	138	87	51	0.875	0.70	151	74	77
	ITE 820 - Shopping Center	412.00	1,000 sq. ft.	0.95	0.50	37.75	7,388	3,694	3,694	0.94	184	114	70	3.81	746	358	388	1.0	4.50	881	458	423
	Pass-by Shopping Center (PM)	*34%*					*2,512*	*1,256*	*1,256*		*0*	*0*	*0*		*254*	*122*	*132*			*0*	*0*	*0*
	Pass-by Shopping Center (Sat)	*26%*					*0*	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*			*229*	*119*	*110*
	ITE 710 - General Office	23.00	1,000 sq. ft.	0.95	0.60	9.74	128	64	64	1.16	15	13	2	1.15	15	2	13	1.0	0.53	7	4	3
F-1.1	ITE 110 - General Light Industrial (Flex)	135.00	1,000 sq. ft.	0.95	0.85	4.96	541	271	270	0.70	76	67	9	0.63	69	9	60	1.0	0.41	45	21	24
	ITE 710 - General Office (Flex)	135.00	1,000 sq. ft.	0.95	0.60	9.74	749	375	374	1.16	89	77	12	1.15	88	14	74	1.0	0.53	41	22	19
	ITE 710 - General Office	105.00	1,000 sq. ft.	0.95	0.50	9.74	486	243	243	1.16	58	50	8	1.15	57	9	48	1.0	0.53	26	14	12
F-1.2	ITE 220 - Multi-Family Housing (Low-Rise)	440	Dwelling Units	0.95	0.65	7.32	1,989	995	994	0.46	125	29	96	0.56	152	96	56	0.875	0.70	166	81	85
	ITE 710 - General Office	120.00	1,000 sq. ft.	0.95	0.60	9.74	666	333	333	1.16	79	68	11	1.15	79	13	66	1.0	0.53	36	19	17
	ITE 857 Discount Club	180.00	1,000 sq. ft.	0.95	0.65	42.46	4,719	2,360	2,359	0.80	89	54	35	4.19	466	233	233	1.0	6.37	708	347	361
F-1.3	ITE 220 - Multi-Family Housing (Low-Rise)	500	Dwelling Units	0.95	0.65	7.32	2,260	1,130	1,130	0.46	142	33	109	0.56	173	109	64	0.875	0.70	189	93	96
	ITE 710 - General Office	552.00	1,000 sq. ft.	0.95	0.60	9.74	3,065	1,533	1,532	1.16	365	314	51	1.15	362	58	304	1.0	0.53	167	90	77
	ITE 820 - Shopping Center	278.00	1,000 sq. ft.	0.95	0.50	37.75	4,985	2,493	2,492	0.94	124	77	47	3.81	503	241	262	1.0	4.50	594	297	297

Table 6A – Trip Generation and Phases (External Trips)

Planning Area	Land Use	Size	Unit	Non-Auto Factor	Internal Capture Adjust	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips				Saturday Peak Hour Trips				
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Peak Factor	Rate	Total	In	Out
	ITE 110 - General Light Industrial (Flex)	362.50	1,000 sq. ft.	0.95	0.85	4.96	1,452	726	726	0.70	205	180	25	0.63	184	24	160	1.0	0.41	120	56	64
	ITE 710 - General Office (Flex)	362.50	1,000 sq. ft.	0.95	0.60	9.74	2,013	1,007	1,006	1.16	240	206	34	1.15	238	38	200	1.0	0.53	110	59	51
	Pass-by Shopping Center (PM)	*34%*					*1,695*	*848*	*847*		*0*	*0*	*0*		*171*	*82*	*89*			*0*	*0*	*0*
	Pass-by Shopping Center (Sat)	*26%*					*0*	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*			*154*	*77*	*77*
G-1	ITE 110 - General Light Industrial	375.00	1,000 sq. ft.	0.95	0.85	4.96	1,502	751	751	0.70	212	187	25	0.63	191	25	166	1.0	0.41	124	58	66
	ITE 110 - General Light Industrial (Flex)	60.00	1,000 sq. ft.	0.95	0.85	4.96	240	120	120	0.70	34	30	4	0.63	31	4	27	1.0	0.41	20	9	11
	ITE 710 - General Office (Flex)	60.00	1,000 sq. ft.	0.95	0.60	9.74	333	167	166	1.16	40	34	6	1.15	39	6	33	1.0	0.53	18	10	8
G-2	ITE 110 - General Light Industrial (Flex)	5.00	1,000 sq. ft.	0.95	0.85	4.96	20	10	10	0.70	3	3	0	0.63	3	0	3	1.0	0.41	2	1	1
	ITE 710 - General Office (Flex)	5.00		0.95	0.60	9.74	28	14	14	1.16	3	3	0	1.15	3	0	3	1.0	0.53	2	1	1
PLD	ITE 530 - High School	2000	Students	1.00	0.10	2.03	406	203	203	0.52	104	70	34	0.14	28	13	15	1.0	0.10	20	13	7
PLD	ITE 488 - Soccer Complex [assuming for all the fields/courts]	5	fields	0.90	0.80	71.33	257	129	128	0.99	4	2	2	16.43	59	39	20	1.0	40.10	144	69	75
PLD	ITE 520 - Elementary School	900	Students	1.00	0.10	1.89	170	85	85	0.67	60	32	28	0.17	15	7	8	1.0	0.00	0	0	0
PLD	ITE 465 - Ice Skating Rink	60	1,000 sq. ft.	0.95	0.80		610	305	305	0.17	8	3	5	1.33	61	34	27	1.0	2.63	120	64	56
					Total Pass-by Trips:		*4,389*	*2,195*	*2,194*	*AM >*	*0*	*0*	*0*	*PM >*	*443*	*212*	*231*		*SAT >*	*399*	*205*	*194*
					Total New Trips:		*57,066*	*28,361*	*28,344*	*AM >*	*4,248*	*2,124*	*2,124*	*PM >*	*5,777*	*2,802*	*2,975*		*SAT >*	*5,503*	*2,832*	*2,671*
					Total Trips (New + Pass-By):		*61,455*	*30,556*	*30,538*	*AM >*	*4,248*	*2,124*	*2,124*	*PM >*	*6,220*	*3,014*	*3,206*		*SAT >*	*5,902*	*3,037*	*2,865*

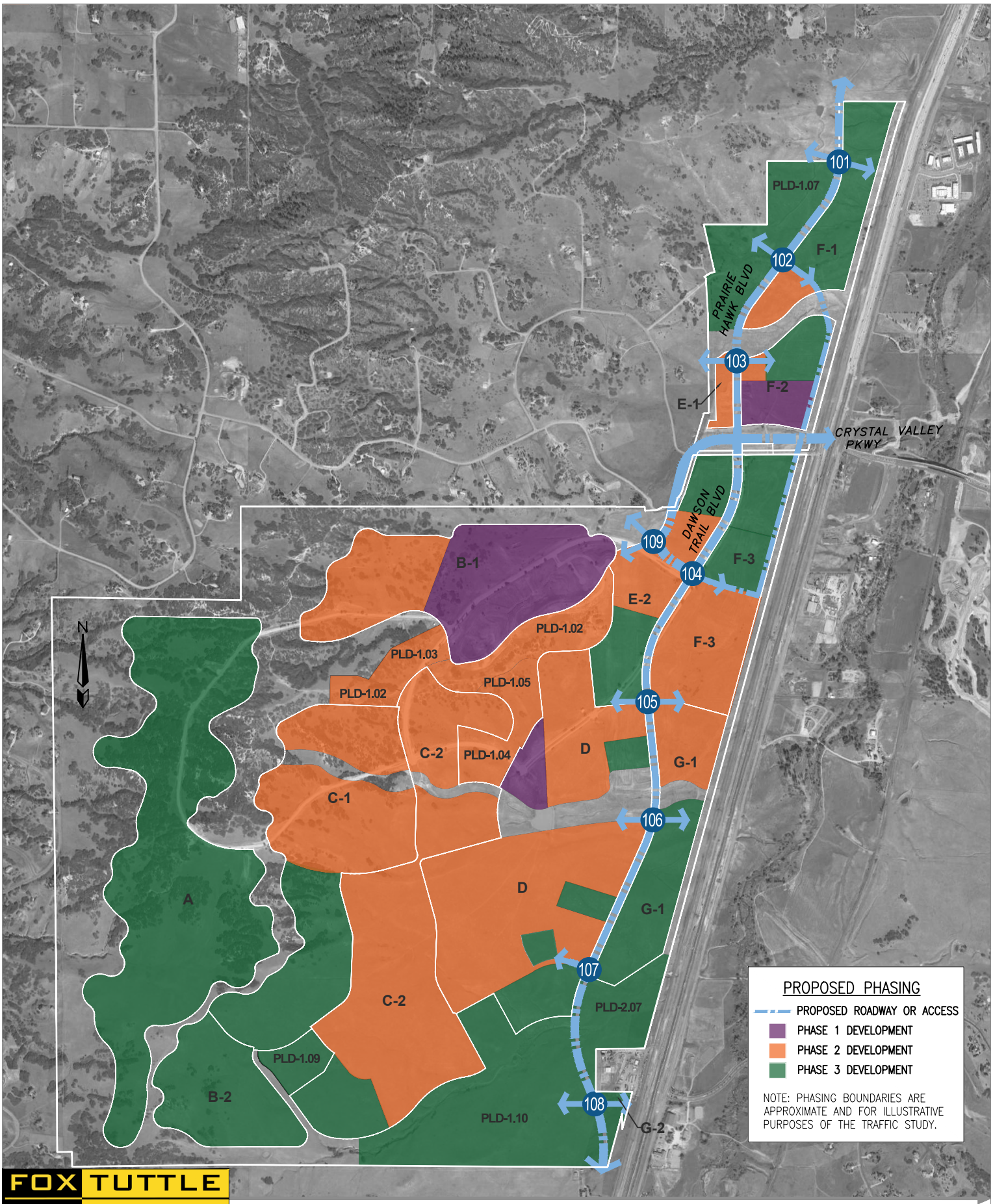
Source: ITE Trip Generation 10th Edition, 2017. Non-Auto are trips where people walk, bike, use transit, or telecommute instead of travel in an automobile. Internal Capture Adjustment is the multi-purpose trips that go to more than one location within the site but do not drive on the arterial roadways or through the study intersections.

Multi-Family (low-rise)	2,323
Single-Family	3,527
Total DU	5,850
Retail	900
Office	800
Light Industrial	375
Flex	1,125
Total 1,000 Sq. Ft.	3,200

Table 6B – Trip Generation and Phases (Internal Trips)

Planning Area	Land Use	Size	Unit	Non-Auto Factor	Internal Capture Adjust	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips				Saturday Peak Hour Trips				
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Peak Factor	Rate	Total	In	Out
E-1	ITE 820 - Shopping Center	30.00	1,000 sq. ft.	0.95	0.40	37.75	430	215	215	0.94	11	7	4	3.81	43	21	22	1.0	4.50	51	27	24
E-2	ITE 820 - Shopping Center	412.00	1,000 sq. ft.	0.95	0.40	37.75	5,910	2,955	2,955	0.94	147	91	56	3.81	596	286	310	1.0	4.50	705	367	338
	ITE 710 - General Office	23.00	1,000 sq. ft.	0.95	0.35	9.74	74	37	37	1.16	9	8	1	1.15	9	1	8	1.0	0.53	4	2	2
F-1.1	ITE 110 - General Light Industrial (Flex)	135.00	1,000 sq. ft.	0.95	0.15	4.96	95	48	47	0.70	13	11	2	0.63	12	2	10	1.0	0.41	8	4	4
	ITE 710 - General Office (Flex)	135.00	1,000 sq. ft.	0.95	0.35	9.74	437	219	218	1.16	52	45	7	1.15	52	8	44	1.0	0.53	24	13	11
	ITE 710 - General Office	105.00	1,000 sq. ft.	0.95	0.40	9.74	389	195	194	1.16	46	40	6	1.15	46	7	39	1.0	0.53	21	11	10
F-1.2	ITE 710 - General Office	120.00	1,000 sq. ft.	0.95	0.35	9.74	389	195	194	1.16	46	40	6	1.15	46	7	39	1.0	0.53	21	11	10
	ITE 857 Discount Club	180.00	1,000 sq. ft.	0.95	0.65	42.46	4,719	2,360	2,359	0.80	89	54	35	4.19	466	233	233	1.0	6.37	708	347	361
F-1.3	ITE 710 - General Office	552.00	1,000 sq. ft.	0.95	0.35	9.74	1,788	894	894	1.16	213	183	30	1.15	211	34	177	1.0	0.53	97	52	45
	ITE 820 - Shopping Center	278.00	1,000 sq. ft.	0.95	0.40	37.75	3,988	1,994	1,994	0.94	99	61	38	3.81	402	193	209	1.0	4.50	475	238	237
	ITE 110 - General Light Industrial (Flex)	362.50	1,000 sq. ft.	0.95	0.15	4.96	256	128	128	0.70	36	32	4	0.63	33	4	29	1.0	0.41	21	10	11
	ITE 710 - General Office (Flex)	362.50	1,000 sq. ft.	0.95	0.35	9.74	1,174	587	587	1.16	140	120	20	1.15	139	22	117	1.0	0.53	64	35	29
	Pass-by Shopping Center (PM)	*0%*					*0*	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*			*0*	*0*	*0*
	Pass-by Shopping Center (Sat)	*0%*					*0*	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*			*0*	*0*	*0*
G-1	ITE 110 - General Light Industrial	375.00	1,000 sq. ft.	0.95	0.15	4.96	265	133	132	0.70	37	33	4	0.63	34	4	30	1.0	0.41	22	10	12
	ITE 110 - General Light Industrial (Flex)	60.00	1,000 sq. ft.	0.95	0.15	4.96	42	21	21	0.70	6	5	1	0.63	5	1	4	1.0	0.41	4	2	2
	ITE 710 - General Office (Flex)	60.00	1,000 sq. ft.	0.95	0.35	9.74	194	97	97	1.16	23	20	3	1.15	23	4	19	1.0	0.53	11	6	5
G-2	ITE 110 - General Light Industrial (Flex)	5.00	1,000 sq. ft.	0.95	0.15	4.96	4	2	2	0.70	0	0	0	0.63	0	0	0	1.0	0.41	0	0	0
	ITE 710 - General Office (Flex)	5.00		0.95	0.35	9.74	16	8	8	1.16	2	2	0	1.15	2	0	2	1.0	0.53	1	1	0
PLD	ITE 530 - High School	2000	Students	1.00	0.90	2.03	3,654	1,827	1,827	0.52	936	627	309	0.14	252	121	131	1.0	0.10	180	113	67
PLD	ITE 488 - Soccer Complex [assuming for all the fields/courts]	5	fields	0.90	0.20	71.33	64	32	32	0.99	1	1	0	16.43	15	10	5	1.0	40.10	36	17	19
PLD	ITE 520 - Elementary School	900	Students	1.00	0.90	1.89	1,531	766	765	0.67	543	293	250	0.17	138	66	72	1.0	0.00	0	0	0
PLD	ITE 465 - Ice Skating Rink	60	1,000 sq. ft.	0.95	0.20		150	75	75	0.17	2	1	1	1.33	15	8	7	1.0	2.63	30	16	14
					Total New Trips:		*25,569*	*12,788*	*12,781*	*AM >*	*2,451*	*1,674*	*777*	*PM >*	*2,539*	*1,032*	*1,507*		*SAT >*	*2,483*	*1,282*	*1,201*

Source : ITE Trip Generation 10th Edition, 2017.



FOX TUTTLE
TRANSPORTATION GROUP

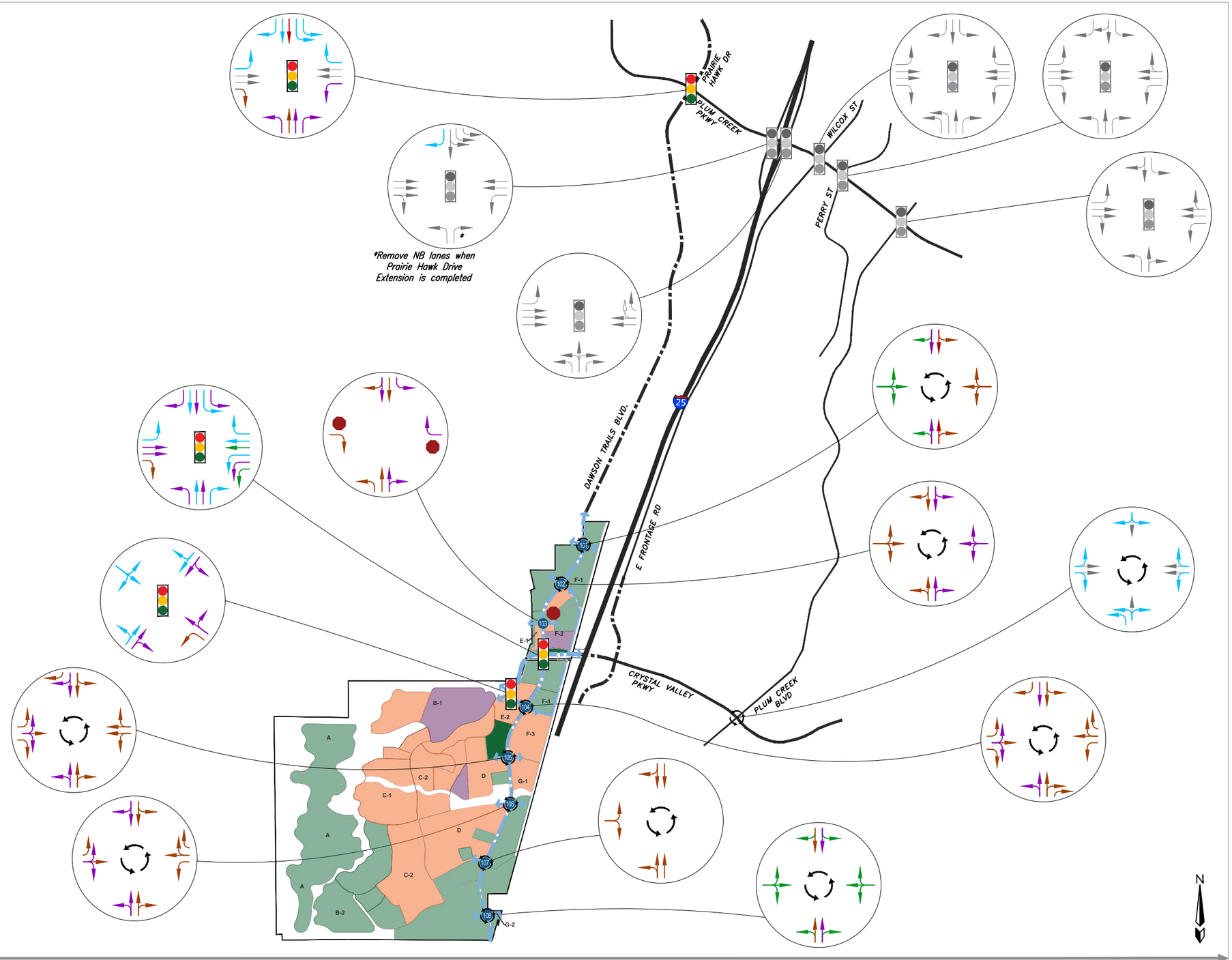
DAWSON TRAILS MASTER TRANSPORTATION STUDY

PROPOSED LAND USES AND PHASING

FT Project #	20092	Original Scale	NTS	Date	4/6/22	Drawn by	CRS	Figure #	2

KEY

- EXISTING LANE CONFIGURATION
- YR 2025 BACKGROUND LANE CONFIG.
- YR 2025 PROJECT (PH. 1) LANE CONFIG.
- YR 2030 BACKGROUND LANE CONFIG.
- YR 2030 PROJECT (PH. 1+2) LANE CONFIG.
- YR 2040 PROJECT (FULL BUILD) LANE CONFIG.
- EXISTING TRAFFIC CONTROL
- NEW FUTURE TRAFFIC CONTROL



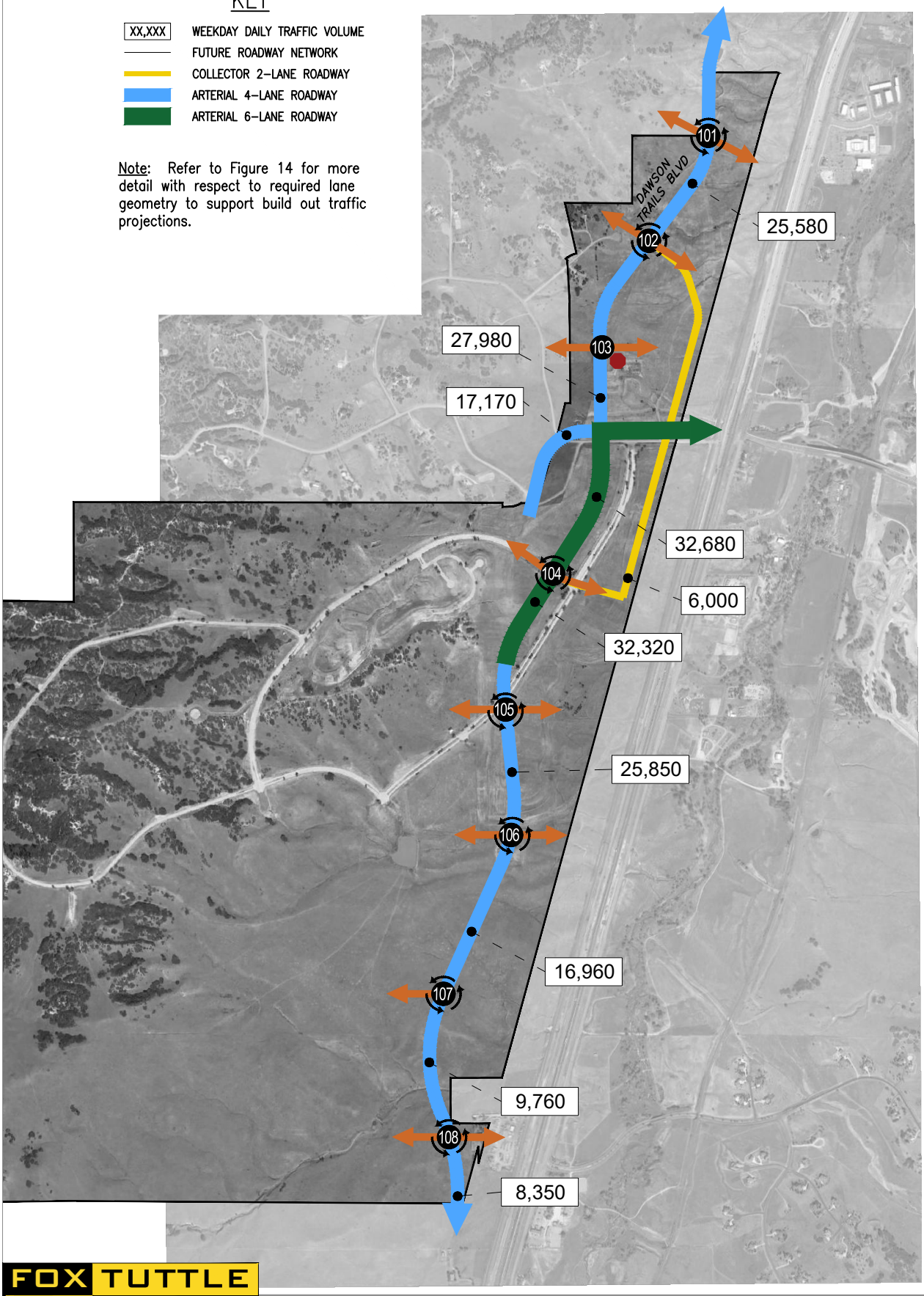
Note: The traffic study provides technical information and evaluates the need for transportation mitigation as traffic grows, but it does not address infrastructure commitments or obligations of Dawson TRAILS. That needs to be discussed and negotiated in the development agreements for the project.

FOX TUTTLE TRANSPORTATION GROUP

DAWSON TRAILS MASTER TRANSPORTATION STUDY

INTERSECTION GEOMETRY AND TRAFFIC CONTROL (PER YEAR AND PHASE)

FT Project #	20092	Original Scale	NTS	Date	12/2/2021	Drawn by	CRS	Figure #	14



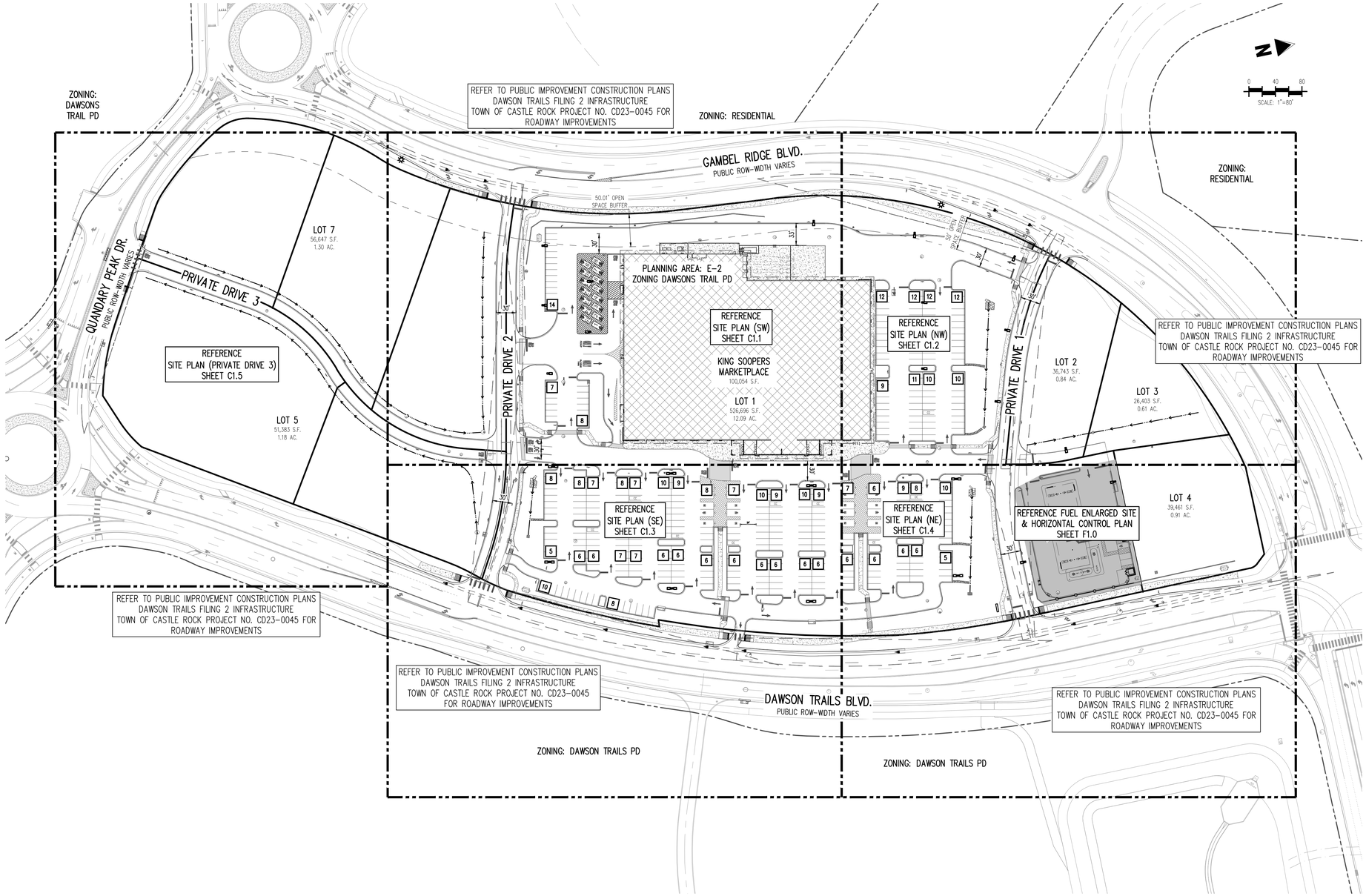
FOX TUTTLE
TRANSPORTATION GROUP

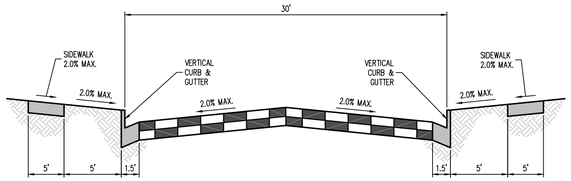
DAWSON TRAILS MASTER TRANSPORTATION STUDY

FULL BUILDOUT ROADWAY MASTER PLAN

FT Project #	20092	Original Scale		Date	12/2/2021	Drawn by	CRS	Figure #	15

Attachment II
Site Plan





PRIVATE DRIVE TYPICAL SECTION
NOT TO SCALE

SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED EDGE OF GRAVEL
- PROPOSED CURB AND GUTTER
- CURB AND GUTTER BY OTHERS
- PROPOSED CONCRETE SIDEWALK
- ENHANCED CONCRETE PAVEMENT
- LIMITS OF ARCHITECTURAL SCOPE
- ADA PATH OF TRAVEL
- PROPOSED SIGHT DISTANCE TRIANGLE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- PARKING COUNT
- SIGN BY OTHERS
- PROPOSED SIGN
- PROPOSED PIPE BOLLARD
- PROPOSED ADA PARKING SYMBOL
- LIGHT POLE BY OTHERS
- PROPOSED SITE LIGHTING
- PROPOSED SANITARY SEWER MANHOLE
- MANHOLE BY OTHERS
- STORM SEWER INLET BY OTHERS
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM INLET
- WATER METER BY OTHERS
- FIRE HYDRANT BY OTHERS
- PROPOSED FIRE HYDRANT
- PROPOSED CART CORRAL

PHASING NOTE:
ALL IMPROVEMENTS SHALL BE PERFORMED IN ONE SINGLE PHASE OF CONSTRUCTION.

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL AND VERTICAL LOCATIONS SHOWN ON THE DESIGN CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING OR CONSTRUCTION WORK.

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL INFORMATION FOR FINAL ACCEPTANCE OF WORK FOR ANY LOCAL, STATE OR FEDERAL AGENCY, UTILITY DISTRICT OR ANY OTHER AGENCY OR DISTRICT HAVING APPROVAL AUTHORITY OVER WORK. THIS INFORMATION MAY INCLUDE, BUT IS NOT LIMITED TO, AS-BUILT PLANS, CERTIFICATIONS, INSPECTIONS AND REPORTS.

NOTE: CONTRACTOR MUST COORDINATE WORK WITH UTILITY COMPANY AND CITY PRIOR TO BEGINNING WORK AND IS RESPONSIBLE FOR ALL MATERIALS, LABOR, REPAIRS, ETC. TO COMPLETE WORK AND RESTORE AREA TO SAME STATE PRIOR TO STARTING WORK

CONTRACTOR RESPONSIBLE FOR AS-BUILT DRAWINGS, TESTS, REPORTS AND/OR ANY OTHER CERTIFICATES OR INFORMATION AS REQUIRED FOR ACCEPTANCE OF WORK FROM CITY, UTILITY DISTRICTS OR ANY OTHER GOVERNING AGENCY.

UNLESS OTHERWISE NOTED, CONTRACTOR TO PROTECT LANDSCAPING IN PLACE AND REPLACE TO MATCH IF DISTURBED. CONTRACTOR TO CAP AND REINSTALL IRRIGATION AS NECESSARY TO MAINTAIN IRRIGATION TO EXISTING LANDSCAPING.

NOTE: CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTATION. CONTRACTOR SHALL HAVE LICENSED SURVEYOR REPLACE ANY DAMAGED OR DISTURBED MONUMENTATION AT THEIR COST.

BASIS OF BEARING

BEARINGS FOR THIS DESCRIPTION ARE BASED UPON THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING ASSUMED TO BEAR N 89°55'56" W, FROM THE SOUTH SIXTEENTH CORNER COMMON TO SECTIONS 21 & 22, BEING MONUMENTED BY A 1" DIAMETER PIPE WITH A 2" DIAMETER ALUMINUM CAP STAMPED "LS 6935 – 1988", TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 21, BEING MONUMENTED BY A #5 REBAR WITH A 1-1/2 INCH DIAMETER ALUMINUM CAP STAMPED "LS 10377", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

BENCHMARK

THE ELEVATION AND CONTOURS SHOWN HEREON ARE BASED UPON NGS STATION X 396 (PID KK1331). BEING A STANDARD NGS STEEL DEEPROD, WITH A PUNCHMARK, IN A STANDARD NGS LOGO CAP SET IN A CONCRETE SLEEVE, FLUSH TO THE GROUND. MONUMENT LIES 0.25 M SOUTH OF THE INTERSECTION OF DOUGLAS LANE LEADING EAST, 121.1 FT EAST OF THE CENTERLINE OF THE NORTHBOUND LANES OF INTERSTATE 25, 86.6 FT SOUTH OF THE CENTER OF A PRIVATE DRIVE LEADING EAST TO A FRAME HOUSE, 38.1 FT EAST OF THE CENTERLINE OF THE EAST FRONTAGE ROAD OF INTERSTATE 25, 5.6 FT NORTH OF A UTILITY POLE, ABOUT LEVEL WITH THE HIGHWAY, AND 1 FT WEST OF A FIBERGLASS WITNESS POST AND SHEEP FENCE. PUBLISHED ELEVATION = 6355.09' NAVD88

CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIESTO THE ENGINEER PRIOR TO CONSTRUCTION.

811 Know what's below. Call before you dig.

2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

TOWN APPROVAL BLOCK

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY:

DEVELOPMENT SERVICES _____ DATE _____

PROFESSIONAL ENGINEER CERTIFICATION

I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE TOWN OF CASTLE ROCK AND STATE OF COLORADO STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR ALL DESIGN AND REVISIONS RELATIVE TO SAID PLANS.

JENNY ROMANO, PE #44401 _____ DATE _____

Galloway
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

CONSTRUCTION DOCUMENT
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

#	Date	Issue / Description	Init.

Project No:	KSS000165
Drawn By:	RDG
Checked By:	JRR
Date:	12/05/25

OVERALL SITE PLAN

C1.0
4 of 91

Neighborhood Meeting Summary

Property Owner: Larry Jacobson, Westside Property Investment Company, Inc. (Westside)
Date/Time: Monday, June 9, 2025 @ 6 pm (Adjourned at 6:30 pm)
Meeting Location: Cantril School
Councilmember District: Councilmember Dietz
Application: King Soopers, Dawson Trails - Meeting #1

Applicant's Proposal

The applicant, King Soopers, is proposing a Site Development Plan for 12.2 acres located southwest of the Crystal Valley Interchange. The property is located within the Dawson Trails Planning Area E-2.

Attendees

Applicant Representatives:

Larry Jacobson, Owner
Jake Schroeder, Owner (online)
Aaron McClean, Galloway & Company, Inc.
Jenny Romano, Galloway & Company, Inc.
Nick Tompkins, The Kroger Co (online)

Public Attendees:
In-person Attendees: 3 members of the public attended in person

Online/Phone Attendees: 8 members of the public attended online

Town Staff Attendees:
Sandy Vossler, Senior Planner, Development Services, Town of Castle Rock

Presentation Description

Applicant's Presentation:
The applicant's representative, Aaron McClean, presented a PowerPoint that included a conceptual site plan. The location of site was pointed out within the Dawson Trails Planned Development (PD), East Character Area, Planning Area E-2, an area that allows a mix of uses. E-2 will be subdivided into a 12 acre lot for the King Soopers development and three future development tracts.

King Soopers is proposing to the construct a 99,000 square foot (s.f.) Marketplace grocery store, with a separate fueling station. In comparison, King Soopers in the Promenade is approximately 123,500 s.f. and on Ridge Road is approximately 59,000 s.f. The store will include a pharmacy with a drive-up window and a designated parking area for pick-up of online orders.

On-site parking, landscaping, and lighting will meet the criteria and standards established in the Dawson Trails PD Zoning Regulations and the Town Code. The intent of the East Character Area, the development standards for the E-2 Planning Area and architectural design standards are also in the Dawson Trails PD Zoning Regulations and will apply to this project.

Larry Jacobson, Westside, discussed the surrounding roadways, signalized intersections and roundabout intersections. The site will be accessed from Dawson Trails Boulevard on the east and Gambel Ridge Boulevard to the west.

Questions Presented to Applicant:

Q: Will the lighting on the site comply with the Dark Skies standards?

Exterior lighting will comply with the Town of Castle Rock Illumination Code, which is based on the Dark Skies standards.

Q: What are the proposed hours of operation?

The hours of operation vary between King Soopers stores. It is anticipated that the hours will be similar to those of the Promenade King Soopers store, which are 6 am to 11 pm.

Q: Does the 99,000 square feet include the fueling station?

No, the 99,000 square feet is solely the grocery store.

Q: Will there be a Little Clinic in the store?

No, this King Soopers Marketplace doesn't include a Little Clinic.

Q: Will the Ridge Road King Soopers close once this store is opened?

No, there are no plans to close the Ridge Road store.

Q: Will the landscaping be similar to that at Costco?

The landscaping will meet the requirements of the Dawson Trails PD Zoning Regulations and the Town Code.

Q: Who are some of the other tenants to be located in Planning Area E-2?

Larry Jacobson said that potential tenants include restaurant, coffee shop, financial institution, tire and lube.

The meeting adjourned at 6:30 pm.

Neighborhood Meeting #2 Summary

Property Owner: Larry Jacobson, Westside Property Investment Company, Inc. (Westside)
Date/Time: Wednesday, April 29, 2026 @ 6 pm (Adjourned at 7:00 p.m.)
Meeting Location: Cantril School, 312 Cantril Street, Castle Rock, CO 80104
Councilmember District: Councilmember Dietz
Application: King Soopers, Dawson Trails - Meeting #2

Applicant's Proposal

The applicant, King Soopers, is proposing a Site Development Plan for 12.2 acres located southwest of the Crystal Valley Interchange. The property is located within the Dawson Trails Planning Area E-2.

Attendees [In-Person Only]

Applicant Representatives:

Larry Jacobson, Westside Property Investment Co., Inc.
Aaron McLean, Galloway & Company, Inc.
Jenny Romano, Galloway & Company, Inc.
Brian Young, Naos Architecture
Nick Thompkins, Kroger

Public Attendees:
In-person Attendees: 5 members of the public attended.

Town Staff Attendees:
Sandy Vossler, Senior Planner, Development Services, Town of Castle Rock

Presentation Description

Applicant's Presentation:
This was the second of three neighborhood meetings. The applicant's representative, Aaron McClean, provided a PowerPoint presentation that included the proposed Site Development Plan (SDP) and landscape plan. The location of the site was identified within the Dawson Trails Planned Development (PD), the East Character Area, and Planning Area E-2, an area zoned for a mix of uses. E-2 will be subdivided into several lots, including the 12-acre lot for the King Soopers development.

King Soopers is proposing a 104,054 square foot (s.f.) Marketplace grocery store, with a separate fueling station. In comparison, King Soopers in the Promenade is approximately 123,500 s.f. and the store on Ridge Road is approximately 59,000 s.f. The store will include a pharmacy with a drive-up window and a designated parking and drive-through for picking up online orders.

The revisions made to the SDP since the first neighborhood meeting were discussed, including

- Midblock access to the site is restricted to right-in (RI) only (previously RI and right-out (RO)
- Variance approval for removal of the landscape parking lot islands located in front of the store entrance to improve pedestrian visibility.
- Variance under review for a reduction in required parking.
- Revised architectural design elements and mechanical equipment screening.

The next steps in the site planning process are the resubmittal of the SDP, scheduling of a third neighborhood meeting and anticipated public hearings before the Planning Commission and Town Council in June or July.

Questions Presented to Applicant:

Q: How does the size of this store compare to the stores located in the Promenade and Founders?
This Marketplace King Soopers will be in between the sizes of the other King Sooper stores in Castle Rock.

Q: Will development of the other lots occur at the same time?
King Soopers is not developing the other lots. There is no timeline for development of other lots in Planning Area E2.

Q: When is the store anticipated to open?
It is expected that the store will open in 2028.

Q: What are some of the other uses planned in Planning Area E2?
The developer indicated that the zoning allows a mix of retail, restaurant, office and residential uses in Planning Area E-2.

Q: Will lights on the King Soopers site be on all night?
No, lights that are not needed for safety and security will be cycled off after the close of business.

Q: What type of signage is anticipated for the King Soopers site?
The wall mounted signs and potentially free-standing monument signs are proposed. Each sign requires submittal and approval of the sign permit, separate from the SDP.

Q: What types of uses are allowed in other Planning Areas of Dawson Trails?
Referencing the Dawson Trails PD, Larry Jacobson described the permitted uses in other areas of Dawson Trails. He pointed out general locations of anticipated businesses; Gold Crown Field House, McDonald's, Chick-Fil-A, as well as the planned extension of Dawson Trails Boulevard to Plum Creek Parkway and water tanks currently under construction. The approved residential neighborhoods in Planning Areas B and D were highlighted. Full build out is expected to take 15-20 years.

The meeting adjourned at approximately 7:00 p.m.

Town of Castle Rock

Agenda Memorandum

Agenda Date: 8/13/2026

Item #: **File #:** PC 2026-023

To: Members of the Planning Commission

From: Brad Boland, AICP, Planning Manager, Development Services Department

Chateau Valley Site Development Plan
[112 Acres, generally located east of Memmen Park, north of Baldwin Park, and south of the Southridge Townhomes]

Executive Summary

Highline Engineering & Surveying, on behalf of 113 M, LLC, is requesting approval of the Chateau Valley Site Development Plan (SDP) (Attachment B). The 111.72-acre site is generally located east of Memmen Park, north of the Baldwin Park subdivision and south of the Southridge Townhomes (Figure 1 and Attachment A).

The SDP proposes 402 residential units, consisting of 254 single-family detached homes and 148 single-family attached homes, along with a private clubhouse lot. This is 159 fewer homes than the 561 units permitted by the Young American Planned Development Plan and Zoning Regulations. The plan provides 50.24 acres of public land and private open space, representing approximately 45 percent of the site.

Valley Drive will be completed through the property, and the plan includes a network of local streets, sidewalks, concrete and natural-surface trails, drainage improvements and public utility extensions. The SDP also depicts connections to the existing street stubs at Ash Avenue, Elm Avenue, Eaton Street and Santana Drive. The traffic analysis indicates that the roadway network will continue to meet Town standards if selected neighborhood street connections are closed to general traffic. Accordingly, the Planning Commission's recommendation should include whether all proposed connections should remain open or whether selected connections should be closed while preserving required emergency access.

The proposed SDP meets the applicable requirements of the Young American Planned Development Plan and Zoning Regulations, the associated development agreements and the Town's Site Development Plan review criteria. No outstanding staff or external referral comments remain. Staff recommends that the Planning Commission recommend approval of the Chateau Valley Site Development Plan to Town Council, including a recommendation regarding the configuration of the neighborhood street connections.

Budget Impact

Development of the property will generate development-review fees, development impact fees, system development fees, permit and inspection fees, and building use tax typical of a residential development.

The SDP proposes 402 homes, consisting of 254 single-family detached homes and 148 single-family attached homes. For estimating purposes, staff applied the Town's average single-family home size of 2,500 square feet to both housing types. Based on the Town's adopted 2026 fee schedules effective July 1, 2026, staff estimates that the residential development will generate the following fees:

Impact Fees	
Parks and Recreation	$ 4,382,202
Municipal Facilities	$ 230,346
Fire	$ 651,642
Police	$ 352,956
Transportation	$ 6,858,120
Total Impact Fees	$ 12,475,266
Water System Development Fees	
Water	$ 3,251,183
Water Resources	$ 11,729,600
Wastewater	$ 2,006,824
Stormwater (Plum Creek)	$ 1,001,714
Total System Development Fees	$ 17,989,321

In addition to the fees estimated above, the project will generate applicable land-use, subdivision, engineering, permit, inspection, utility and meter fees, as well as use tax based on the value of permitted improvements.

The developer will also be responsible for constructing the public and private infrastructure required to serve the development, including roadways, the Valley Drive bridge, drainage and streambank improvements, water and wastewater facilities, utilities, sidewalks, trails, landscaping and traffic-calming improvements. Required financial assurances or surety must be provided for applicable public improvements. These construction obligations and financial assurances are separate from the fees estimated above.

Development impact fees, stormwater impact fees and system development fees are generally collected when individual building permits are issued and are based on the fee schedule in effect at that time. Actual fees will depend on the size and characteristics of each home, the timing of permit

issuance and future adjustments to the Town's fee schedules. Because buildout will occur over multiple years and fees are typically adjusted annually, the development may ultimately generate fees exceeding these estimates.

Based on the analysis detailed in this staff report and the findings noted above, staff recommends that the Planning Commission recommend approval of the Chateau Valley Site Development Plan to Town Council, including a recommendation regarding whether the proposed connections at Ash Street, Elm Avenue, Eaton Street and Santana Drive should remain open to general traffic.

Staff finds that the SDP meets the applicable review criteria whether all proposed neighborhood street connections remain open or selected connections are closed, provided that any closure preserves required emergency access and complies with applicable Town technical requirements. In formulating its recommendation, the Planning Commission should consider neighborhood connectivity, the potential for cut-through traffic, traffic distribution and emergency-access needs. Town Council will make the final decision regarding the configuration of these street connections as part of its consideration of the SDP.

Attachments

Attachment A: Vicinity Map
Attachment B: Site Development Plan
Attachment C: Young American Planned Development Plan and Zoning Regulations
Attachment D: Traffic Impact Study
Attachment E: Potential Street Connection Exhibit
Attachment F: Public Comment

Meeting Date: August 13, 2026

AGENDA MEMORANDUM

To: Planning Commission

From: Brad Boland, AICP, Planning Manager, Development Services Department

Title: Chateau Valley Site Development Plan
[112 Acres, generally located east of Memmen Park, north of Baldwin Park, and south of the Southridge Townhomes]

Executive Summary

Highline Engineering & Surveying, on behalf of 113 M, LLC, is requesting approval of the Chateau Valley Site Development Plan (SDP) (Attachment B). The 111.72-acre site is generally located east of Memmen Park, north of the Baldwin Park subdivision and south of the Southridge Townhomes (Figure 1 and Attachment A).

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South Valley Drive will be completed through the property, and the plan includes a network of local streets, sidewalks, concrete and natural-surface trails, drainage improvements and public utility extensions. The SDP also depicts connections to the existing street stubs at Ash Avenue, Elm Avenue, Eaton Street and Santana Drive. During neighborhood meetings, some residents expressed concerns on some of these existing road connections, and the developer revised the traffic analysis to model both a connected and a non-connected plan. The traffic analysis results indicate that the roadway network will continue to meet Town standards if selected neighborhood street connections are either open or closed to general traffic.

The proposed SDP meets the applicable requirements of the Young American Planned Development Plan and Zoning Regulations, the associated development agreements and the Town's Site Development Plan review criteria. No outstanding staff or external referral comments remain. Staff recommends that the Planning Commission recommend approval of the Chateau Valley Site Development Plan to Town Council.

Background

Surrounding Zoning and Uses

The property is an infill site within the Town of Castle Rock and is surrounded primarily by established residential development and open space. Memmen Park and the Glover subdivision are located west of the property. The Southridge Townhomes are located north of the site, and the Baldwin Park subdivision is located to the south. The Memmen Young PD is located north and east of the property. Large lot residential properties within unincorporated Douglas County are located directly east of the property.

Existing local streets terminate at several boundaries of the project, reflecting the street network anticipated when the surrounding neighborhoods and the Young American Planned Development were approved in 1983. These streets include South Valley Drive, Santana Drive, Ash Avenue, Elm Avenue and Eaton Street. The proposed SDP completes South Valley Drive through the property and provides the opportunity to connect the local street network, as discussed later in this report.

Surrounding residential lot sizes vary by subdivision. Baldwin Park, located south of Chateau Valley, has a typical lot size of approximately 5,706 square feet, with a few larger lots. The Glover subdivision, located generally west of Chateau Valley, has a typical lot size of approximately 10,890 square feet, although some lots abutting the development are substantially larger at approximately 32,670 square feet. Lots within the Southridge Townhomes, located north of Chateau Valley, range from approximately 4,356 to 9,148 square feet.

Existing Conditions

The Land Suitability Analysis Report, prepared by Highline Engineering and Surveying Co., Inc. evaluates the site's slopes, vegetation, wildlife habitat, geology, soils and skyline/ridgeline conditions. The report concludes that the property is suitable for residential development, with substantial open space provided along the site perimeter and existing drainage corridors.

The steepest terrain is located along the northeastern edge of the property, where slopes exceed 25 percent and include prominent rock and boulder outcroppings. These areas are incorporated into open space, including a no-build area at the base of the cliff. Slopes between 15 and 25 percent occur near the tops and bases of the cliffs, while most of the site contains slopes between 8 and 12 percent. The flattest areas are located within the central and southwestern portions of the property and along the existing tributary to Sellars Gulch. Grading, stepped foundations and walk-out lower levels will be used, as appropriate, to accommodate the site's topography.

Vegetation includes stands of Gambel oak throughout the property, with the densest concentrations in the northern portion of the site. Ponderosa pine and other evergreen trees are located along the southern perimeter and within the northwestern portion of the property. Much of the Gambel oak and some evergreen trees will be removed where grading is necessary. Approximately 100 evergreen trees under 20 feet in height are proposed to be relocated from

the northwestern portion of the property to Tracts AA, D-1 and I. Vegetation retained along the southern perimeter and existing drainageway will provide screening and help maintain wildlife habitat.

The oak brush and surrounding hills provide habitat for birds, raptors and larger mammals commonly found in the area. The LSAR states that no known threatened or endangered species have been observed or are known to occur on the property. Through the referral process, Colorado Parks and Wildlife identified the potential for prairie dogs and associated burrowing owl habitat. This information and the applicable recommendations were incorporated into the LSAR, including completion of a burrowing owl survey if earthwork were to commence between March 15 and October 31. Connected open space within the development and surrounding neighborhoods, together with vegetation retained along the perimeter and drainageway, will continue to support wildlife movement through the area.

The property contains two general soil and subsurface conditions, including rock and boulder outcroppings surrounding lower areas that have accumulated sediment from runoff. The identified soils are generally well drained and consist primarily of sandy loam and sandy clay loam. Geotechnical investigation and laboratory testing will be completed for proposed roads and residential building locations to determine appropriate foundation types and pavement sections.

A portion of the southwestern area of the property is located within a Minor Skyline area. Structures within this area are subject to the Town's Skyline/Ridgeline regulations, including a maximum height of 35 feet, to mitigate potential visual impacts.

Zoning Regulations

The property comprising the Chateau Valley SDP was annexed into the Town on August 16, 1983. Concurrent with the annexation, the property and other previously annexed lands were zoned as part of the Young American Planned Development. The Young American PD consists of two distinct areas: the South Memmen portion and the Baldwin Park portion. The PD permits up to 666 dwelling units within the South Memmen portion and 539 dwelling units within the Baldwin Park portion, for an overall maximum of 1,205 dwelling units.

The Chateau Valley SDP is located within the South Memmen portion of the PD. Existing development within Planning Areas 2 and 3 includes the 21-unit Castle Country Assisted Living – Valley House, the 29-unit Southridge Townhomes and one single-family home within the Michael's 2nd Addition subdivision. Planning Areas 2 and 3 allow a combined maximum of 105 dwelling units. After accounting for the dwelling units allocated to those planning areas, the remaining planning areas comprising the Chateau Valley SDP permit up to 561 dwelling units. The SDP proposes 402 dwelling units and one clubhouse lot, which is 159 fewer dwelling units, or approximately 28 percent less, than the maximum permitted within the planning areas comprising the Chateau Valley SDP.

The Young American PD identifies 34.74 acres of public land dedication, including 24.57 acres within the South Memmen portion and 10.17 acres within the Baldwin Park portion. Of the South Memmen requirement, 15.57 acres are identified within the Chateau Valley property. The SDP proposes 17.79 acres of public land, exceeding the amount identified for the property in the PD.

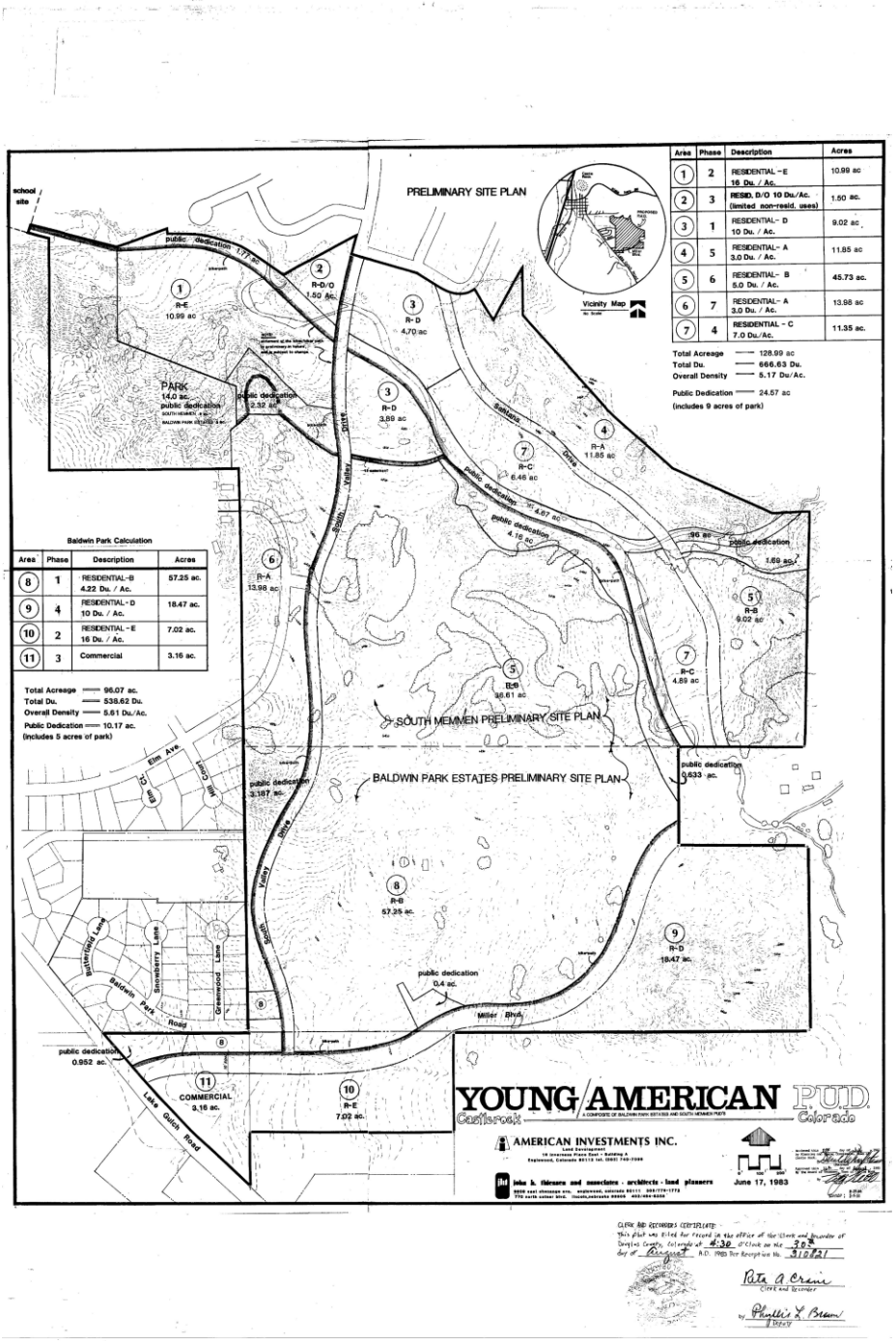


Figure 2: Young American Planned Development Plan

Discussion

Site Design

The proposed SDP includes 402 homes: 148 single-family attached homes and 254 single-family detached homes. A clubhouse and neighborhood amenity area are located near the

north-central portion of the site. Residential lots are organized within seven planning areas established by the Young American PD. The minimum lot sizes set for each planning area range from 2,000 to 3,000 square feet for attached homes and between 4,000 to 4,800 square feet for detached homes. All planning areas have a maximum building height of 35 feet.

Although the SDP establishes minimum lot sizes by planning area, the actual sizes of the 402 residential lots vary. The 148 attached-home lots range from approximately 2,062 to 4,194 square feet, with a median of approximately 2,430 square feet. The 254 detached-home lots range from approximately 4,007 to 12,512 square feet, with a median of approximately 5,125 square feet. Across the development, the median residential lot size is approximately 4,612 square feet.

Detached homes are located along the project boundaries adjacent to existing residential development. Along the southern boundary near Baldwin Park, where the typical existing lot is approximately 5,706 square feet, the nearest proposed lots generally range from approximately 5,641 to 8,613 square feet, with most, approximately 6,000 square feet. Along the western boundary near the Glover subdivision, the proposed perimeter lots generally range from approximately 6,142 to 12,512 square feet. Existing Glover lots are typically approximately 10,890 square feet, although some lots abutting Chateau Valley are approximately 32,670 square feet. Near the Southridge Townhomes to the north, the nearest proposed lots range from approximately 4,286 to 6,047 square feet. These homes are separated from the existing townhomes by public land, drainage and trail improvements. Southridge Townhome lots range from approximately 4,356 to 9,148 square feet.

The attached homes are located within the interior of the development and do not directly abut existing residential uses surrounding the property. They are served by a combination of public streets and rear alleys. Detached homes are located along the development's perimeter and throughout the central, eastern and northwestern portions of the site. Landscape tracts and open-space areas are distributed throughout the neighborhood and along much of the property perimeter to provide separation from existing residential uses, accommodate drainage and utilities, and preserve portions of the site's natural features.

South Valley Drive is the principal collector street and will be completed between the existing segments north and south of the site. Local streets extend from South Valley Drive to the residential areas and the existing street stubs at Ash Avenue, Elm Avenue, Eaton Street and Santana Drive. The proposed plans show each of these roadway connections.

An existing drainageway tributary to Sellars Gulch extends through the middle of the property and serves as a central organizing feature of the site design. Homes and streets are arranged around the drainageway, which is incorporated into a connected open-space corridor that also accommodates the proposed channel improvements and portions of the stormwater system. South Valley Drive will cross the drainageway on a bridge, allowing the open-space and trail corridor to continue beneath the roadway.

A 12-foot-wide concrete trail generally follows the drainageway and is integrated with a 15-foot-wide maintenance access route. The trail connects to existing pedestrian facilities west of the property and passes beneath South Valley Drive, providing a grade-separated connection between the northern and southern portions of the neighborhood. The trail system also includes

low-flow channel crossings and connections to three-foot-wide soft-surface trails extending through other open-space areas and along portions of the property perimeter. Pedestrian crossings, including crossings with beacon lights, are provided where the trail network intersects streets.

The landscape plan identifies approximately 100 existing evergreen trees under 20 feet in height within the northwestern portion of the property for relocation to landscape and open-space areas within Tracts AA, D-1 and I. The plans include drip irrigation for the relocated trees. Trees identified for relocation that cannot be successfully transplanted will be replaced in accordance with the landscape plan. Other existing vegetation will be retained where feasible, particularly along the drainageway and portions of the property perimeter, to provide screening, support wildlife movement and maintain the natural character of the site.

The SDP also includes sidewalks, pedestrian crossings, mail kiosks, the private clubhouse and amenity area, landscape tracts and interconnected open space. Medians, narrowed street sections, pedestrian beacons and speed humps are shown as traffic-calming elements within the neighborhood. Final roadway, drainage, trail, landscaping and utility construction plans must comply with Town technical criteria before construction permits are issued.

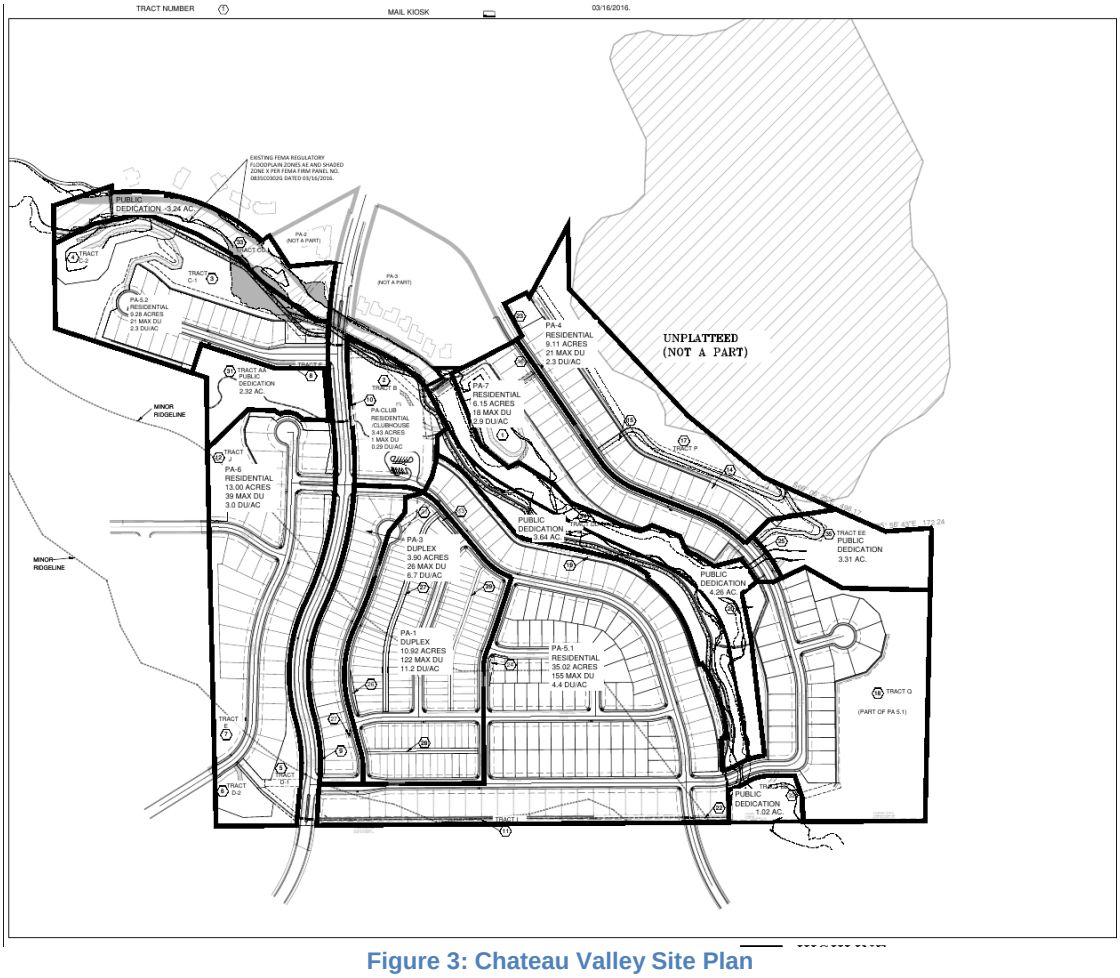


Figure 3: Chateau Valley Site Plan

Development Standards

The proposed Site Development Plan has been designed in accordance with the development standards established by the Young American Planned Development and applicable Town regulations. The proposed unit counts and densities are below the maximums permitted in each planning area. The SDP establishes the applicable lot configuration, building setbacks, maximum building height, and required utility, drainage, emergency-access and public-access easements.

The attached and detached residential areas are organized as contemplated by the PD. Individual home models and building permit plans will be required to comply with the applicable building, fire, skyline/ridgeline and zoning requirements. Retaining walls greater than four feet in height and walls retaining a surcharge will require separate building permits.

Skyline/Ridgeline Protections

A no-build and moderate skyline/ridgeline area is located along the steep northeastern portion of the site and is contained within open space. A minor skyline area extends through portions of the western and southwestern property. Development within the minor skyline area is limited to a maximum height of 35 feet and must comply with Chapter 17.48 of the Castle Rock Municipal Code. The SDP uses open-space tracts, setbacks and the existing terrain to limit visual impacts.

Interface Regulations

Along the exterior boundaries of the Chateau Valley SDP, proposed lots for detached homes abut existing detached residential properties. Therefore, the Dissimilar Residential Interface Regulations do not apply along the project's exterior boundaries. The Young American Planned Development Plan and Zoning Regulations also intentionally provide for a mix of single-family detached and single-family attached homes; therefore, the regulations do not apply within or between the planning areas comprising the Chateau Valley SDP.

Open Space, Public Land and Trails

The SDP provides 50.25 acres of combined public land and private open space, representing approximately 45 percent of the site. This includes 17.79 acres of public land dedication, exceeding the 15.57 acres required by the Young American PD, and 32.46 acres of private open space within the development. The public land is primarily located along the central drainageway and the northern, eastern and southern portions of the site. Private open-space tracts will be maintained by the Chateau Valley homeowners association or metropolitan district.

The central drainageway serves as the primary open-space and trail corridor through the development. A regional 12-foot-wide concrete trail will extend along the drainageway and eventually connect to the trail system near South Ridge Elementary School to the existing grade-separated trail crossing at Plum Creek Parkway. A grade-separated trail crossing beneath South Valley Drive is also provided, as required by the development agreement, allowing the trail corridor to continue through the neighborhood without an at-grade roadway crossing. Development restrictions require the streambank and trail improvements to be completed before building permits are released for adjacent lots.

Additional natural-surface and gravel trails will extend throughout the development, connecting the regional trail to Memmen Ridge Open Space, potential future development within the Memmen Young PD and the surrounding trail system. Maintenance roads will also serve as trail corridors in certain locations, and pedestrian beacons are provided at identified street crossings. Final natural-surface trail alignments must be coordinated with the Town's trails planner and constructed in accordance with Town standards and guidelines.

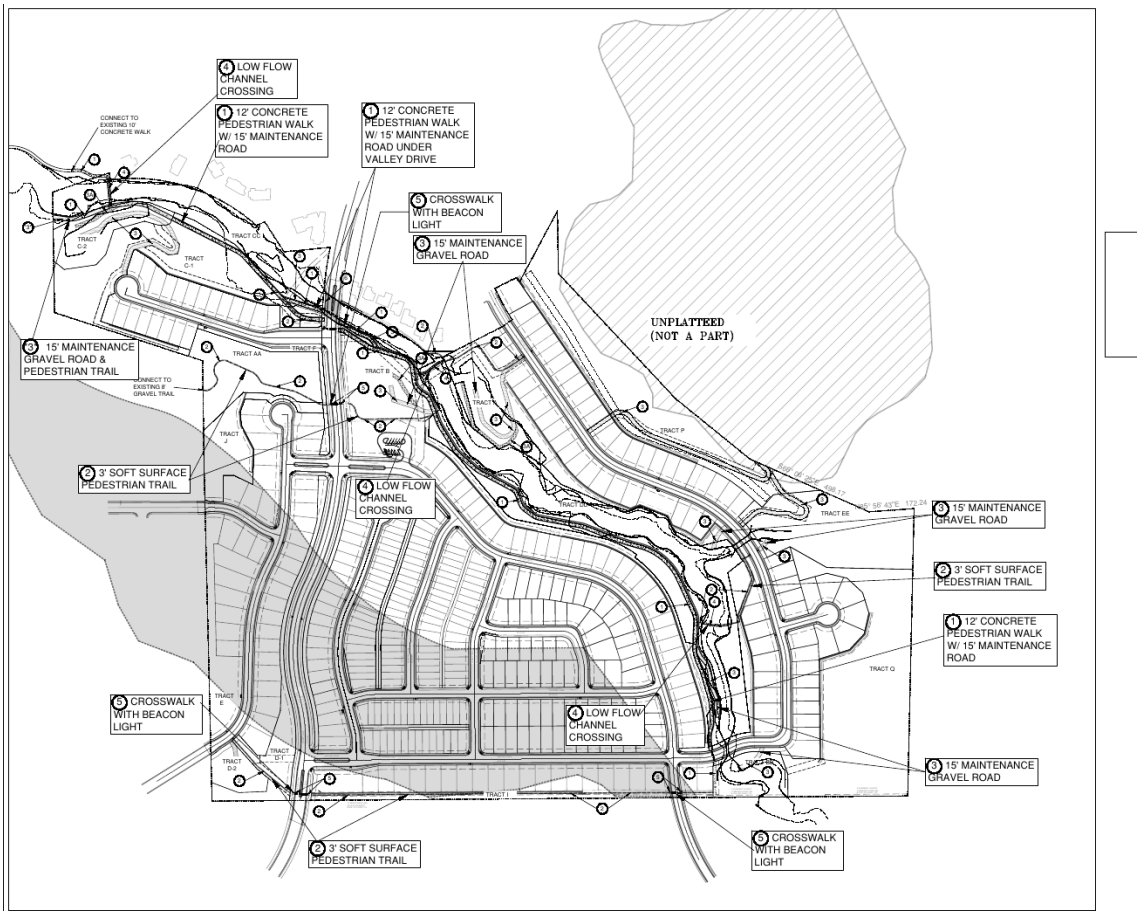


Figure 4: Open Space and Trail Plan

Traffic Impact Analysis and Mitigation

The January 2025 Traffic Impact Study evaluated existing conditions and projected 2027 and 2045 conditions for the intersections along Plum Creek Parkway, Valley Drive, Fifth Street and the surrounding local street network. The study analyzed 415 residential units and estimated approximately 3,488 daily vehicle trips, including 243 trips during the morning peak hour and 322 trips during the afternoon peak hour. Because the final SDP has been reduced to 402 residential units, the traffic study provides a conservative analysis of the final plan.

The analysis identified the existing unsignalized intersection of Valley Drive and Fifth Street as the primary near-term constraint. Under current conditions, northbound traffic on Valley Drive experiences approximately 65.4 seconds of delay during the morning peak hour and 36.0 seconds during the afternoon peak hour. A traffic signal at this intersection is currently being

constructed as part of Phase 1 of the Town's Fifth Street Widening Project. With the signal and planned widening in place, the traffic study projects overall intersection delay of approximately 12.2 seconds in the 2027 morning peak hour and 9.5 seconds in the afternoon peak hour with the development.

By 2045, with the proposed development and the full street network, the signalized Fifth Street and Valley Drive intersection is projected to have approximately 9.7 seconds of overall delay during the morning peak hour and 7.8 seconds during the afternoon peak hour. At the stop-controlled South Valley Drive and Plum Creek Parkway intersection, the greatest projected approach delay is approximately 34.7 seconds during the afternoon peak hour. The study also identifies potential future expansion of the Plum Creek Parkway and South Gilbert Street roundabout, driven primarily by regional background traffic rather than traffic generated by Chateau Valley. Public Works will continue to monitor these intersections as surrounding development occurs.

Potential Neighborhood Street Connections

The SDP depicts connections from the new street network to South Valley Drive at the north and south ends of the property, Santana Drive, Ash Avenue, Elm Avenue and Eaton Street. These connections improve route choice, distribute traffic across the roadway network and provide alternate access for emergency response. During neighborhood meetings, nearby residents expressed concern that the local connections, particularly Eaton Street, could increase cut-through traffic within established neighborhoods.

At Public Works' request, the developer evaluated a more restrictive condition in which Chateau Valley would connect to the surrounding roadway network only through the completed South Valley Drive, with no connections to Eaton Street, Elm Avenue, Ash Avenue or Santana Drive. Under this alternative, the greatest projected approach delay at South Valley Drive and Plum Creek Parkway increases from approximately 34.7 seconds to 41.9 seconds during the 2045 afternoon peak hour. Overall delay at the signalized Fifth Street and South Valley Drive intersection changes from approximately 9.7 to 10.2 seconds in the morning peak hour and from 7.8 to 8.1 seconds in the afternoon peak hour. The remaining study intersections continue to operate within Town standards.

The alternative analysis is more restrictive than the Potential Street Connection Exhibit (Attachment E). That exhibit shows the South Valley Drive connections and Santana Drive remaining open to general traffic, while the Ash Avenue, Elm Avenue and Eaton Street connections would be closed. At the three closed connections, utility, drainage and emergency vehicle access easements would be retained.

The traffic analysis demonstrates that selected neighborhood connections may be closed without causing the surrounding intersections to fall below Town standards. It also shows that limiting connectivity concentrates additional traffic on South Valley Drive, increases delay at Plum Creek Parkway and reduces route options for the public and emergency response. Public Works believes the technical analysis shows that both connected and limited connected options work for this developments proposed street network.

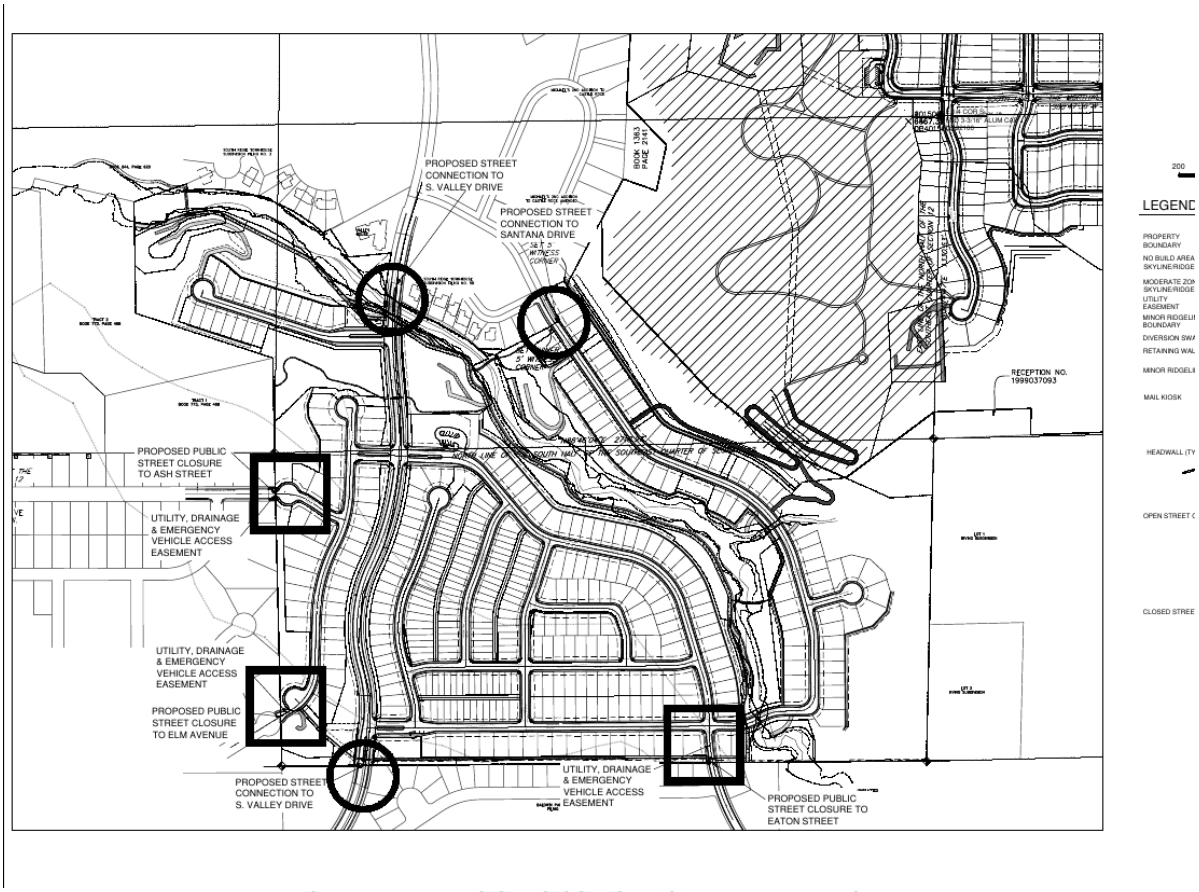


Figure 5: Potential Neighborhood Street Connections

Water Resources

The property is located within the Town's "Implied Consent" area. In 1997, the Town acquired the groundwater rights associated with properties in this area and, in exchange, agreed to provide water service to existing and future development. Since that time, the Town's long-term water-supply planning has accounted for development of the property at the full 561 dwelling units permitted by the Young American PD. The SDP proposes 402 homes, which is 159 fewer than the permitted maximum.

The required quitclaim deed has been received, and the SDP meets the Town's applicable water-resource and conveyance requirements.

Drainage

The property drains to Sellars Gulch and ultimately to Plum Creek. Two existing drainageways extend through the site, including portions within the FEMA-regulated floodplain and floodway. All proposed homes will be located outside the modified floodplain, with finished floors at least two feet above the anticipated elevation of a 100-year flood.

Stormwater runoff from the development will be conveyed through streets, swales, storm sewer and four detention ponds. The ponds will temporarily hold and treat runoff before releasing it at rates consistent with historic conditions, reducing downstream impacts. Additional swales and

erosion-control measures will manage runoff entering the property and protect storm sewer discharge points.

The principal drainageway currently shows signs of erosion and instability. Proposed improvements include a naturalized low-flow channel and grade-control structures that will slow runoff, stabilize the channel and reduce future erosion. The drainageway will also serve as the central open-space and trail corridor through the neighborhood.

Three roadway crossings are proposed. South Valley Drive will cross the principal drainageway on a clear-span bridge, while two local street crossings will use box culverts. The crossings are designed to convey a 100-year storm without overtopping the roadways.

The improvements will be completed in two stages. The first stage includes the roadway crossings and localized channel improvements needed with the initial phase of development. These improvements are designed so they will not increase the 100-year flood elevation within the regulated floodplain. The second stage includes the final channel and floodplain improvements and may proceed only after FEMA issues a Conditional Letter of Map Revision and the Town approves the required drainage and construction documents. Following construction, FEMA approval will also be required to formally update the mapped floodplain. All improvements must comply with the Town's Stormwater Criteria Manual and applicable state and federal requirements.

Utilities

The SDP provides a conceptual water and wastewater network, including the easements and connections necessary to serve the development, that meets applicable Town requirements at the SDP stage. Final water and wastewater plans will be reviewed with the construction documents and must comply with the Town's Water and Wastewater Criteria Manuals.

Fire

The Town's fire and life safety requirements apply to the development. Throughout the SDP review, Castle Rock Fire and Rescue evaluated the street system and emergency access using the Town's 105-foot Quint Auto Turn template to verify that fire apparatus can maneuver through the neighborhood. The review also addressed Fire Code requirements for developments with more than 30 dwelling units served by a single access road, dead-end roadways exceeding 600 feet and aerial apparatus access where building heights require ladder operations.

As the subdivision design evolved, evaluating the proposal with certain local roadway connections closed triggered Fire Code provisions requiring residential fire sprinkler protection in some areas. With the required sprinkler protection and emergency-access provisions, the development complies with the adopted Fire Code while maintaining firefighter access and emergency response capabilities.
Public streets, emergency access easements, fire-lane restrictions and water-system improvements must be constructed and made serviceable in accordance with Fire and Life Safety requirements before vertical construction. If selected neighborhood streets are closed to general traffic, the closure design should preserve the emergency vehicle access shown on the

Potential Street Connection Exhibit. Any closure design would be subject to final review and approval by Castle Rock Fire and Rescue.

Water Conservation and Landscaping

The landscape plan uses ColoradoScape principles, native seed, drought-tolerant trees and shrubs and limited irrigated planting areas. Approximately 55 percent of the gross open space is identified as undisturbed, and most disturbed open-space areas will be restored with non-irrigated native grass. Street trees, screening, entrance features and relocated evergreen trees are incorporated throughout the development. Final landscape quantities must meet or exceed the approved SDP.

Notification and Outreach

Public Notice

Public hearing notice signs were posted on the property. Written notices were sent to property owners within 1,500 feet and notice was provided to homeowner associations within one-half mile of the property at least 15 days before the public hearings. The Town published notice of the Planning Commission and Town Council hearings on the Town's website and provided project information on the Development Activity interactive map.

Neighborhood Meetings

The applicant has conducted three neighborhood meetings and scheduled a final neighborhood meeting for the Chateau Valley Site Development Plan.

The first neighborhood meeting was held on November 9, 2021, at Mesa Middle School with a virtual participation option. Approximately 57 people attended in person and 25 attended virtually. At that time, the applicant presented a 423-unit plan. Questions and comments focused on traffic volumes, speed and safety on Valley Drive; the proposed Ash Avenue connection; conditions at Fifth Street and Valley Drive; public versus private open space; trail connections to Memmen Park and the surrounding trail system; removal of mature trees; drainage and flooding; wildlife; school impacts; transitions to adjacent neighborhoods; and perimeter fencing. The applicant agreed to evaluate traffic-calming options, the need for the Ash Avenue connection, tree and neighborhood-transition mitigation, and coordination with the Town regarding open space, trails, drainage, wildlife and schools.

The second neighborhood meeting was held on January 9, 2024, at Mesa Middle School with a virtual participation option. Approximately 42 people attended in person and 39 attended online or by telephone. The applicant presented a revised 415-unit plan. Questions and comments focused on roadway capacity and the traffic-study methodology; traffic calming on Elm Avenue and Ash Avenue; conditions at Fifth Street and Valley Drive and at the Plum Creek Parkway and South Gilbert Street roundabout; emergency access; lot size and density; the continued validity of the 1983 zoning; the 30-foot buffer along the southern boundary; preservation of the northwestern ridge and mature trees; wildlife; drainage near Elm Avenue; school capacity; and construction timing. The applicant explained that the traffic, drainage and wildlife analyses remained under Town review, identified the proposed South Valley Drive medians and narrowed

street sections, and described the planned buffer, tree relocation and school-district coordination.

The third neighborhood meeting was held on December 5, 2024, at Town Hall with a virtual participation option. Approximately 39 people attended in person and 34 attended online or by telephone. The applicant again presented a 415-unit plan. Questions and comments focused primarily on whether the traffic study accounted for other approved or proposed development, the age of the traffic counts, school traffic, traffic mitigation and calming, the connections to Elm Avenue, Ash Avenue and Santana Drive, bicycle facilities on South Valley Drive, conditions at the Plum Creek Parkway and South Gilbert Street roundabout, lot sizes and density, neighborhood compatibility, drainage near Elm Avenue, wildlife, schools, water supply, buffers and preservation of mature vegetation on Memmen Hill. The applicant identified proposed medians, pedestrian beacons and speed humps; stated that updated traffic counts and additional analysis would be coordinated with the Town; and explained that any decision to eliminate street connections would require Town direction and evaluation of the resulting traffic impacts.

The fourth and final neighborhood meeting is scheduled for August 10, 2026, at Town Hall. The applicant will present the final 402-unit plan and the materials scheduled for the Planning Commission and Town Council public hearings. Staff will provide an update on this meeting at the Planning Commission meeting.

In addition to the comments received during the neighborhood meetings, the Town has received a substantial volume of emails expressing concerns about the project. The issues raised in these emails are generally consistent with those discussed at the neighborhood meetings, including traffic and street connectivity, water supply, density and lot size, drainage, mature vegetation and wildlife, open space and trails, schools and neighborhood compatibility. The emails have been included in the public record for consideration by the Planning Commission and Town Council.

At all of the meetings, traffic and neighborhood street connectivity were the most consistent concerns. Residents also repeatedly raised concerns regarding the availability of sufficient water supplies to serve the development. As discussed in the Water Resources section of this report, the property is within the Implied Consent area, and the Town’s long-term water-supply planning has accounted for development of the property at the full 561 dwelling units permitted by the Young American PD. The proposed SDP includes 402 homes, which is 159 fewer than the permitted maximum. Other recurring concerns included density and lot size, drainage, mature vegetation and wildlife, open space and trails, schools and neighborhood compatibility.

During the review process, the applicant has worked with staff in an attempt to address concerns raised by residents through modifications to the site design where the applicant determined such modifications were feasible. The final SDP provides approximately 45 percent of the site as public land and private open space and includes traffic-calming measures, perimeter buffers, drainage improvements and a connected trail system. The landscape plan also provides for an attempt to relocate approximately 100 existing evergreen trees from the northwestern portion of the property to landscape and open-space tracts within the development. The applicant also updated the Traffic Impact Study and prepared an alternative street-connectivity analysis to

provide additional information regarding traffic and the potential closure of selected neighborhood street connections.

External Referrals

External referrals were sent to local service providers, Douglas County agencies, the Douglas County School District, Colorado Parks and Wildlife and other jurisdictional partners. No outstanding external referral comments remain. Written public comments, if received before the hearing, will be included with the agenda materials.

Analysis

This staff analysis takes into account the representations made in the Site Development Plan application, technical reports and attachments submitted to date.

SDP Review and Approval Criteria and Analysis 17.38.040

A. **Community Vision/Land Use Entitlements.**
   1. Generally conforms to the Town's guiding documents, including the Town Vision, Comprehensive Master Plan, subarea plans, design guidelines, corridor plans and other applicable guiding documents, provided such documents do not restrict the project's entitled uses or density.
   2. Complies with existing intergovernmental agreements applicable to the proposed development.
   3. Complies with applicable zoning overlay regulations and, if applicable, skyline/ridgeline regulations.
   4. Complies with the approved Planned Development Plan and Zoning Regulations.
   5. Conforms to the Town's architectural goals by providing high-quality, varied and complete building design.
   6. Complies with all other relevant requirements of the Castle Rock Municipal Code.

Analysis: *The proposed SDP meets this criterion. The plan provides 402 homes within an entitled infill site, 159 fewer than the 561 dwelling units permitted by the Young American PD. The proposed density, land uses, lot sizes, setbacks, building heights and public land dedication comply with the PD. The Town's long-term water-supply planning has accounted for development of the property at its full entitlement, and the required water-resource and conveyance requirements have been met.*

The site layout responds to surrounding development by locating attached homes within the interior of the neighborhood and detached homes along the perimeter adjacent to existing detached residential uses. Approximately 50.24 acres, or 45 percent of the property, will be retained as public land and private open space. These areas include the central drainageway, steep northeastern slopes, the designated no-build area and portions of the site perimeter. The proposed 35-foot maximum building height also complies with the requirements applicable to the Minor Skyline area.

The central drainageway serves as both a stormwater facility and a major open-space and trail corridor. Proposed improvements will stabilize the drainageway, manage runoff and provide a regional concrete trail with a grade-separated crossing beneath South Valley Drive. Additional natural-surface and gravel trails will connect the neighborhood to existing and potential future development and the surrounding open-space system. The landscape plan also provides for the attempted relocation of approximately 100 existing evergreen trees to landscape and open-space tracts within the development.

The SDP completes South Valley Drive through the property and depicts connections to the existing street stubs at Ash Avenue, Elm Avenue, Eaton Street and Santana Drive. The ultimate configuration of selected local street connections could change based on Town Council's policy direction. The plan also includes sidewalks, alleys, emergency access, traffic-calming measures, drainage facilities and the utility infrastructure necessary to serve the development. Final roadway, drainage, utility, landscaping and trail improvements will be reviewed through the construction-document process for compliance with applicable Town criteria. Individual residential building plans will be reviewed separately for compliance with applicable design, building, fire and life-safety requirements.

B. **Site Layout.**
   1. Conforms to Chapter 17.50 Residential/Non-Residential Interface of the Castle Rock Municipal Code.
   2. Maintains pedestrian and vehicle safety, provides adequate fire access and mitigates impacts to adjacent properties by meeting applicable vehicular, fire and technical criteria.
   3. Provides adequate parking, on-site circulation and loading in accordance with Town regulations.
   4. Provides appropriate screening or enclosure of outdoor storage, loading, trash, mechanical equipment and utilities.
   5. Protects major environmental characteristics, including unique topographic features and significant vegetation, where possible.

Analysis: *The proposed SDP meets this criterion. The site layout minimizes impacts on surrounding properties by locating attached homes within the interior of the development and detached homes along the perimeter adjacent to existing detached residential uses. Streets, landscape areas, open-space tracts and drainage corridors provide additional separation between the proposed homes and surrounding neighborhoods.*

Within the development, the attached and detached homes are organized in accordance with the Young American PD and connected by a network of public streets, rear alleys, sidewalks and trails. South Valley Drive will be completed through the property, and the proposed plans depict connections to the existing street stubs at Ash Avenue, Elm Avenue, Eaton Street and Santana Drive. Fire apparatus access and emergency access easements are also provided in accordance with applicable Town requirements.

The central drainageway serves as both an open-space corridor and a major component of the pedestrian network, including a regional concrete trail and a grade-separated crossing beneath South Valley Drive. The site design also preserves the steep northeastern slopes and designated no-build area as open space. The landscape plan provides for the attempted

relocation of approximately 100 existing evergreen trees to landscape and open-space tracts within the development.

C. **Circulation and Connectivity.**
   1. Complies with all Castle Rock Municipal Code and technical criteria associated with circulation and connectivity.
   2. Complies with all Fire regulations associated with land development.
   3. Provides for pedestrian and bicycle traffic in a safe and convenient manner.
   4. Provides a high level of pedestrian connectivity between neighborhoods, schools, trails, open space and community amenities.

Analysis: *The proposed SDP meets this criterion. South Valley Drive will be completed through the property, providing a continuous collector-street connection between Fifth Street and Plum Creek Parkway. The plan also provides an interconnected system of public streets, alleys, sidewalks and trails, including connections to the existing neighborhood street stubs. Traffic-calming measures, including medians, narrowed street sections, pedestrian beacons and speed humps, are incorporated throughout the neighborhood.*

The traffic signal currently under construction at Fifth Street and Valley Drive is necessary to mitigate the development's traffic impacts and reduce existing peak-hour delays. Under the current stop-controlled configuration, northbound motorists experience an average delay of approximately 65 seconds during the morning peak hour and 36 seconds during the afternoon peak hour. With the signal and full development of the property, the Traffic Impact Study projects an overall intersection delay of approximately 8 to 10 seconds per vehicle during peak hours.

At the Town's request, the developer also analyzed a more restrictive scenario in which the development connects to the surrounding roadway network only through South Valley Drive, without general traffic connections at Ash Avenue, Elm Avenue, Eaton Street or Santana Drive. Although this scenario would concentrate additional traffic on South Valley Drive, the study intersections are projected to continue meeting Town standards. The analysis therefore demonstrates that selected neighborhood street connections could be closed while maintaining an acceptable roadway network. Any closure should preserve emergency access and may require additional long-term mitigation at South Valley Drive and Plum Creek Parkway.

The proposed SDP depicts all neighborhood street connections.

D. **Services Phasing and Off-site Impact.**
   1. Complies with phasing requirements associated with the approved zoning and provides improvements in a logical and efficient manner.
   2. Provides adequate water resources and water and wastewater systems to support the proposed development pattern, uses and density.
   3. Provides stormwater systems that can support the development and comply with applicable regulations.
   4. Provides adequate consideration for future extension of streets and utilities to adjacent properties.
   5. Identifies and appropriately provides on-site and off-site public improvements needed to mitigate traffic impacts.

Analysis: *Analysis: The proposed SDP meets this criterion. The plan identifies the phased roadway, bridge, drainage, water, wastewater and utility improvements necessary to serve the development. The conceptual utility network, including the required connections and easements, meets applicable Town requirements at the SDP stage. Final water and wastewater plans must comply with the Town's criteria manuals, and applicable Castle Rock Water requirements must be satisfied before plat recordation and issuance of construction permits.*

Transportation improvements include completion of South Valley Drive through the property, construction of a bridge over the central drainageway and connections to the surrounding street network. The Fifth Street widening and signal project currently under construction, together with the South Valley Drive connection and potential future roundabout improvements at South Valley Drive and Plum Creek Parkway, will address the transportation impacts identified in the Traffic Impact Study.

Drainage improvements include detention ponds, storm sewer, channel stabilization and floodplain modifications. The initial South Valley Drive crossing and associated channel improvements will be completed with the first phase of development. Final channel and floodplain improvements may proceed only after the required FEMA and Town approvals are obtained. Final roadway, drainage, floodplain and utility construction documents must comply with applicable Town criteria and technical requirements.

E. **Open Space, Public Lands and Recreation Amenities.**
   1. Provides adequate trail systems for internal circulation and appropriate external connections needed to achieve Town connectivity goals.
   2. Ensures functional and accessible open space consistent with the overall open-space plan and preserves significant natural features.
   3. Provides appropriate buffering through open space and setbacks to lessen identified negative impacts.

Analysis: *The proposed SDP meets this criterion. The plan provides 50.24 acres of combined public land and private open space, representing approximately 45 percent of the property. This includes 17.79 acres of public land, exceeding the 15.57 acres required by the Young American PD, and 32.46 acres of private open space. These areas preserve the steep northeastern slopes and designated no-build areas, incorporate the principal drainageway into the open-space system and provide buffers along much of the property perimeter.*

The central drainageway serves as the primary open-space and trail corridor through the development. A regional 12-foot-wide concrete trail will extend along the drainageway and pass beneath South Valley Drive through a grade-separated crossing. Additional natural-surface and gravel trails will connect the regional trail to Memmen Ridge Open Space, the surrounding neighborhoods and potential future development within the Memmen Young PD.

Landscape tracts, retained vegetation and open-space areas provide separation between the proposed homes and surrounding residential properties. The landscape plan also provides for the attempted relocation of approximately 100 existing evergreen trees to landscape and open-space tracts within the development. Private open-space tracts will be maintained by the Chateau Valley homeowners association or metropolitan district.

Budget Impact

Development of the property will generate development-review fees, development impact fees, system development fees, permit and inspection fees, and building use tax typical of a residential development.

The SDP proposes 402 homes, consisting of 254 single-family detached homes and 148 single-family attached homes. For estimating purposes, staff applied the Town's average single-family home size of 2,500 square feet to both housing types. Based on the Town's adopted 2026 fee schedules effective July 1, 2026, staff estimates that the residential development will generate the following fees:

Impact Fees	
Parks and Recreation	$ 4,382,202
Municipal Facilities	$ 230,346
Fire	$ 651,642
Police	$ 352,956
Transportation	$ 6,858,120
Total Impact Fees	$ 12,475,266
Water System Development Fees	
Water	$ 3,251,183
Water Resources	$ 11,729,600
Wastewater	$ 2,006,824
Stormwater (Plum Creek)	$ 1,001,714
Total System Development Fees	$ 17,989,321

In addition to the fees estimated above, the project will generate applicable land-use, subdivision, engineering, permit, inspection, utility and meter fees, as well as use tax based on the value of permitted improvements.

The developer will also be responsible for constructing the public and private infrastructure required to serve the development, including roadways, the South Valley Drive bridge, drainage and streambank improvements, water and wastewater facilities, utilities, sidewalks, trails, landscaping and traffic-calming improvements. Required financial assurances or surety must be provided for applicable public improvements. These construction obligations and financial assurances are separate from the fees estimated above.

Development impact fees, stormwater impact fees and system development fees are generally collected when individual building permits are issued and are based on the fee schedule in effect at that time. Actual fees will depend on the size and characteristics of each home, the timing of permit issuance and future adjustments to the Town's fee schedules. Because buildout will occur over multiple years and fees are typically adjusted annually, the development may ultimately generate fees exceeding these estimates.

Findings

All staff review comments and external referral comments have been addressed. Town staff finds that the proposed Chateau Valley Site Development Plan:

- Conforms to and advances the objectives of the Town Vision and Comprehensive Master Plan;
- Meets the requirements of Chapter 17.38 of the Castle Rock Municipal Code; and
- Meets the requirements of the Young American Planned Development Plan and Zoning Regulations and associated development agreements.

Recommendation

Based on the analysis detailed in this staff report and the findings noted above, staff recommends that the Planning Commission recommend approval of the Chateau Valley Site Development Plan to Town Council.

Proposed Motion

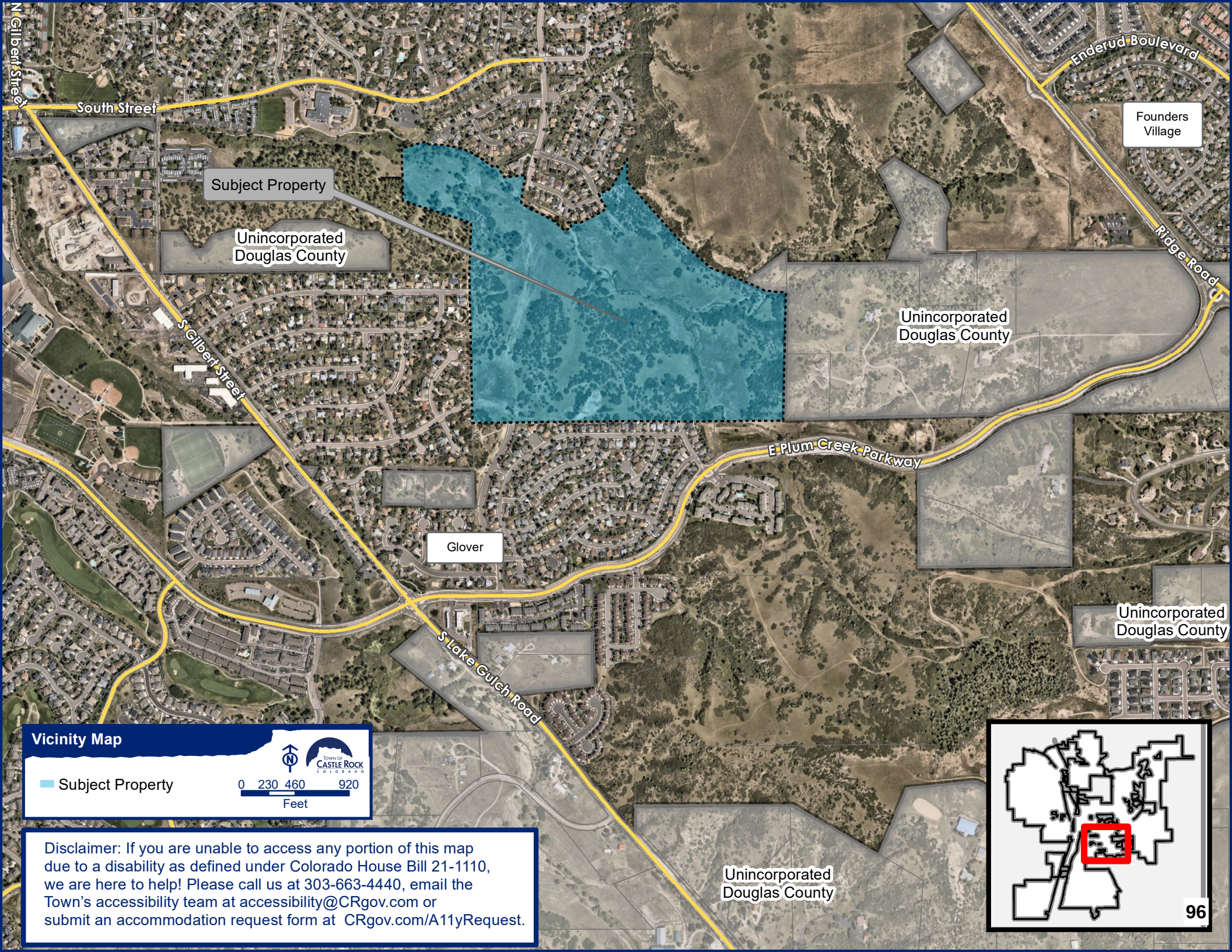
Option 1: Approval
"I move to recommend approval of the Chateau Valley Site Development Plan to Town Council, as proposed."

Option 2: Approval with Conditions
"I move to recommend approval of the Chateau Valley Site Development Plan to Town Council, subject to the following conditions:" [Identify any conditions of approval.]

Option 3: Continue Item to a Future Hearing
"I move to continue the Chateau Valley Site Development Plan to the Planning Commission meeting on [date], at [time], to allow for additional information regarding [identify information needed]."

Attachments

Attachment A: Vicinity Map
Attachment B: Site Development Plan
Attachment C: Young American Planned Development Plan and Zoning Regulations
Attachment D: Traffic Impact Study
Attachment E: Potential Street Connection Exhibit
Attachment F: Public Comment
Attachment G: Neighborhood Meeting Summaries


N Gilbert Street
South Street
Subject Property
Unincorporated
Douglas County
S Gilbert Street
Enderud Boulevard
Founders
Village
Ridge Road
Unincorporated
Douglas County
E Plum Creek Parkway
Glover
S Lake Gulch Road
Unincorporated
Douglas County
Unincorporated
Douglas County
Vicinity Map
Subject Property
0 230 460 920
Feet
Disclaimer: If you are unable to access any portion of this map due to a disability as defined under Colorado House Bill 21-1110, we are here to help! Please call us at 303-663-4440, email the Town's accessibility team at accessibility@CRgov.com or submit an accommodation request form at CRgov.com/A11yRequest.
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CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH SIXTEENTH CORNER OF SECTION 7 AND SAID SECTION 12, BEING MARKED WITH A 2-1/2" DIAMETER ALUMINUM CAP ON MONUMENT STAMPED LS 6935;
THENCE ALONG THE EAST LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 12 SOUTH 01°15'50" WEST A DISTANCE OF 232.93 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 12 SOUTH 01°15'50" WEST A DISTANCE OF 1097.29 FEET TO THE SOUTHEAST CORNER OF SAID SECTION12, BEING A NO.6 REBAR WITH A 2-1/2" DIAMETER ALUMINUM CAP STAMPED PLS30127;
THENCE ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION12, SOUTH 89°34'37" WEST A DISTANCE OF 2658.35 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 12, BEING A NO. 6 REBAR WITH A 2-1/2" DIAMETER ALUMINUM CAP STAMPED LS6935;
THENCE ALONG THE WEST LINE OF THE SOUTH HALF OF SAID SOUTHEAST QUARTER OF SECTION 12 NORTH 01°21'46" WEST A DISTANCE OF 1291.43 FEET TO THE NORTHEAST CORNER OF AMENDED PLAT OF GLOVER SUBDIVISION, BEING A NO. 6 REBAR WITH A 3-1/4" DIAMETER ALUMINUM CAP STAMPED LS6935;
THENCE ALONG THE EASTERLY AND NORTHEASTERLY LINES OF A PARCEL OF LAND DESCRIBED IN BOOK 773 AT PAGE 468 THE FOLLOWING THREE (3) COURSES:

1. NORTH 00°47'49" WEST A DISTANCE OF 390.06 FEET TO A NO. 3 REBAR;
2. NORTH 71°58'12" WEST A DISTANCE OF 594.90 FEET TO A NO. 3 REBAR;
3. NORTH 00°56'48" WEST A DISTANCE OF 460.15 FEET TO THE SOUTHERLY MOST CORNER OF THE PARCEL OF LAND DESCRIBED IN BOOK244 AT PAGE 620, BEING A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;

THENCE ALONG THE SOUTHERLY LINE OF SAID PARCEL NORTH 71°14'25" EAST A DISTANCE OF 229.65 FEET TO THE WESTERLY LINE OF SOUTH RIDGE TOWNHOUSE SUBDIVISION FILING NO. 3, BEING A REBAR WITH A RED PLASTIC CAP;
THENCE ALONG THE WESTERLY AND SOUTHERLY LINES OF SAID SUBDIVISION THE FOLLOWING FOUR (4) COURSES:

1. SOUTH 07°35'34" EAST A DISTANCE OF 26.22 FEET TO A NO. 4 REBAR;
2. NORTH 86°35'53" EAST A DISTANCE OF 48.65 FEET TO A REBAR WITH A RED PLASTIC CAP STAMPED LS 6935;
3. ALONG A TANGENT CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 556.02 FEET, A RADIUS OF 700.00 FEET, A CENTRAL ANGLE OF 45°30'38", AND A CHORD BEARING OF SOUTH 70°38'48" EAST A DISTANCE OF 541.51 FEET TO A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;
4. NORTH 61°45'33" EAST A DISTANCE OF 33.51 FEET TO THE SOUTHWESTERLY LINE OF VALLEY HOUSE SUBDIVISION EXTENDED, BEING A NO.4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;

THENCE ALONG SAID SOUTHWESTERLY LINE EXTENDED AND SOUTHERLY LINE OF SAID SUBDIVISION THE FOLLOWING TWO (2) COURSES:

1. SOUTH 33°08'56" EAST A DISTANCE OF 137.44 FEET TO A MONUMENT WITH A 1-1/2" DIAMETER ALUMINUM CAP STAMPED LS 13258;
2. NORTH 84°33'16" EAST A DISTANCE OF 176.40 FEET TO THE WESTERLY LINE OF SOUTHRIDGE TOWNHOUSE SUBDIVISION FILING NO.5B, BEING A MONUMENT WITH A 1-1/2" DIAMETER ALUMINUM CAP STAMPED LS 13258;

THENCE ALONG THE WESTERLY, SOUTHERLY AND EASTERLY LINES OF SAID SOUTHRIDGE TOWNHOUSE SUBDIVISION FILING NO. 5B THE FOLLOWING TEN (10) COURSES:

1. ALONG A NON-TANGENT CURVE TO THE LEFT HAVING AN ARC LENGTH OF 237.33 FEET, A RADIUS OF 1635.00 FEET, A CENTRAL ANGLE OF 08°19'01", AND A CHORD BEARING OF SOUTH 07°04'30" WEST A DISTANCE OF 237.12 FEET TO A MONUMENT WITH A 1-1/2" DIAMETER ALUMINUM CAP STAMPED LS 13258;
2. ALONG A COMPOUND CURVE TO THE LEFT HAVING AN ARC LENGTH OF 195.65 FEET, A RADIUS OF 1070.00 FEET, A CENTRAL ANGLE OF 10°28'36", AND A CHORD BEARING OF SOUTH 61°29'53" EAST A DISTANCE OF 195.38 FEET TO A MONUMENT WITH A 1-1/2" DIAMETER ALUMINUM CAP STAMPED LS 13258;
3. ALONG A REVERSE CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 238.86 FEET, A RADIUS OF 550.00 FEET, A CENTRAL ANGLE OF 24°53'00", AND A CHORD BEARING OF SOUTH 54°17'41" EAST A DISTANCE OF 236.99 FEET TO A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;
4. NORTH 63°25'48"EAST A DISTANCE OF 72.26 FEET TO A MONUMENT WITH A 1-1/2" DIAMETER ALUMINUM CAP STAMPED LS 13258;
5. ALONG A NON-TANGENT CURVE TO THE LEFT HAVING AN ARC LENGTH OF 51.98 FEET, A RADIUS OF 620.00 FEET, A CENTRAL ANGLE OF 04°48'14", AND A CHORD BEARING OF NORTH 42°29'40" WEST A DISTANCE OF 51.97 FEET TO A SHINER WITH NAIL;
6. SOUTH 89°32'43" EAST A DISTANCE OF 107.76 FEET TO A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;
7. NORTH 62°58'56" EAST A DISTANCE OF 204.97 FEET MARKED WITH A 5' WITNESS CORNER, BEING A SHINER WITH NAIL STAMPED PLS 38056;
8. NORTH 55°27'09" EAST A DISTANCE OF 50.00 FEET TO A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;
9. ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 80.06 FEET, A RADIUS OF 575.00 FEET, A CENTRAL ANGLE OF 07°58'39", AND A CHORD BEARING OF NORTH 30°33'32" WEST A DISTANCE OF 79.99 FEET TO A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;
10. NORTH 26°34'12" WEST A DISTANCE OF 56.72 FEET TO THE SOUTHERLY MOST CORNER OF MICHAEL'S 2ND ADDITION TO CASTLEROCK AMENDED AS DESCRIBED IN RECEPTION NO. 8705480, BEING A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;

THENCE ALONG THE SOUTHEASTERLY LINE OF SAID MICHAEL'S 2ND ADDITION TO CASTLEROCK AMENDED NORTH 63°43'31" EAST A DISTANCE OF 91.73 FEET THE SOUTHWESTERLY LINE OF MICHAEL'S 2ND ADDITION TO CASTLEROCK, MARKED WITH A 5.00-FOOT WITNESS CORNER, BEING A NO. 4 REBAR WITH A 2" DIAMETER ALUMINUM CAP STAMPED 5' W.C. PLS 38056;
THENCE ALONG THE SOUTHWESTERLY AND SOUTHEASTERLY LINE OF SAID MICHAEL'S 2ND ADDITION TO CASTLEROCK, AND ALONG A COMMON LINE OF SAID MICHAEL'S 2ND ADDITION TO CASTLEROCK AMENDED THE FOLLOWING TWO (2) COURSES:

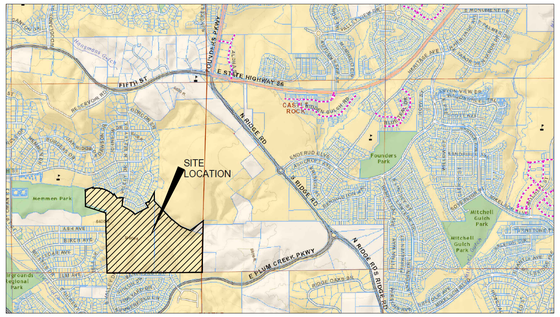
1. SOUTH 31°53'01" EAST A DISTANCE OF 20.27 FEET TO THE SOUTHERLY MOST CORNER OF SAID MICHAEL'S 2ND ADDITION TO CASTLEROCK, BEING A NO. 4 REBAR WITH A 1" DIAMETER ORANGE PLASTIC CAP STAMPED PLS 38056;
2. NORTH 28°08'02" EAST A DISTANCE OF 308.42 FEET;

THENCE SOUTH00°56'21" EAST A DISTANCE OF 239.21 FEET;
THENCE SOUTH 43°09'14" EAST A DISTANCE OF 654.85 FEET;
THENCE SOUTH 50°55'58" EAST A DISTANCE OF 365.55 FEET;
THENCE SOUTH 66°06'25" EAST A DISTANCE OF 498.19 FEET;
THENCE NORTH 85°56'43" EAST A DISTANCE OF 172.24 FEET TO THE POINT OF BEGINNING.

BASIS OF BEARING: BEARINGS ARE BASED ON THE EAST LINE OF THE SOUTH HALF OF THE SOUTHEAST
QUARTER OF SECTION 12, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN HAVING AN ASSUMED BEARING OF SOUTH 01°15'50" WEST WITH THE SOUTH SIXTEENTH CORNER BEING A 2-1/2" DIAMETER ALUMINUM CAP ON NO. 6 REBAR STAMPED: LS 6935 AND THE SOUTHEAST CORNER BEING A 2-1/2" DIAMETER ALUMINUM CAP ON NO. 6 REBAR STAMPED: PLS 30127.

GENERAL NOTES

1. APPROVAL OF THIS SITE DEVELOPMENT PLAN DOES NOT CONSTITUTE APPROVAL OF ANY DEVIATIONS FROM TOWN OF CASTLE ROCK REGULATIONS AND STANDARDS. ALL DEVIATIONS FROM TOWN REGULATIONS AND STANDARDS ARE SUBJECT TO THE APPROPRIATE PROCEDURES FOR APPROVAL. THERE MAY BE SUBSEQUENT AMENDMENTS.
THE ZONING RECORDATION INFORMATION, INCLUDING DATE AND RECEPTION NUMBER IS YOUNG/AMERICAN P.U.D. - RECORDED UNDER RECEPTION NUMBER 310821, DATED 8/30/1983.
2. THIS PROPERTY IS LOCATED WITHIN ZONE X, WITH PORTIONS OF THE PROPERTY LOCATED WITHIN DESIGNATED 100-TEAR FLOODPLAIN ZONE A/AE AND SHADED ZONE X, AS PER FEMA FIRM PANEL NO. 0835C0302G DATED 03/16/2016. PLATTED LOTS SHALL NOT BE PERMITTED WITHIN THE 100-YEAR FLOODPLAIN.
3. THE PURPOSE AND USE OF ALL TRACTS, TO WHOM THE TRACTS WILL BE DEDICATED WITH THE PLAT AND WHO WILL BE RESPONSIBLE FOR MAINTENANCE IS SHOWN IN A TABLE ON THIS SITE DEVELOPMENT PLAN.
4. THIS DEVELOPMENT IS IMPACTED BY THE TOWN OF CASTLE ROCK SKYLINE/RIDGELINE PROTECTION REGULATIONS. SKYLINE/RIDGELINE AREAS MUST ADHERE TO CHAPTER 17.48 OF THE TOWN OF CASTLE ROCK MUNICIPAL CODE.
5. RETAINING WALLS, SECTIONS OF RETAINING WALLS GREATER THAN 4-FEET IN HEIGHT AS MEASURED FROM THE BOTTOM OF THE FOOTING TO THE TOP OF THE WALL, AND RETAINING WALLS, REGARDLESS OF HEIGHT, WHICH RETAIN A SURCHARGE OR TIERED WALLS MUST BE DESIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF COLORADO AND REQUIRE A BUILDING PERMIT.
6. IF THE PROJECT WILL BE LOCATED WITHIN 300 FEET OF THE 100 YR. FLOODPLAIN, APPROVAL FROM THE U.S. FISH AND WILDLIFE SERVICE WILL BE REQUIRED FOR POTENTIAL DISTURBANCE OF THE PREBLE'S MEADOW JUMPING MOUSE HABITAT.
7. RETAINING WALLS IN COMMON AREAS OR THAT SPAN MULITPLE LOTS REGARDLESS OF SIZE/HEIGHT MUST BE LOCATED IN A TRACT. THE RETAINING WALLS MUST BE MAINTAINED BY THE HOA OR METRO DISTRICT.
8. THE TOWN OF CASTLE ROCK REQUIRES THAT MAINTENANCE ACCESS BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THIS PROPERTY, UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO ADEQUATELY MAINTAIN SAID FACILITIES, THE TOWN SHALL HAVE THE RIGHT TO ENTER SAID PROPERTY FOR THE PURPOSES OF OPERATION AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS. THE MAINTENANCE COSTS SHALL INCLUDE ALL ACTUAL COSTS FOR LABOR, EQUIPMENT AND MATERIALS AND A 25% FEE.
9. PURSUANT TO THE TOWN OF CASTLE ROCK LANDSCAPE REGULATIONS THE PROPERTY OWNER, METRO-DISTRICT, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE PROPER MAINTENANCE OF THE AREA SUBJECT TO THE APPROVED SITE DEVELOPMENT PLAN. STREETSCAPE LANDSCAPING WITHIN PUBLIC RIGHTS-OF-WAY AND THAT WHICH IS INSTALLED OUTSIDE OF RIGHT-OF-WAY, ARE TO BE MAINTAINED BY THE ADJACENT PRIVATE PROPERTY OWNER OR THE HOMEOWNER/PROPERTY OWNER ASSOCIATION, AS APPLICABLE. SHOULD STREETSCAPE OR OTHER SDP APPROVED LANDSCAPING BE INSTALLED ON TOWN OWNED LANDS, THE METRO-DISTRICT, HOA, OR PRIVATE PROPERTY OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING. LANDSCAPING SHALL BE CONTINUOUSLY MAINTAINED INCLUDING NECESSARY WATERING, WEEDING, PRUNING, MOWING, PEST CONTROL, AND REPLACEMENT OF DEAD OR DISEASED PLANT MATERIAL. UPON WRITTEN NOTICE BY THE TOWN, THE OWNER WILL HAVE 45 DAYS TO CURE OR REPLACE DAMAGED OR DEAD LANDSCAPE MATERIAL. IN THE CASE OF DISEASED LANDSCAPE MATERIAL, A SHORTER COMPLIANCE PERIOD MAY BE SPECIFIED IN SAID NOTICE. THE TOWN OF CASTLE ROCK WATER CONSERVATION ORDINANCE REGULATES TIMES OF SEASONAL IRRIGATION AND PROHIBITS THE WASTING OF POTABLE WATER THROUGH IMPROPER IRRIGATION.
10. FINAL LANDSCAPE AREA, COVERAGE AND PLANT QUANTITIES, SHALL MEET OR EXCEED QUANTITIES REPRESENTED IN THIS SITE DEVELOPMENT PLAN. ANY CHANGES TO THE APPROVED LANDSCAPE PLANS SHALL REQUIRE AN SDP AMENDMENT.
11. THE NUMBER OF PARKING SPACES ARE BASED ON THE PROPOSED USES ON THIS SITE DEVELOPMENT PLAN. A CHANGE OF USE TO A MORE PARKING INTENSIVE USE AS IDENTIFIED IN CHAPTER 17.54 OF THE CASTLE ROCK MUNICIPAL CODE OR APPLICABLE PLANNED DEVELOPMENT ZONING WILL REQUIRE AN AMENDMENT TO THIS SITE DEVELOPMENT PLAN.
12. A SIGN PERMIT FOR EACH SIGN MUST BE OBTAINED FROM THE TOWN OF CASTLE ROCK ZONING DIVISION PRIOR TO PLACING ANY SIGN ON THE PROPERTY. ALL SIGNS MUST COMPLY WITH THE PROVISIONS OF TITLE 19 (SIGN CODE REGULATIONS) OF THE MUNICIPAL CODE OR APPLICABLE PLANNED DEVELOPMENT ZONING REGULATIONS.
13. ANY STREET SIGNS, STRIPING, STREET LIGHTS AND CURB RAMPS ARE CONCEPTUAL ONLY AND SUBJECT TO TOWN REVIEW WITH THE CONSTRUCTION DOCUMENTS. THESE ITEMS SHALL COMPLY WITH THE TOWN OF CASTLE ROCK'S REGULATIONS, STANDARDS AND REQUIREMENTS.
14. THE DEVELOPER SHALL CONFORM TO THE TOWN OF CASTLE ROCK "WATER USE MANAGEMENT PROGRAM IMPLEMENTATION POLICY", AS AMENDED FROM TIME TO TIME, FOR THIS PROJECT.
15. NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS, TRAFFIC CONTROL DEVICES AND TRAFFIC SIGNS) EXCEEDING THIRTY INCHES IN HEIGHT ABOVE THE FLOW LINE ELEVATIONS OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS SHALL BE PLACED WITHIN SIGHT DISTANCE LINES AND SIGHT DISTANCE EASEMENTS.
16. ALL PROPOSED UTILITY, DRAINAGE, EMERGENCY ACCESS, SIGHT DISTANCE AND PUBLIC ACCESS/TRAIL EASEMENTS AS SHOWN ON THE SITE DEVELOPMENT PLAN ARE CONCEPTUAL AND SHAL BE ESTABLISHED WITH A PLAT OR SEPARATE DOCUMENT.
17. UNLESS OTHERWISE NOTED, ALL LOTS SHALL HAVE A 10-FOOT UTILITY EASEMENT ALONG THE FRONT AND REAR LOT LINES AND ALONG ALL PUBLIC RIGHTS-OF-WAY AND SHALL HAVE 5-FOOT UTILITY EASEMENTS ALONG EACH SIDE LOT THESE UTILITY EASEMENTS ARE FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES AND TELEPHONE LINES, WATER METERS, FIRE HYDRANTS AND CURB BOXES AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF SUCH ANY VARIATION FROM THIS REQUIRES AN APPROVED TECHNICAL CRITERIA VARIANCE.
18. ALL SUBDIVISIONS SHALL INCLUDE ADEQUATE EASEMENTS TO ACCOMMODATE THE CONSTRUCTION, MAINTENANCE AND REPAIR OF ALL PUBLIC ACCESS, SIDEWALKS, TRAILS, WATER SUPPLY SYSTEM, WASTE WATER SYSTEMS, STORM WATER MANAGEMENT SYSTEM AND EROSION CONTROL FACILITIES, TELECOMMUNICATIONS AND OTHER UTILITIES REQUIRED TO PROVIDE EACH UTILITY TO EACH OCCUPIED STRUCTURE IN THE SUBDIVISION.
19. NO IMPROVEMENTS THAT CONFLICT WITH OR INTERFERE WITH CONSTRUCTION, MAINTENANCE OR ACCESS TO UTILITIES SHALL BE PLACED WITHIN THE UTILITY EASEMENTS. PROHIBITED IMPROVEMENTS INCLUDE, BUT ARE NOT LIMITED TO, PERMANENT STRUCTURES, BUILDINGS, COUNTER-FORTS, DECKS, ATTACHED PORCHES, ATTACHED STAIRS, WINDOW WELLS, AIR CONDITIONING UNITS, RETAINING WALLS/COMPONENTS AND OTHER OBJECTS THAT MAY INTERFERE WITH THE UTILITY FACILITIES OR ACCESS, USE AND MAINTENANCE THEREOF.
20. METRO DISTRICT OR HOA SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL DRAINAGE DIVERSION SWALES AND RETAINING WALLS.
20. NATURAL SURFACE TRAIL'S FINAL ALIGNMENT SHALL BE COORDINATED WITH THE TOWN'S TRAILS PLANNER. NATURAL SURFACE TRAILS SHALL MEET THE TOWN'S SUSTAINABLE TRAILS GUIDELINES. NATURAL SURFACE TRAILS SHALL BE FLAGGED AND INSTALLED BY A PROFESSIONAL TRAILBUILDERS ASSOCIATION (PTBA) MEMBER OR EQUIVALENT. FINAL ALIGNMENT SHALL BE REVIEWED AND APPROVED BY THE TOWN'S TRAILS PLANNER PRIOR TO CONSTRUCTION.
21. IN THE EVENT THAT THE METRO DISTRICT SUBMITS A DISSOLUTION PETITION, THE METRO DISTRICT SHALL PROVIDE AN ASSUMPTION OF THE MAINTENANCE OBLIGATIONS EITHER THROUGH A MILL LEVY OR THROUGH A CONTRACT WITH THE HOA TO WHICH THE TOWN IS A PARTY TO.
22. A SLOPE EASEMENT WILL BE REQUIRED FOR GRADING ON ANY TOWN OWNED OR FUTURE TOWN OWNED PROPERTY. THE EASEMENT SHALL BE FINALIZED AT TIME OF FINAL PLAT.



VICINITY MAP
1"=2000'

GENERAL NOTES

FIRE NOTES
23. IF FIRE APPARATUS ACCESS ROADS OR WATER SUPPLY FOR FIRE PROTECTION IS REQUIRED TO BE INSTALLED, SUCH PROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO VERTICAL CONSTRUCTION.
24. FIRE HYDRANT(S) ARE REQUIRED TO BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION.
25. IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN DRIVE LANES FOR EMERGENCY VEHICLE INGRESS AND EGRESS, INCLUDING SNOW REMOVAL.
26. ALL EMERGENCY ACCESS ROADS, EMERGENCY ACCESS GATES AND SIGNAGE SHALL COMPLY WITH THE TOWN OF CASTLE ROCK FIRE DEPARTMENT REQUIREMENTS AND SHALL BE MAINTAINED BY METROPOLITAN DISTRICT, HOMEOWNERS ASSOCIATION, OR OTHER PROPERTY MANAGEMENT ENTITY.
27. APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED FOR EVERY FACILITY, BUILDING OR PORTION OF A BUILDING CONSTRUCTED OR MOVED INTO, OR WITHIN THE JURISDICTION. THE FIRE APPARATUS ACCESS ROAD SHALL EXTEND TO WITHIN 150 FEET OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY.
28. DEAD-END FIRE ACCESS ROADS IN EXCESS OF 150 FEET SHALL PROVIDE AN APPROVED AREA FOR TURNING AROUND FIRE APPARATUS.
29. FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET, EXCLUSIVE OF SHOULDERS, EXCEPT FOR APPROVED SECURITY GATES AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET, 6 INCHES.
30. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS WEIGHING AT LEAST 88,000 POUNDS, AND SHALL BE SURFACED SO AS TO PROVIDE ALL WEATHER DRIVING CAPABILITIES. THE TERM "ALL-WEATHER DRIVING CAPABILITIES" HAS BEEN INTERPRETED TO MEAN EITHER CONCRETE OR ASPHALT, OR OTHER APPROVED DRIVING SURFACE DESIGNED BY AN ENGINEER AND APPROVED BY THE FIRE DEPARTMENT.
31. "NO PARKING FIRE LANE" SIGNS ARE REQUIRED IN AREAS THAT MEET THE FOLLOWING CRITERIA AND IN AREAS DESIGNATED BY THE CASTLE ROCK FIRE DEPARTMENT. SIGNS SHALL BE POSTED ON BOTH SIDES OF FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS AND DRIVEWAYS LESS THAN 26 FEET WIDE. SIGNS SHALL BE POSTED ON ONE SIDE ONLY OF FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS BETWEEN 26 FEET WIDE AND 32 FEET WIDE. NO SIGNAGE IS REQUIRED FOR FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS GREATER THAN OR EQUAL TO32 FEET WIDE.
32. "FIRE LANE NO PARKING" CURB MARKING. ALL DESIGNATED LANES SHALL BE ACCOMPANIED WITH CURB
MARKINGS IN A WEATHER RESISTANT RED PAINT. REFLECTIVE PAINT MAY BE USED FOR HIGHER VISIBILITY.
CURBING SHALL BE LABELED, "NO PARKING -FIRE LANE" IN ALL UPPER CASE LETTERS. LETTERING SHALL BE NO LESS THAN THREE (3") INCHES HIGH WITH WHITE LETTERING ON A RED BACK GROUND AND PLACED ON THE FACE AND TOP OF THE CURB. LETTERING SHALL BE LOCATED NO MORE THAN FIFTY (50') APART AND WITHIN FIVE FEET OF THE BEGINNING AND END OF ANY FIRE LANE.
33. THE DEVELOPER UNDERSTANDS THAT AS THE PROJECT DEVELOPS THERE MAY BE FIRE AND LIFE SAFETY PROVISIONS OF THE TOWN OF CASTLE ROCK ADOPTED INTERNATIONAL FIRE CODE (IFC) OR COMMUNITY WILDFIRE PROTECTION PLAN (CWPP) THAT MAY ARISE, AND WERE NOT CLEARLY VISIBLE DURING THE INITIAL REVIEWS, BUT MAY REQUIRE CORRECTIVE ACTION. THESE ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO: FIRE FLOW REQUIREMENTS, FIRE HYDRANT PLACEMENT, ACCESS, ETC.

SPECIFIC NOTES
34. SIGNAGE WILL BE POSTED TO KEEP PEDESTRIANS FROM TRESPASSING ONTO MAINTENANCE ROADS AND DRAINAGE-WAYS. THESE SIGNS WILL BE SHOWN ON THE FINAL CONSTRUCTION PLANS.

CIVIL ENGINEER'S STATEMENT

I, RUSSELL B. HALL, BEING A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO, HEREBY ATTEST THAT ALL ROADWAY, GRADING, UTILITY AND DRAINAGE IMPROVEMENTS IDENTIFIED ON THIS SITE DEVELOPMENT PLAN HAVE BEEN DESIGNATED AND ENGINEERED IN CONFORMANCE WITH ALL TOWN OF CASTLE ROCK PUBLIC WORKS CONSTRUCTION STANDARDS.

_____ _____
PE & PLS NO. 26715 DATE

SURVEYOR'S CERTIFICATE

I, RUSSELL B. HALL, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY AND LEGAL DESCRIPTION REPRESENTED BY THIS SITE DEVELOPMENT PLAN WAS MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THE MONUMENTS SHOWN THEREON ACTUALLY EXIST AND THIS SITE DEVELOPMENT PLAN REPRESENTS THAT SURVEY.

_____ _____
PE & PLS NO. 26175 DATE

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No.(303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

OWNER:
113 M, A COLORADO LIMITED LIABILITY COMPANY
PO BOX 457
FRANKTOWN, CO 80116

PLAN PREPARER, LAND PLANNER, ENGINEER, SURVEYOR:
HIGHLINE ENGINEERING AND SURVEYING CO., INC.
PO BOX 1295
PARKER, CO 80134

MORTGAGEE, LIENHOLDER: NONE

SHEET INDEX

SHEET 1	COVER SHEET
SHEET 2	SITE PLAN
SHEET 3	LAND USE COMPARISON
SHEET 4	PHASE MAP
SHEET 5	TRAIL MAP
SHEET 6	KEY MAP
SHEET 7-12	SITE PLAN
SHEET 13-16	GRADING PLAN
SHEET 17	OVERALL UTILITY PLAN
SHEET 18	LANDSCAPE COVER SHEET
SHEET 19	LANDSCAPE NOTES
SHEET 20-21	OVERALL LANDSCAPE PLAN
SHEET 22-29	LANDSCAPE PLAN
SHEET 30	LANDSCAPE DETAILS
SHEET 31	FENCING PLAN
SHEET 32-34	RETAINING WALL ELEVATIONS
SHEET 35	TRAFFIC CALMING PLAN

OWNERSHIP CERTIFICATION

OWNERSHIP CERTIFICATION
THE UNDERSIGNED ARE ALL THE OWNERS OF CERTAIN LANDS IN THE TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS AND STATE OF COLORADO DESCRIBED HEREIN.

_____
113 M, LLC, A COLORADO LIMITED LIABILITY COMPANY

SIGNED THIS _____ DAY OF _____, 20_____
NOTARY BLOCK
SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____,

20_____ BY _____AS _____ OF 113 M , LLC_.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC
MY COMMISSION EXPIRES: _____.

TOWN OF CASTLE ROCK OWNERSHIP BLOCK
(AS TO TRACT B, YOUNG/AMERICAN PUD-SOUTH RIDGE TOWNHOME SUBDIVISION FILING NO. 5B)
THE UNDERSIGNED ARE ALL THE OWNERS OF CERTAIN LANDS IN THE TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS AND STATE OF COLORADO DESCRIBED HEREIN.

TOWN OF CASTLE ROCK, A MUNICIPAL CORPORATION

BY _____
MAYOR
ATTEST:

_____

TOWN CLERK
SIGNED THIS _____ DAY OF _____, 20_____
NOTARY BLOCK
SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____,

20_____ BY _____ AS MAYOR AND BY

_____, AS TOWN CLERK.
WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

PLANNING COMMISSION RECOMMENDATION

THIS SITE DEVELOPMENT PLAN WAS RECOMMENDED FOR APPROVAL BY THE PLANNING COMMISION OF THE TOWN OF CASTLE ROCK, COLORADO, ON THE _____ DAY OF _____, 20____.

_____ _____ _____ _____
CHAIR **DATE**

ATTEST:

_____ _____
DIRECTOR OF DEVELOPMENT SERVICES **DATE**

TOWN COUNCIL APPROVAL

THIS SITE DEVELOPMENT PLAN WAS APPROVED BY THE TOWN COUNCIL OF THE TOWN OF CASTLE ROCK, COLORADO, ON THE _____ DAY OF _____, 20____.

_____ _____ _____ _____
MAYOR **DATE**

ATTEST:

_____ _____
TOWN CLERK **DATE**

TITLE VERIFICATION

I, _____, AN AUTHORIZED REPRESENTATIVE OF _____, A TITLE INSURANCE COMPANY LICENSED TO DO BUSINESS IN THE STATE OF COLORADO, HAVE MADE AN EXAMINATION OF THE PUBLIC RECORDS AND STATE THAT ALL OWNERS, MORTGAGEES AND LIENHOLDERS OF THE PROPERTY ARE LISTED IN THE CERTIFICATE OF OWNERSHIP AND LIENHOLDER SUBORDINATION CERTIFICATE.

_____
AUTHORIZED REPRESENTATIVE

_____
TITLE COMPANY
SIGNED THIS _____ DAY OF _____, 20_____.
NOTARY BLOCK
SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____,

20_____ BY _____ AS AUTHORIZED REPRESENTATIVE
OF _____.

.
WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC
MY COMMISSION EXPIRES: _____.

COVER SHEET
SHEET 1 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND

PROPERTY BOUNDARY
TRACT BOUNDARY
NO BUILD AREA SKYLINE/RIDGELINE
MODERATE ZONE SKYLINE/RIDGELINE
UTILITY EASEMENT
DIVERSION SWALE
MINOR RIDGELINE BOUNDARY
TRACT NUMBER (1)

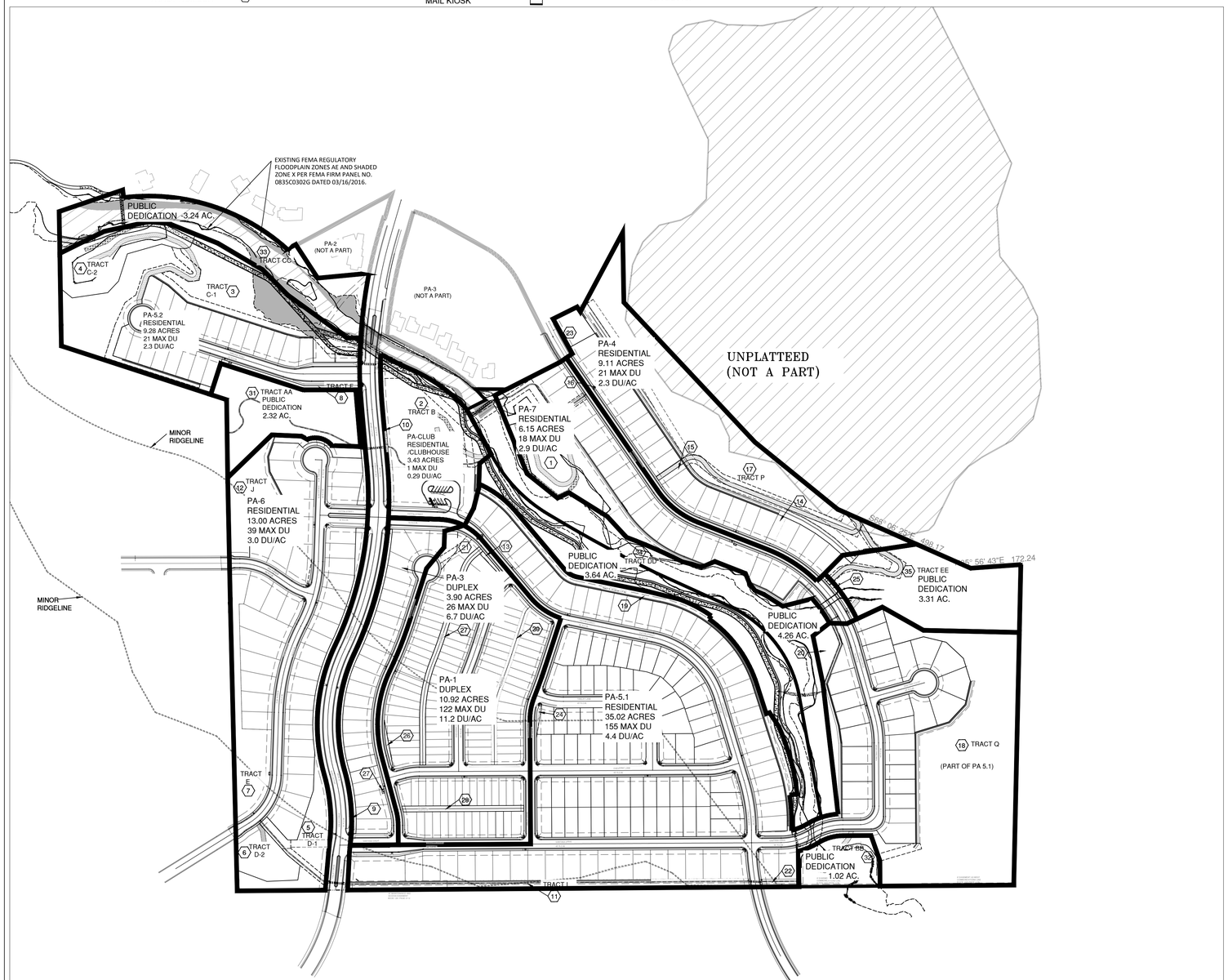
LOW FLOW CHANNEL CROSSING
3' SOFT SURFACE PEDESTRIAN TRAIL
10' CONCRETE PEDESTRIAN WALK
15' MAINTENANCE GRAVEL ROAD
12' MAINTENANCE GRAVEL ROAD
MINOR RIDGELINE
MAIL KIOSK

LEGEND

EXISTING 100-YEAR FLOODPLAIN
PROPOSED PHASE 1 100-YEAR FLOODPLAIN
PROPOSED PHASE 2 100-YEAR FLOODPLAIN
EXISTING FEMA REGULATORY FLOODPLAIN ZONES AE AND SHADED ZONE X PER FEMA FIRM PANEL NO. 0835C0302G DATED 03/16/2016.

ZONE AE
SHADED ZONE X

HEADWALL (TYP)
CLEAR SPAN UNDERNEATH ROAD BRIDGE.
WINGWALL (TYP)
CONSPAN BRIDGE STRUCTURE



TRACT SUMMARY CHART

TRACT NO.	TRACT	AREA (AC)	PURPOSE	OWNER	MAINTENANCE
1	TRACT A	2.20	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
2	TRACT B	2.14	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
3	TRACT C-1	4.28	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
4	TRACT C-2	1.35	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
5	TRACT D-1	1.48	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
6	TRACT D-2	0.64	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
7	TRACT E	1.23	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
8	TRACT F	0.34	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
9	TRACT G	0.37	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
10	TRACT H	0.09	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
11	TRACT I	1.31	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
12	TRACT J	1.34	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
13	TRACT L	0.02	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
14	TRACT M	0.07	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
15	TRACT N	0.06	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
16	TRACT O	0.06	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
17	TRACT P	5.44	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
18	TRACT Q	6.57	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
19	TRACT R	1.17	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
20	TRACT S	1.63	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
21	TRACT T	0.22	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
22	TRACT W	0.07	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
23	TRACT X	0.25	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
24	TRACT Y	0.02	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, UTILITIES AND SIGHT DISTANCE EASEMENT	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
25	TRACT Z-1	0.07	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, UTILITIES AND SIGHT DISTANCE EASEMENT	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
26	TRACT Z-2	0.03	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, UTILITIES AND SIGHT DISTANCE EASEMENT	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
27	TRACT Z-3	0.01	PRIVATE OPEN SPACE, KIOSK, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
	TOTAL PRIVATE OPEN SPACE	32.46			
28	TRACT K	0.36	ALLEY, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
29	TRACT U	0.19	ALLEY, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
30	TRACT V	0.26	ALLEY, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
	TOTAL ALLEY ACCESS	0.81			
31	TRACT AA	2.32	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
32	TRACT BB	1.02	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
33	TRACT CC	3.24	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
34	TRACT DD	7.90	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
35	TRACT EE	3.31	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
	TOTAL PUBLIC OPEN SPACE	17.79			

NOTE: IN THE EVENT THAT THE METRO DISTRICT SUBMITS A DISSOLUTION PETITION, THE METRO DISTRICT SHALL PROVIDE AN ASSUMPTION OF THE MAINTENANCE OBLIGATIONS EITHER THROUGH A MILL LEVY OR THROUGH A CONTRACT WITH THE HOA TO WHICH THE TOWN IS A PARTY TO.

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

SITE PLAN
SHEET 2 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND

PROPERTY BOUNDARY

TRACT BOUNDARY

NO BUILD AREA
SKYLINE/RIDGELINE

PLANNING AREA BOUNDARY - CHATEAU VALLEY SDP

MINOR RIDGELINE

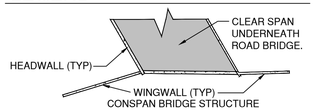
MAIL KIOSK

EXISTING 100-YEAR FLOODPLAIN

PROPOSED PHASE 1 100-YEAR FLOODPLAIN

PROPOSED PHASE 2 100-YEAR FLOODPLAIN

LEGEND





LAND USE CHART

ZONING	YOUNG AMERICAN PLANNED DEVELOPMENT							
PLANNING AREA	PA 1	PA 3	PA-4	PA CLUB	PA-5.1	PA-5.2	PA 6	PA-7
ACREAGE	10.92	3.90	9.11	3.43	35.02	9.28	13.00	6.15
PERMITTED USES	SINGLE FAMILY ATTACHED RESIDENTIAL	SINGLE FAMILY ATTACHED/ DETACHED RESIDENTIAL	SINGLE FAMILY DETACHED RESIDENTIAL	CLUB HOUSE	SINGLE FAMILY DETACHED RESIDENTIAL	SINGLE FAMILY DETACHED RESIDENTIAL	SINGLE FAMILY DETACHED RESIDENTIAL	SINGLE FAMILY DETACHED RESIDENTIAL
NO. UNITS	122	26	21	1	155	21	39	18
DENSITY (D.U./ACRE)	11.2	6.7	2.3	0	4.4	2.2	3.0	3.0
MAX. BUILDING HEIGHT	35'	35'	35'	35'	35'	35'	35'	35'
MINIMUM SETBACKS								
FRONT TO GARAGE	20'	20'	20'	N/A	20'	20'	20'	20'
FRONT TO LIVING AREA	10'	15'	18'	18'	18'	18'	18'	18'
REAR	3'	10'	10'	10'	10'	10'	10'	10'
SIDE INTERIOR LOT	5'	5'	5'	5'	5'	5'	5'	5'
SIDE TO STREET	10'	10'	10'	10'	10'	10'	10'	10'
MINIMUM LOT SIZE (SF)	2,000	3,000	4,500	5,000	4,000	4,200	4,800	4,500

SITE UTILIZATION CHART

	AREA (AC.)	% OF SITE
NET RESIDENTIAL	57.55	51.5
OPEN SPACE PRIVATE WITHIN RESIDENTAL	32.46	29.0
ALLEYS	0.81	0.7
RESIDENTIAL TOTAL	90.80	81.3
PUBLIC LAND DEDICATION	17.79	15.9
PUBLIC LAND & OPEN SPACE TOTAL	50.24	45.0
COLLECTOR STREET (VALLEY DRIVE)	3.12	2.8
TOTAL	111.72	100.0

SITE COMPARISON CHART

	YOUNG AMERICAN PUD	CHATEAU VALLEY SDP
MAXIMUM NUMBER OF LOTS	561	403
OVERALL DENSITY	5.02	3.61
PUBLIC LAND DEDICATION	15.57 ACRES	17.79 ACRES

PLANNING AREA COMPARISON	YOUNG AMERICAN PUD	CHATEAU VALLEY SDP
	PA-1 (R-E)	PA-1
AREA	10.99 AC	10.92 AC.
DENSITY	16 DU/AC	11.2 DU/AC
	PA-3 (R-D)	PA-3
AREA	3.89 AC	3.90 AC.
DENSITY	10 DU/AC	6.7 DU/AC
	PA-4 (R-A)	PA-4
AREA	11.85 AC	9.12 AC.
DENSITY	3.0 DU/AC	2.3 DU/AC
	PA-5(1)- (R-B)	PA-5.1
AREA	36.61 AC	35.02 AC.
DENSITY	5.0 DU/AC	4.4 DU/AC
	PA-5(2)- (R-B)	PA-5.2
AREA	9.02 AC	9.29 AC.
DENSITY	5.0 DU/AC	2.3 DU/AC
	PA-6 (R-A)	PA-6
AREA	13.98 AC	13.00 AC.
DENSITY	3.0 DU/AC	3.0 DU/AC
	7 (R-C)	PA-7
AREA	11.35 AC	6.15 AC.
DENSITY	3.0 DU/AC	2.9 DU/AC

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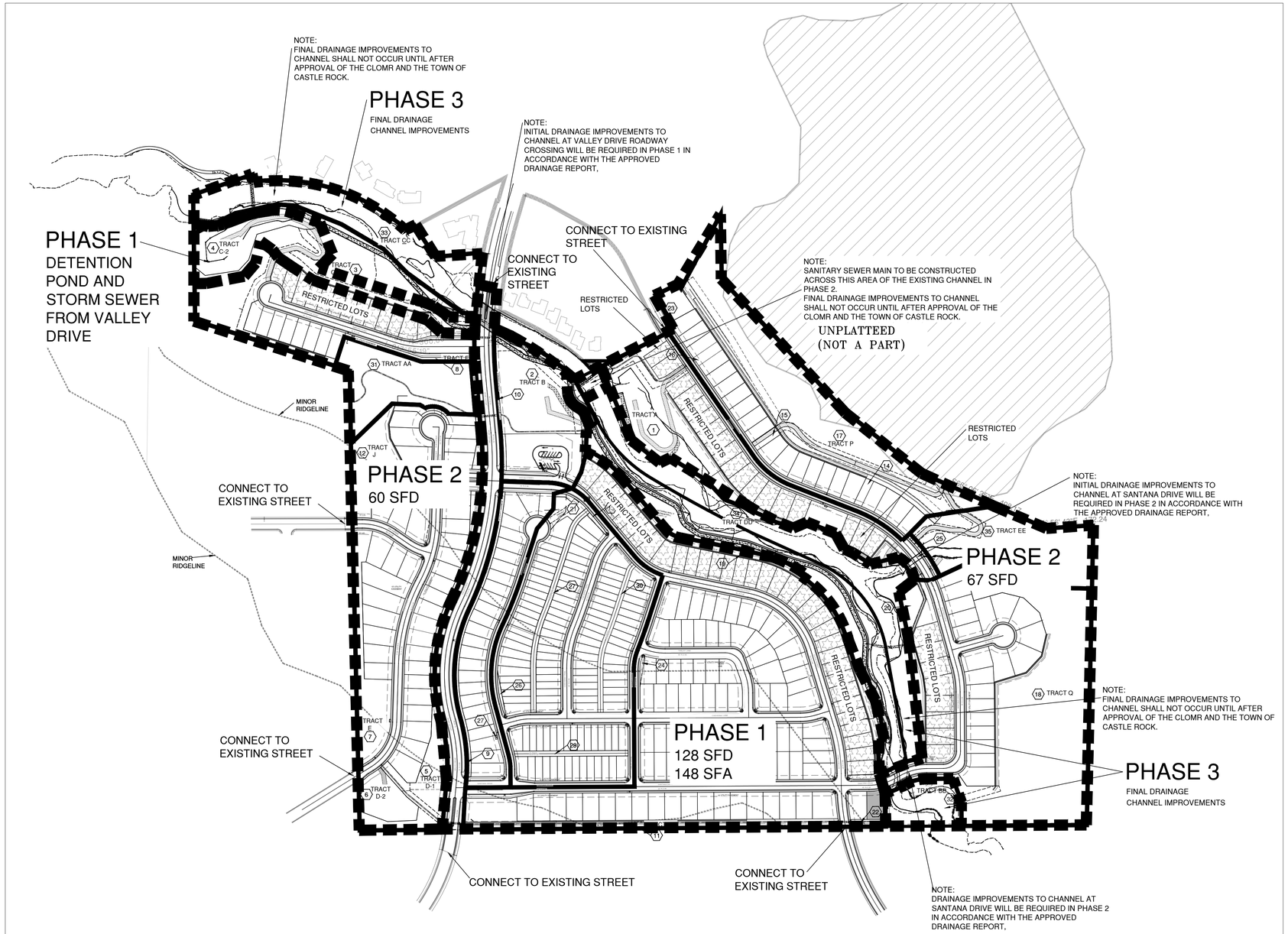
LAND USE COMPARISON
SHEET 3 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

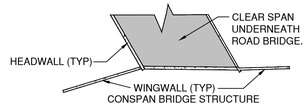


SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND

- PROPERTY BOUNDARY
- TRACT BOUNDARY
- NO BUILD AREA SKYLINE/RIDGELINE
- MODERATE ZONE SKYLINE/RIDGELINE
- UTILITY EASEMENT
- RETAINING WALL
- DIVERSION SWALE
- PHASE LINE
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MAIL KIOSK
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- 10 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15 FOOT GRAVEL MAINTENANCE ROAD
- 12' MAINTENANCE GRAVEL ROAD
- LOW FLOW CHANNEL CROSSING
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- TRACT NUMBER (1) SEE SHEET 2 FOR TRACT INFORMATION
- RESTRICTED LOTS (SEE NOTE 9 THIS SHEET)



NOTES

1. PHASES CAN BE BUILT IN ANY ORDER AS LONG AS THE REQUIRED INFRASTRUCTURE FOR THAT PHASE INCLUDING DOWNSTREAM FACILITIES IS CONSTRUCTED AND MEETS ALL TOWN OF CASTLE ROCK DESIGN CRITERIA.
2. IF PHASING BOUNDARIES CHANGE, A FIELD CHANGE ORDER IDENTIFYING THE SPECIFIC CHANGES MADE ALONG WITH UPDATED OPINION OF COSTS WILL BE SUBMITTED FOR TOWN REVIEW AND APPROVAL.
3. ALL UTILITIES SHALL BE TERMINATED PER TOWN OF CASTLE ROCK CRITERIA AT THE LIMITS OF EACH RESPECTIVE PHASE. ADDITIONAL FIRE HYDRANTS OR TEMPORARY ACCESS ROAD TURN-AROUND AREAS SHALL BE INSTALLED AS REQUIRED BY TOWN OF CASTLE ROCK FIRE DEPARTMENT TO MEET LIFE SAFETY REQUIREMENTS.
4. EACH PHASE SHALL BE INDEPENDENTLY SUSTAINABLE.
5. AT THE TIME OF INFRASTRUCTURE CONSTRUCTION, PHYSICAL MARKERS IDENTIFYING THE LOCATION OF ALL WATER AND SANITARY LATERALS SHALL BE INSTALLED. PRIOR TO ROADWAY CONSTRUCTION, THE LOCATION OF WATER AND SANITARY SEWER SERVICE LINES FOR EACH LOT SHALL BE VERIFIED BY CONTRACTOR.
6. ROAD CLOSED SIGNS AND BARRICADES THAT MEET ALL TOWN OF CASTLE ROCK CRITERIA SHALL BE INSTALLED WHERE ROADS TEMPORARILY END AT PHASE LINES.
7. INSTALLATION OF BMP'S THAT MEET THE TOWN OF CASTLE ROCK TESC CRITERIA WILL BE REQUIRED TO CONTROL SEDIMENT TRANSPORT WITHIN, AND AT THE PERIMETER OF EACH PHASE CONSTRUCTED.
8. INITIAL DRAINAGE CHANNEL IMPROVEMENTS SHALL INCLUDE ROADWAY CROSSINGS ONLY. FINAL DRAINAGE IMPROVEMENTS SHALL INCLUDE THE REMAINDER OF CHANNEL STABILIZATION, PATHS AND TRAILS AND MAINTENANCE ROADS IN ACCORDANCE WITH THE APPROVED DRAINAGE REPORT.
9. FINAL DRAINAGE IMPROVEMENTS TO CHANNEL SHALL BE COMPLETED PRIOR TO RELEASE OF BUILDING PERMITS FOR RESTRICTED LOTS PROPOSED ADJACENT TO THE DRAINAGE CHANNEL UNLESS OTHERWISE APPROVED BY THE TOWN OF CASTLE ROCK.

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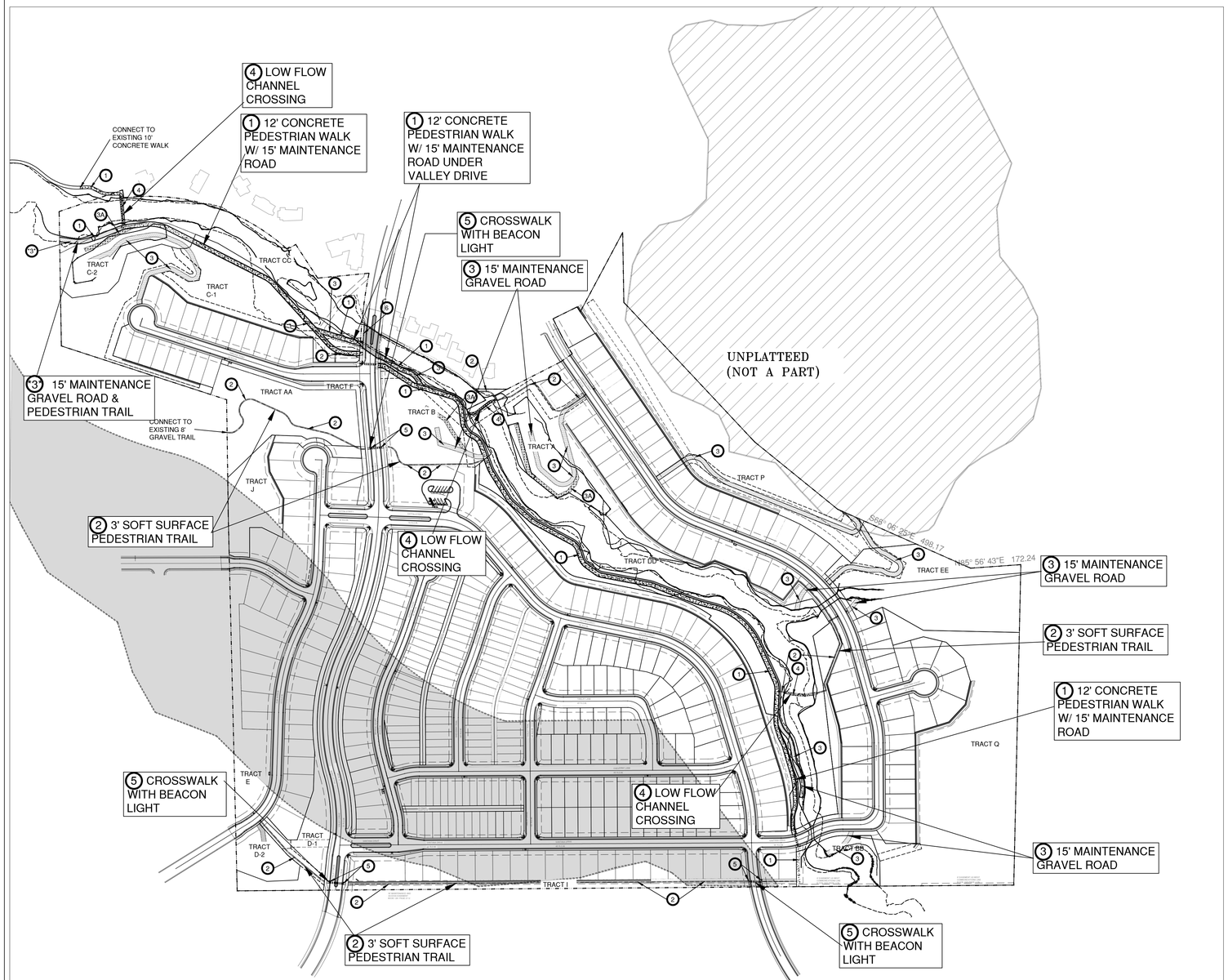
PHASE MAP
SHEET 4 OF 35

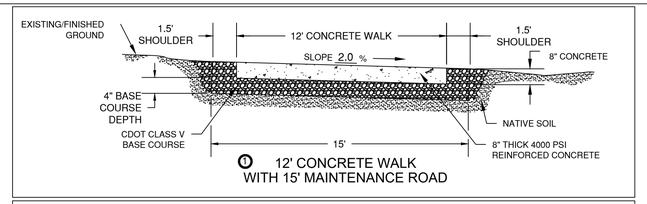
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

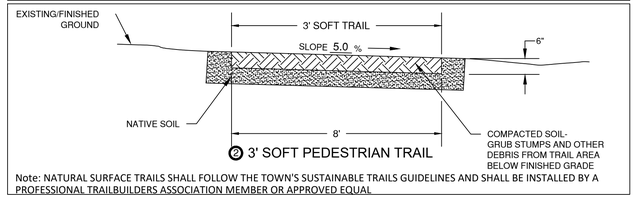
SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
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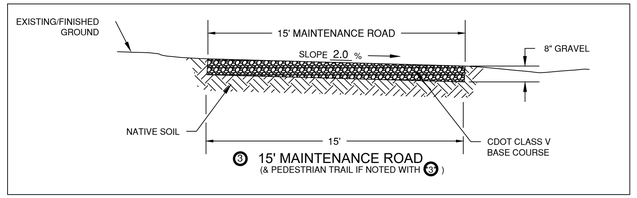


1 12' CONCRETE WALK WITH 15' MAINTENANCE ROAD

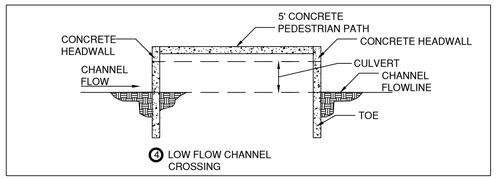


2 3' SOFT PEDESTRIAN TRAIL

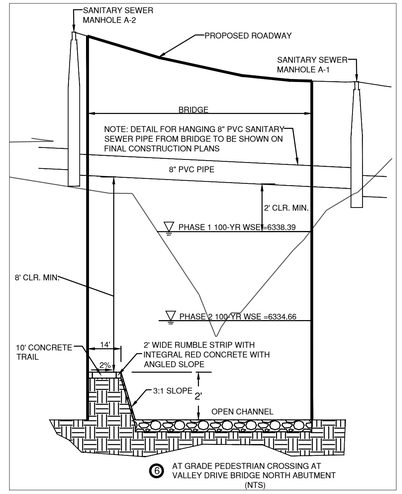
Note: NATURAL SURFACE TRAILS SHALL FOLLOW THE TOWN'S SUSTAINABLE TRAILS GUIDELINES AND SHALL BE INSTALLED BY A PROFESSIONAL TRAILBUILDERS ASSOCIATION MEMBER OR APPROVED EQUAL



3 15' MAINTENANCE ROAD
(& PEDESTRIAN TRAIL IF NOTED WITH 2)



4 LOW FLOW CHANNEL CROSSING



6 AT GRADE PEDESTRIAN CROSSING AT VALLEY DRIVE BRIDGE NORTH ABUTMENT (NTS)

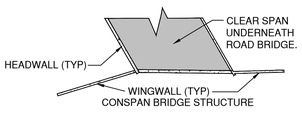


CROSSWALK WITH BEACON LIGHT 5

SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND



PROPERTY BOUNDARY
TRACT BOUNDARY
NO BUILD AREA SKYLINE/RIDGELINE
UTILITY EASEMENT
MINOR RIDGELINE BOUNDARY
DIVERSION SWALE
RETAINING WALL
MINOR RIDGELINE
MAIL KIOSK
EXISTING 100-YEAR FLOODPLAIN
PROPOSED PHASE 1 100-YEAR FLOODPLAIN
PROPOSED PHASE 2 100-YEAR FLOODPLAIN

TRAIL TYPE NUMBER (4)
1 12' CONCRETE PEDESTRIAN WALK
2 3' SOFT SURFACE PEDESTRIAN TRAIL
3 15' MAINTENANCE GRAVEL ROAD
3M 12' MAINTENANCE GRAVEL ROAD
4 LOW FLOW CHANNEL CROSSING
CROSSWALK WITH BEACON LIGHT 5

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PO BOX 1295
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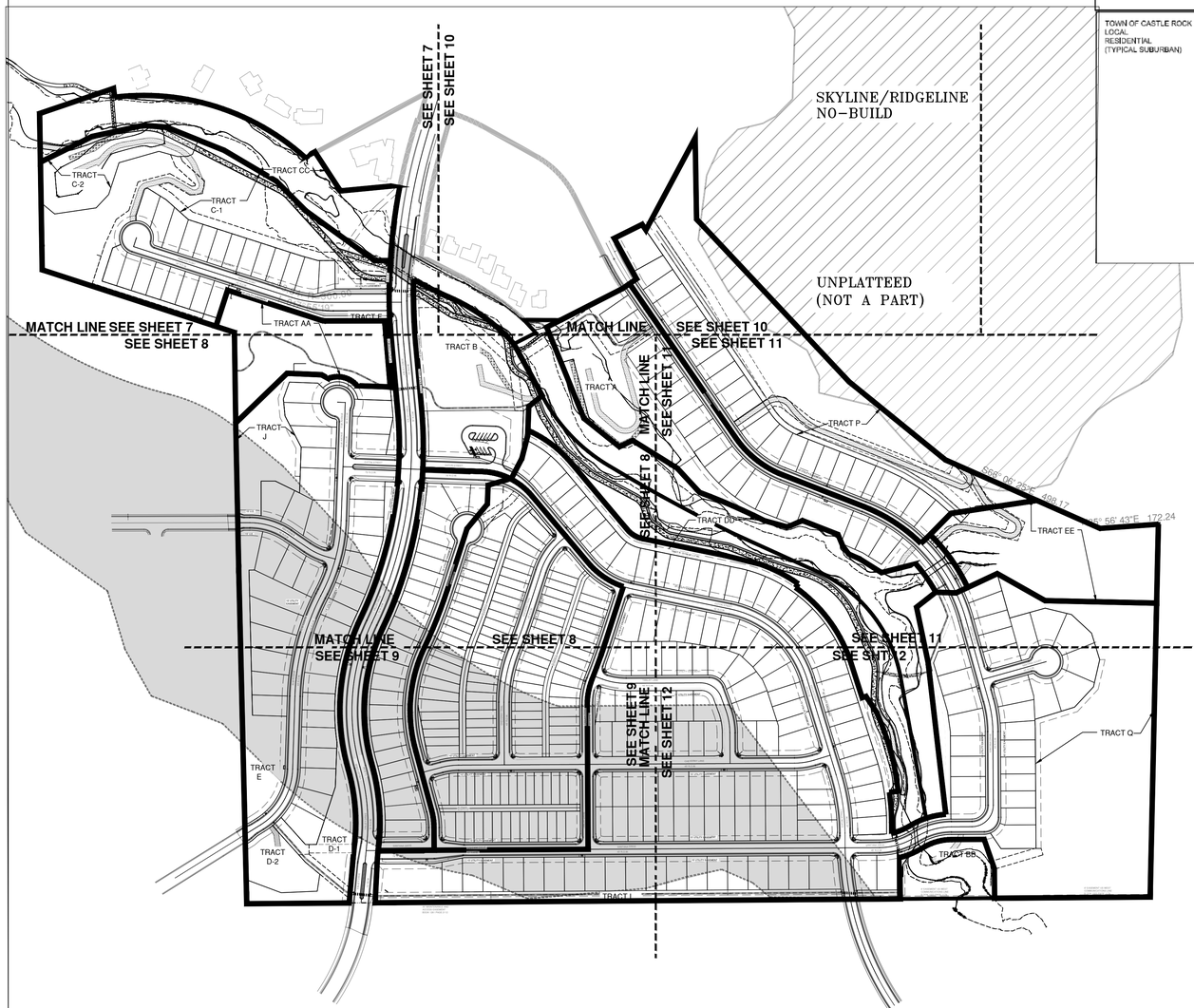
TRAIL PLAN
SHEET 5 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

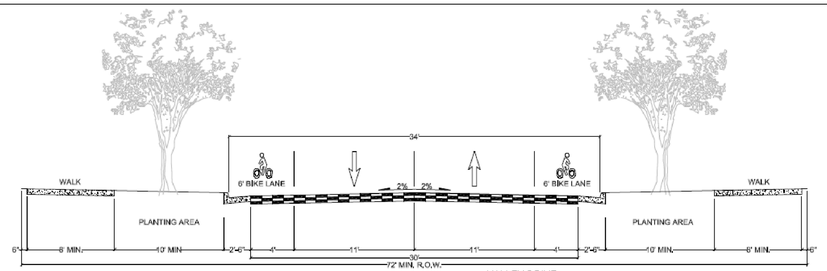
CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
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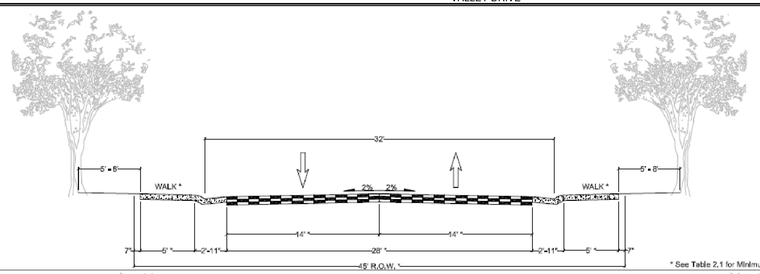


TOWN OF CASTLE ROCK
COLLECTOR
RESIDENTIAL



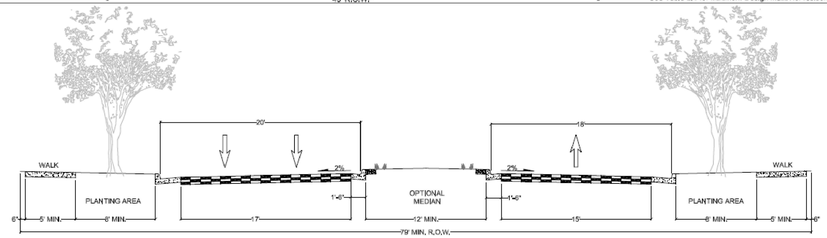
Notes:
1. No On-Street Parking.
2. Turn lanes must be provided as determined necessary. Planting areas shall be adjusted as necessary to accommodate right turn lanes.
3. Inset parking bays will be required adjacent to parks and schools. Planting areas shall be removed to accommodate parking bays.
4. Vertical Curb and Gutter Type VC2 see Detail Plan No. CG-1.
5. See the Town's Landscape & Irrigation Performance Standards and Criteria for additonal information regarding trees and landscaping.

TOWN OF CASTLE ROCK
LOCAL
RESIDENTIAL
(TYPICAL SUBURBAN)

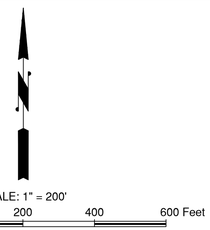


* See Table 2.1 for Minimum Design Matrix for residential streets.

TOWN OF CASTLE ROCK
ENTRY STREET



Notes:
1. No parking or driveway access.
2. Cross Section Option See Town of Castle Rock (Non-Residential collector).
3. Intersections are Required to Accommodate a WB-40.
4. Curb and Gutter Type VC2 see Detail Plan No. CG-1.
5. Median - see Detail Plan No. CG-13, Section C-C.
6. Trees within 10' of travel lane requires Median Planter.
7. See the Town's Landscape & Irrigation Performance Standards and Criteria for additonal information regarding trees and landscaping.

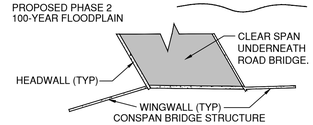


SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- NO BUILD AREA SKYLINE/RIDGELINE
- UTILITY EASEMENT
- RETAINING WALL
- DIVERSION SWALE
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MAIL KIOSK
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD



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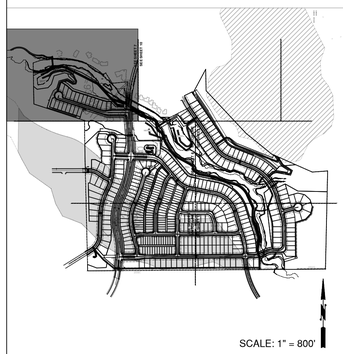
KEY MAP
SHEET 6 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
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SCALE: 1" = 800'

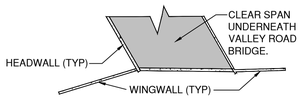
KEY MAP

SCALE: 1" = 50'

50 0 50 100 150 Feet

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- SIGHT TRIANGLE
- UTILITY EASEMENT
- RETAINING WALL
- DIVERSION SWALE
- BLOCK NO. (2)
- NO BUILD AREA SKYLINE/RIDGELINE
- DIVERSION SWALE CHANNEL
- 12 FOOT GRAVEL MAINTENANCE ROAD
- 12 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15 FOOT GRAVEL DETENTION POND MAINTENANCE ROAD
- 12' MAINTENANCE GRAVEL ROAD
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING



- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MAIL KIOSK
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN

PROPOSED 10' CONCRETE TRAIL
EXISTING 10' CONCRETE TRAIL
S07° 35' 34"E 26.22
N86° 35' 53"E 48.65
N71° 14' 25"E 208.65
L=556.02, R=700.00, I=045°30'98"
EXISTING FEMA MAPPED 100 YEAR FLOODPLAIN
PROPOSED PEDESTRIAN LOW WATER CROSSING
PROPOSED PHASE 2 100-YEAR FLOODPLAIN
15' GRAVEL MAINTENANCE ROAD & PEDESTRIAN TRAIL
12' GRAVEL MAINTENANCE ROAD
TRACT C-2 58771 SF 1.35 AC. BLANKET DRAINAGE EASEMENT OVER TRACT C-2
N00° 56' 46"W 460.15
TRACT C-1 186299 SF 4.28 AC.
12' CONCRETE WALK & 15' MAINTENANCE ROAD
15' GRAVEL MAINTENANCE ROAD
DIVERSION SWALE
25' DRAINAGE EASEMENT
LOT 9 4785 SF
LOT 10 6047 SF
LOT 11 5682 SF
LOT 12 4612 SF
LOT 13 4612 SF
LOT 14 4613 SF
LOT 15 4612 SF
LOT 16 4613 SF
LOT 17 4613 SF
LOT 18 4612 SF
LOT 19 4627 SF
LOT 20 5873 SF
LOT 21 4286 SF
LOT 8 4973 SF
LOT 7 4619 SF
LOT 6 4612 SF
LOT 5 4612 SF
LOT 4 4612 SF
LOT 3 4612 SF
LOT 2 4612 SF
LOT 1 4613 SF
N17° 48' 19"E 27.59
30' R.O.W.
15' UTILITY EASEMENT
N72° 11' 42"W 489.57
AMBOISE POINT
45' R.O.W.
25' UTILITY EASEMENT
3' SOFT SURFACE PEDESTRIAN TRAIL
MONUMENT SIGN
10' U.E.
66.7'
25'
15' UTILITY EASEMENT
25' WATER EASEMENT
MAIL KIOSK
L=93.84, R=300.00 I=017°55'19"
79' ROW
51' FL
229.64
S89° 52' 58"W
15' DRAINAGE EASEMENT
N71° 58' 12"W 594.90
TRACT C-1 186299 SF 4.28 AC.
DIVERSION SWALE
24.3'
24.1'
MINOR RIDGELINE
TRACT CC 141010 SF 3.24 AC.
N61° 45' 33"E 33.51
S69° 09' 56"E 13.44'
PROPOSED PHASE 2 100-YEAR FLOODPLAIN
N84° 33' 16"E 176.40
TRACT CC 141010 SF 3.24 AC.
15' UTILITY EASEMENT
CLEAR-SPAN BRIDGE WITH WINGWALLS
15' UTILITY EASEMENT
12' CONCRETE WALK UNDERPASS & 15' MAINTENANCE ROAD
CONNECT TO EXISTING STREET
L=237.33, R=1635.00 I=008°19'01"
L=243.80, R=1593.50 I=008°45'58"
L=195.65, R=10 I=010°28'36"
TRACT B SOUTHRIDGE TOWNHOUSE SUBDIVISION
TRACT H 3837 S, 0.09 AC.
TRACT B 393342 SF 2.14 AC.
25' SANITAR SEWER EASEMENT
TRACT F 0.34 AC. 14614 SF
TRACT AA 101037 SF 2.32 AC.
L=122.81'
12' GRAVEL

SEE SHEET 7
SEE SHEET 10
SEE SHEET 7
SEE SHEET 7
SEE SHEET 7
SEE SHEET 8
SEE SHEET

NOTE:
1. ALL ALLEYS ARE PRIVATE.
2. ALL PRIVATE DRIVEWAYS ALONG LOCAL STREETS MUST BE LOCATED AT LEAST 20' FROM THE PCR.

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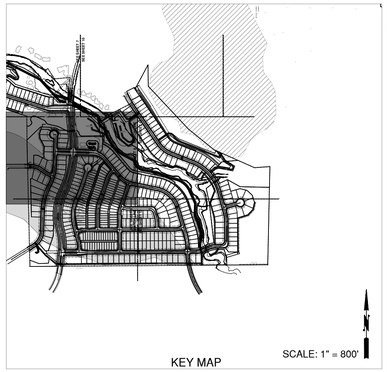
SITE PLAN
SHEET 7 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



KEY MAP

SCALE: 1" = 800'

SCALE: 1" = 50'

50 0 50 100 150 Feet

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- UTILITY EASEMENT
- BLOCK NO. (2)
- SIGHT TRIANGLE
- MINOR RIDGELINE BOUNDARY
- RETAINING WALL
- DIVERSION SWALE
- MINOR RIDGELINE
- MAIL KIOSK
- NO BUILD AREA SKYLINE/RIDGELINE
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING
- 12 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- DIRECTION OF TRAFFIC

NOTE:
1. ALL ALLEYS ARE PRIVATE.
2. ALL PRIVATE DRIVEWAYS ALONG LOCAL STREETS MUST BE LOCATED AT LEAST 20' FROM THE PCR.

SEE SHEET 7
SEE SHEET 10
MATCH LINE
SEE SHEET 8
SEE SHEET 8
SEE SHEET 10
MATCH LINE
SEE SHEET 8
SEE SHEET 9

TRACT AA 101037 SF 2.32 AC.
TRACT J 58572 SF 1.34 AC.
TRACT E 53672 SF 1.232 AC.
TRACT B 93342 SF 2.14 AC.
TRACT A 95679 SF 2.20 AC.
TRACT DD - 344206 SF. 7.90 AC.
TRACT K 75685 SF 0.36 AC.
TRACT T 9737 SF 0.22 AC.
TRACT L 1070 SF 0.02 AC.
TRACT V 11278 SF 0.26 AC.
TRACT R- 51106 SF 1.17 AC.
TRACT F 15,537 SF 0.34 ACRES
TRACT D-1 64651 SF 1.48 AC.
TRACT G 16044 SF 0.37 AC.
TRACT H 3879 SF 0.09 AC.

LOT 1 8533 SF
LOT 2 6944 SF
LOT 3 9734 SF
LOT 4 8701 SF
LOT 5 10342 SF
LOT 6 12512 SF
LOT 7 6511 SF
LOT 8 6581 SF
LOT 9 8473 SF
LOT 10 5370 SF
LOT 11 5360 SF
LOT 12 5033 SF
LOT 13 4987 SF
LOT 14 4977 SF
LOT 15 5543 SF
LOT 16 5630 SF
LOT 17 5510 SF
LOT 18 5123 SF
LOT 19 5572 SF
LOT 4 9242 SF
LOT 6 7506 SF
LOT 7 8564 SF
LOT 8 6363 SF
LOT 9 5709 SF
LOT 10 5788 SF
LOT 11 6380 SF
LOT 12 2502 SF
LOT 13 4185 SF
LOT 14 4113 SF
LOT 15 4052 SF
LOT 16 4052 SF
LOT 17 4020 SF
LOT 18 3996 SF
LOT 19 3930 SF
LOT 20 3956 SF
LOT 21 4051 SF
LOT 22 4077 SF
LOT 23 3686 SF
LOT 24 6788 SF
LOT 25 4925 SF
LOT 26 4140 SF
LOT 27 4278 SF
LOT 28 2062 SF
LOT 29 2211 SF
LOT 30 2250 SF
LOT 31 2250 SF
LOT 32 2250 SF
LOT 33 2250 SF
LOT 34 2250 SF
LOT 35 2292 SF
LOT 36 2298 SF
LOT 37 2298 SF
LOT 38 2291 SF
LOT 39 2257 SF
LOT 40 2297 SF
LOT 41 2378 SF
LOT 42
LOT 34 6800 SF
LOT 33 5917 SF
LOT 32 4500 SF
LOT 31 4500 SF
LOT 30 4500 SF
LOT 29 4500 SF
LOT 28 4500 SF
LOT 27 5755 SF
LOT 26 6642 SF
LOT 25 4517 SF
LOT 24 5125 SF
LOT 23 5125 SF
LOT 25 3124 SF
LOT 26 4155 SF
LOT 24 2843 SF
LOT 23 2856 SF
LOT 22 2419 SF
LOT 21 2340 SF
LOT 20 2340 SF
LOT 19 2340 SF
LOT 18 2340 SF
LOT 17 2367 SF
LOT 16 2394 SF
LOT 15 2394 SF
LOT 14 2394 SF
LOT 13 2277 SF
LOT 28 2312 SF
LOT 27 2312 SF
LOT 26 2310 SF
LOT 25 2250 SF
LOT 24 2250 SF
LOT 23 2250 SF
LOT 22 2250 SF
LOT 21 2250 SF
LOT 20 2248 SF
LOT 19 4898 SF
LOT 18 3832 SF
LOT 17 2250 SF
LOT 16 2250 SF
LOT 15 2400 SF
LOT 14 2430 SF
LOT 13 2429 SF
LOT 12 2493 SF
LOT 11 2493 SF
LOT 29 2312 SF
LOT 27 8089 SF
LOT 26 5454 SF
LOT 1
LOT 2
LOT 3

3' SOFT SURFACE PEDESTRIAN TRAIL
25' DRAINAGE EASEMENT
PEDESTRIAN CROSSWALK WITH BEACON
25' WATER EASEMENT
40' UTILITY EASEMENT
15' DRAINAGE EASEMENT
DIVERSION SWALE
MINOR RIDGELINE
15' U.E.
15' UTILITY EASEMENT
SIGHT DISTANCE EASEMENT
20' EMERGENCY VEHICLE EASEMENT
UTILITY EASEMENT
BREAK AWAY CHAIN & KNOX BOX
12' GRAVEL MAINTENANCE ROAD
LOW WATER CROSSING
PROPOSED PHASE 2 100-YEAR FLOODPLAIN
12' CONCRETE WALK & 15' MAINTENANCE ROAD
BLANKET DRAINAGE EASEMENT OVER TRACT B
15' GRAVEL MAINTENANCE ROAD
5 PARKING SPACES (9x18 TYP.)
ONE WAY
CLUB-HOUSE LOT
LOT 35 40347 SF
3 PARKING SPACES (9x18 TYP.)
1 HANDICAP - 9x18, 1 VAN ACCESSIBLE HANDICAP 12x18
MAIL KIOSK
25' SANITARY SEWER EASEMENT
PROPOSED PHASE 1 100-YEAR FLOODPLAIN
BLANKET DRAINAGE EASEMENT OVER TRACT A
RETAINING WALL 6 MAXIMUM WALL HEIGHT = 6'
RETAINING WALL 7 MAXIMUM WALL HEIGHT = 15'
ASPHALT SURFACE
BRISSAC COURT
28' PRIVATE ALLEY
TRACT R- 51106 SF 1.17 AC.

ELM AVENUE 45' R.O.W.
ASH AVENUE 45' R.O.W.
VALLEY DRIVE 72' R.O.W.
N00° 47' 49"W 390.06
S88° 00' 34"E 22.50
N88° 00' 34"W 200.00
S88° 00' 34"E 9.46
N89° 55' 08"E 35.82
L=120.28, R=200.06 I=034° 27' 31"
S55° 37' 21"E 67.60
L=69.10, R=200.00 I=019° 47' 43"
S75° 25' 04"E 20.74
L=103.09, R=200.00 I=029° 32' 13"
N56° 56' 51"E 13.98
L=307.23, R=200.00 I=088° 00' 49"
L=175.62, R=1200.00 I=008° 23' 07"
L=69.70, R=1200.00 I=003° 19' 45"
L=167.32, R=200.00 I=047° 56' 03"
L=111.60, R=200.00 I=032° 01' 47"
L=126.85
L=27.16'
L=110.16, R=1616.00 I=003° 54' 26"
S01° 59' 26"W 158.58
S01° 59' 26"W 308.07
N05° 19' 13"W 193.67
N17° 53' 44"W 170.16
S17° 53' 44"W 139.49
N65° 25' 48"E 72.26
L=51.98, R=620.00 I=004° 48' 14"

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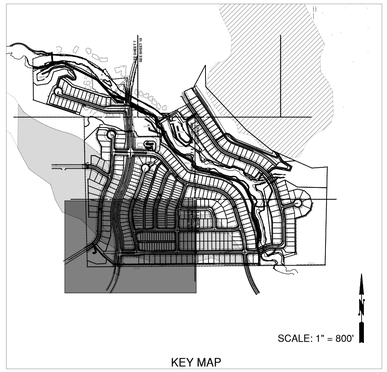
SITE PLAN
SHEET 8 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



SCALE: 1" = 800'

KEY MAP

SCALE: 1" = 50'

50 0 50 100 150 Feet

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- UTILITY EASEMENT
- BLOCK NO. (2)
- SIGHT TRIANGLE
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MAIL KIOSK
- NO BUILD AREA SKYLINE/RIDGELINE
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING
- 12 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- RETAINING WALL
- DIVERSION SWALE
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN

NOTE:
1. ALL ALLEYS ARE PRIVATE.
2. ALL PRIVATE DRIVEWAYS ALONG LOCAL STREETS MUST BE LOCATED AT LEAST 20' FROM THE PCR.

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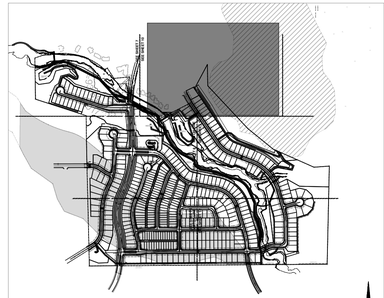
SITE PLAN
SHEET 9 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

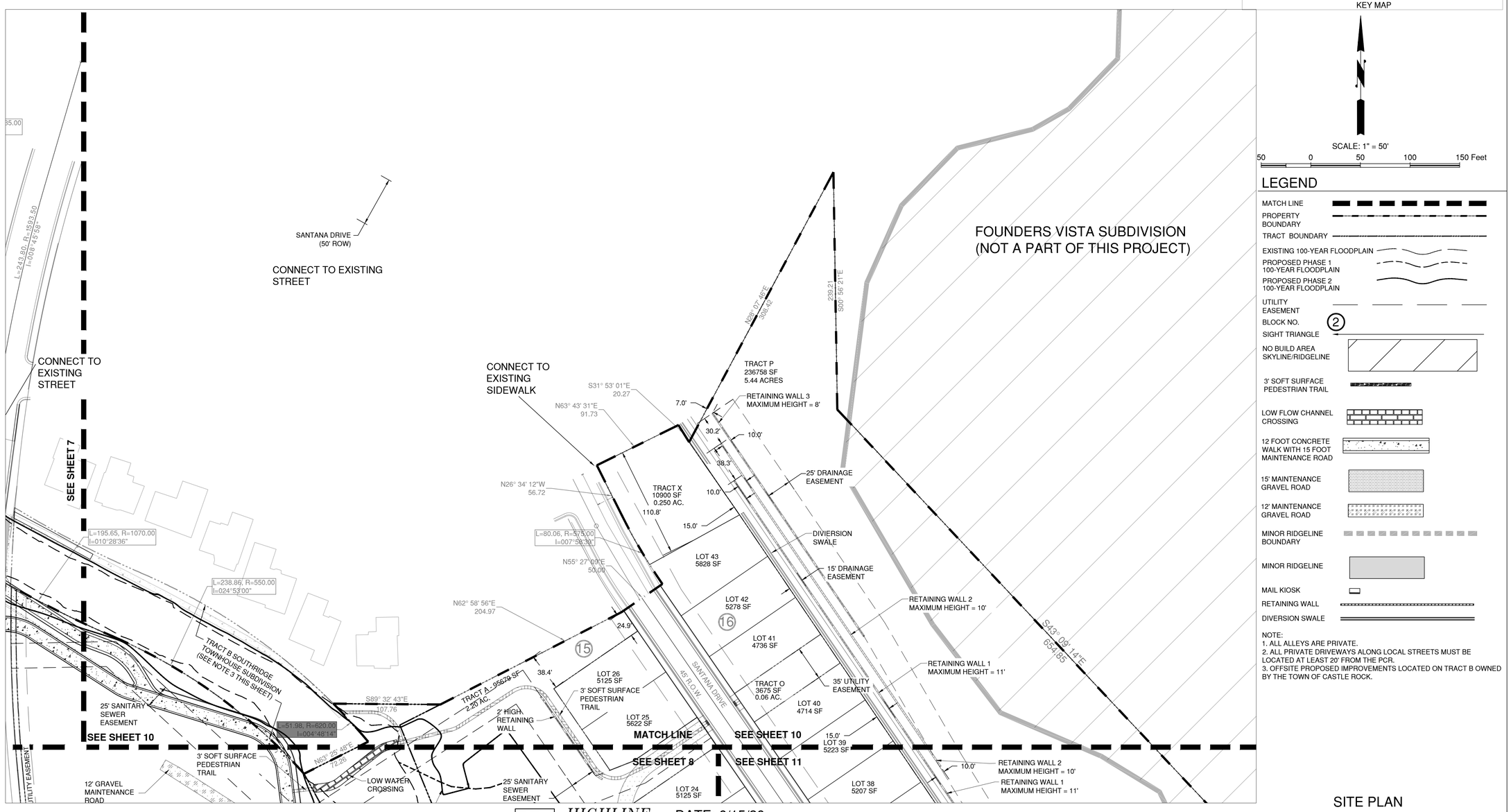
CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



KEY MAP



SCALE: 1" = 50'

50 0 50 100 150 Feet

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- UTILITY EASEMENT
- BLOCK NO. (2)
- SIGHT TRIANGLE
- NO BUILD AREA SKYLINE/RIDGELINE
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING
- 12 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MAIL KIOSK
- RETAINING WALL
- DIVERSION SWALE

NOTE:
1. ALL ALLEYS ARE PRIVATE.
2. ALL PRIVATE DRIVEWAYS ALONG LOCAL STREETS MUST BE LOCATED AT LEAST 20' FROM THE PCR.
3. OFFSITE PROPOSED IMPROVEMENTS LOCATED ON TRACT B OWNED BY THE TOWN OF CASTLE ROCK.

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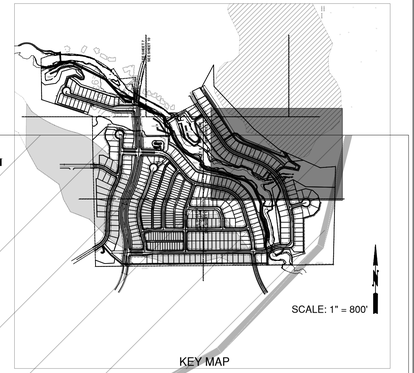
SITE PLAN
SHEET 10 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



MATCH LINE SEE SHEET 10 — SEE SHEET 8 — SEE SHEET 11

MATCH LINE SEE SHEET 10 — SEE SHEET 11

UNPLATTED
(NOT A PART OF THIS PROJECT)

LOT 24 5125 SF
LOT 23 5125 SF
LOT 22 5125 SF
LOT 21 5125 SF
LOT 20 5125 SF
LOT 19 5125 SF
LOT 18 5125 SF
LOT 17 5296 SF
LOT 16 5681 SF
LOT 15 5681 SF
LOT 14 6272 SF
LOT 13 6483 SF
LOT 12 6004 SF
LOT 38 5207 SF
LOT 37 5192 SF
LOT 36 5176 SF
LOT 35 5160 SF
LOT 34 4729 SF
LOT 33 6128 SF
LOT 32 6287 SF
LOT 31 5509 SF
LOT 30 5125 SF
LOT 29 5125 SF
LOT 28 5125 SF
LOT 27 6063 SF
LOT 26 5284 SF
LOT 25 5601 SF
LOT 24 5601 SF
LOT 23 5601 SF
LOT 11 4862 SF
LOT 10 5287 SF
LOT 9 5232 SF
LOT 39 5223 SF

15.0' — 10.0'
RETAINING WALL 2
MAXIMUM HEIGHT = 10'
RETAINING WALL 1
MAXIMUM HEIGHT = 11'

S34° 32' 51"E 549.99'
45' R.O.W.
SANTANA DRIVE
45' R.O.W.

TRACT P
236758 SF
5.44 AC.
15' GRAVEL
MAINTENANCE ROAD
AND PEDESTRIAN
ACCESS

35' UTILITY
EASEMENT

TRACT N
3593 SF
0.06 AC.

25' SANITARY SEWER
AND PUBLIC ACCESS
EASEMENT

S50° 55' 58"E
365.55'

15' DRAINAGE
EASEMENT

DIVERSION
SWALE

15' GRAVEL
MAINTENANCE ROAD
AND PEDESTRIAN
ACCESS

25' DRAINAGE
EASEMENT

15.5'

10.0'

L=178.59, R=300.00
I=034°06'22"

15' UTILITY EASEMENT

MAIL KIOSK

TRACT M
3076 SF
0.07 AC.

S68° 39' 13"E
257.58'

15' UTILITY EASEMENT

TRACT S
70855 SF
1.63 AC.

81.5'

TRACT A
2955 SF
0.07 AC.

TRACT S
70855 SF
1.63 AC.

TRACT DD
344206 SF
7.90 AC.

PROPOSED
PHASE 2
100-YEAR
FLOODPLAIN

DIVERSION
SWALE

15' DRAINAGE
EASEMENT

PROPOSED
PHASE 1
100-YEAR
FLOODPLAIN

15' GRAVEL
MAINTENANCE ROAD

RETAINING WALL 5
MAXIMUM WALL HEIGHT =7'

RETAINING WALL 4
MAXIMUM HEIGHT = 14'

10.0'

22.4'

15.5'

25' DRAINAGE AND
PUBLIC ACCESS
EASEMENT

S66° 06' 25"E 498.17'

N85° 56' 43"E 172.24'

S01° 15' 50"W 222.93'

BOX CULVERT WITH
WINGWALLS

L=462.89, R=300.00
I=088°23'27"

TRACT Z-1
2843 SF
0.07 AC.

TRACT EE
144267 SF
3.31 AC.

15' GRAVEL MAINTENANCE ROAD
AND PEDESTRIAN ACCESS

15' GRAVEL
MAINTENANCE ROAD

RETAINING
WALL 6
UM WALL
= 6'

RETAINING
WALL 7
MAXIMUM WALL
HEIGHT = 15'

TRACT R - 51106 SF 1.17 AC.

15.0'

12' CONCRETE
WALK & 15'
MAINTENANCE
ROAD

PROPOSED PHASE 2
100 YEAR
FLOODPLAIN

RETAINING
WALL 7
MAXIMUM WALL
HEIGHT = 15'

LOT 26 5642 SF
LOT 25 4517 SF
LOT 24 4500 SF
LOT 23 4500 SF
LOT 22 4500 SF
LOT 21 4500 SF
LOT 20 4500 SF
LOT 19 4725 SF
LOT 18 4971 SF
LOT 17 4971 SF
LOT 16 4971 SF
LOT 15 4971 SF
LOT 14 4972 SF
LOT 13 4972 SF
LOT 12

15' UTILITY EASEMENT

EATON STREET
45' R.O.W.

260.0'N78° 26' 35"W 293.57'

EATON STREET
45' R.O.W.

15' UTILITY EASEMENT

L=322.40, R=300.00
I=061°34'14"

LOT 27 8089 SF
LOT 26 5454 SF
LOT 25 5027 SF
LOT 24 4657 SF
LOT 23 4498 SF
LOT 22 4428 SF
LOT 21 4867 SF
LOT 20 5260 SF
LOT 19 5401 SF

3' SOFT SURFACE
PEDESTRIAN
TRAIL

TRACT DD
344206 SF
7.90 AC

EXISTING 100 YEAR
FLOODPLAIN

TRACT S
70858 SF
1.63 AC.

SIGHT LINE

SANTANA DRIVE
45' R.O.W.

LOT 22 5076 SF
LOT 21 5603 SF
LOT 20 5125 SF
LOT 19 5125 SF
LOT 17 7333 SF
TRACT O
286173 SF
6.57 AC.
LOT 16 7938 SF
LOT 15 8449 SF

SCALE: 1" = 50'
50 0 50 100 150 Feet

NOTE:
1. ALL ALLEYS ARE PRIVATE.
2. ALL PRIVATE DRIVEWAYS ALONG LOCAL STREETS MUST BE LOCATED AT LEAST 20' FROM THE PCR.

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- UTILITY EASEMENT
- BLOCK NO. (2)
- MAIL KIOSK
- SIGHT TRIANGLE
- NO BUILD AREA SKYLINE/RIDGELINE
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING
- 12 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- RETAINING WALL
- DIVERSION SWALE

MATCH LINE SEE SHEET 11
SEE SHEET 12

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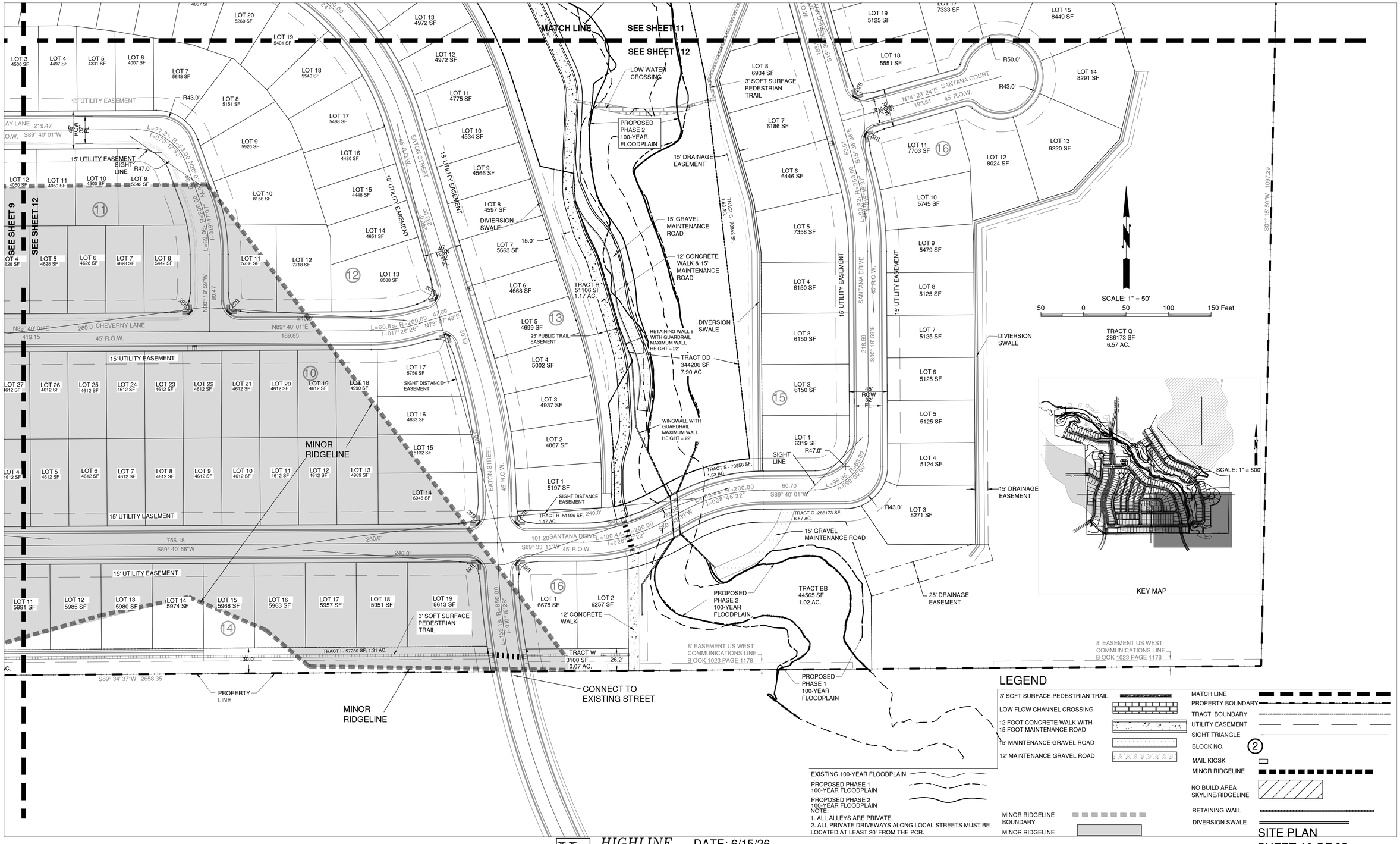
SITE PLAN
SHEET 11 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



LEGEND

- 3' SOFT SURFACE PEDESTRIAN TRAIL
- LOW FLOW CHANNEL CROSSING
- 12 FOOT CONCRETE WALK WITH 15 FOOT MAINTENANCE ROAD
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN

NOTE:
1. ALL ALLEYS ARE PRIVATE.
2. ALL PRIVATE DRIVEWAYS ALONG LOCAL STREETS MUST BE LOCATED AT LEAST 20' FROM THE PCR.

- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- UTILITY EASEMENT
- SIGHT TRIANGLE
- BLOCK NO. (2)
- MAIL KIOSK
- MINOR RIDGELINE
- NO BUILD AREA SKYLINE/RIDGELINE
- RETAINING WALL
- DIVERSION SWALE

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SITE PLAN
SHEET 12 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY
SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

10% (MAX) LONGITUDINAL SLOPE ALONG MAINTENANCE PATH

EXISTING 100 YEAR WSEL=6312.8

BFF=6316.3

EXISTING 100 YEAR WSEL=6316.8

FF=6327.0
BFF=6317.0±

BAS=6324.5

X 6321.3

X 6320.3

EXISTING 100 YEAR WSEL=6318.0

EXISTING 100 YEAR FLOODPLAIN

EXISTING 100 YEAR WSEL=6322.0

BFF=6327.5

FF=6338.0
BFF=6328.0±

X 6333.0

12' MAINTENANCE ACCESS ALONG TOP OF BERM TO OUTLET STRUCTURE

PROPOSED PHASE 2 100 YEAR FLOODPLAIN

EXISTING 100 YEAR WSEL=6323.2

EXISTING 100 YEAR WSEL=6326.5

TRACT CC
3.24 AC.
10' CONCRETE WALK & 15' MAINTENANCE ROAD

GROUTED BOULDER DROP STRUCTURE

BFF=6343.8

SOUTH VALLEY DRIVE
70' R.O.W.

EXISTING 100 YEAR WSEL=6331.5

BELOW GRADE CROSSING 15' UTILITY EASEMENT

TRACT C
1.35 AC.

DETENTION POND C

PROPOSED PHASE 2 100 YEAR FLOODPLAIN

25' DRAINAGE EASEMENT

TRACT C-1
4.28 AC.

BAS=6316.45
LOT 9

DIVERSION SWALE

25' DRAINAGE EASEMENT

ARMORED EMERGENCY OVERFLOW PATH

LOT 10
BAS=6319.87

BAS=6320.62
LOT 11

BAS=6323.41
LOT 12

BAS=6324.52
LOT 13

BAS=6327.00
LOT 14

BAS=6328.48
LOT 15

BAS=6329.06
LOT 16

BAS=6330.34
LOT 17

BAS=6334.43
LOT 18

BAS=6334.80
LOT 19

BAS=6334.90
LOT 20

BAS=6335.05
LOT 21

15' UTILITY EASEMENT

25' DRAINAGE EASEMENT

LOT 8

LOT 7

LOT 6

LOT 5

LOT 4

LOT 3

LOT 2

LOT 1

AMBOISE POINT
45' R.O.W.

25' WATER EASEMENT

15' UTILITY EASEMENT

15' DRAINAGE EASEMENT

DIVERSION SWALE

TRACT F 0.34 AC.

4" UNDERDRAIN

ARMORED EMERGENCY OVERFLOW PATH

TRACT AA
2.32 AC.

25' DRAINAGE EASEMENT

25' WATER EASEMENT

40' UTILITY EASEMENT

DIVERSION SWALE

15' DRAINAGE EASEMENT

LOT 8

LOT 7

LOT 9

LOT 10

TRACT J
1.34 AC.

CONSPAN BRIDGE WITH WINGWALLS
6344.6 X

FF=6349.8
BFF=6339.8±

BFF=6346.0

BFF=6347.5

BFF=6352.4

EXISTING 100 YEAR WSEL=6341.9

EXISTING 100 YEAR WSEL=6342.5

EXISTING 100 YEAR WSEL=6344.3

BAS=6354.8

EXISTING 100 YEAR WSEL=6347.2

BFF=6357.5

EXISTING 100 YEAR WSEL=6347.7

BFF=6363.2

EXISTING 100 YEAR WSEL=6348.0

SOUTH RIDGE TOWNHOUSE SUBDIVISION FILING NO. 5B

SHEET 13

SHEET 14

SANTA FE
50' R.O.W.

NOTE: 6:1 GRADING FOR A MINIMUM OF 2-FEET ADJACENT TO SIDEWALKS

25' SANITARY SEWER EASEMENT

25' SANITARY SEWER EASEMENT

DETENTION POND B
TRACT B
2.14 AC.

12' MAINTENANCE ACCESS ALONG TOP OF BERM TO OUTLET STRUCTURE

10% (MAX) LONGITUDINAL SLOPE ALONG MAINTENANCE PATH

SHEET 13

SHEET 15

GROUTED BOULDER DROP STRUCTURE

AT GRADE CROSSING

15' UTILITY EASEMENT

10' UTILITY EASEMENT

9.64'

15' UTILITY EASEMENT

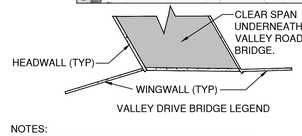
VALLEY DRIVE R.O.W.

LOT 35

KEY MAP
SCALE: 1" = 500'

LEGEND

- DRAINAGE FLOW ARROW
- ARMORED EMERGENCY OVERFLOW PATH
- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- PROPOSED STORM SEWER
- PROPOSED CONTOURS
- PROPOSED CONTOURS (PHASE 2 CHANNEL)
- EXISTING 5' CONTOURS
- FF — EXISTING FINISHED FLOOR ELEVATION
- BFF — EXISTING BASEMENT FINISHED FLOOR ELEVATION
- BAS — MINIMUM BASEMENT FINISHED FLOOR ELEVATION
- RETAINING WALL
- UNDERDRAIN
- 3' SOFT PEDESTRIAN TRAIL
- MAIL KIOSK
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- GROUTED BOULDER DROP STRUCTURE
- PROPOSED 100 YEAR BASE FLOOD CONTOUR



VALLEY DRIVE BRIDGE LEGEND

NOTES:
1. A BLANKET DRAINAGE EASEMENT IS PROPOSED OVER AND ACROSS TRACT A, B, AND C.
2. REFER TO LANDSCAPE SHEETS FOR EXISTING TREES WITHIN THE FLOODPLAIN TO BE REMOVED AND REPLACED

SCALE: 1" = 50'

50 0 50 100 150 Feet

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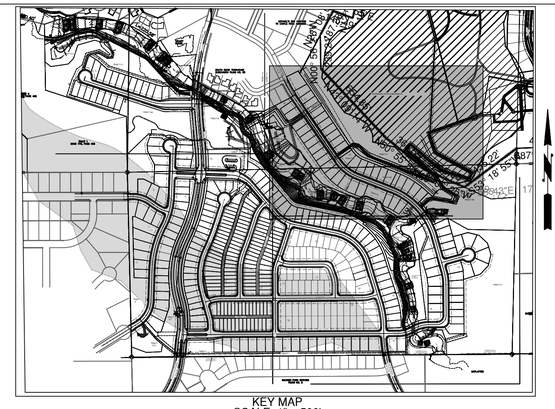
DATE: 6/15/26

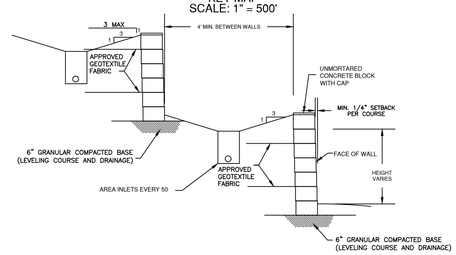
GRADING PLAN
SHEET 13 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY
SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

SCALE: 1" = 50'
50 0 50 100 150 Feet





MODULAR BLOCK RETAINING
WALL CROSS SECTION
NOT TO SCALE

LEGEND

- DRAINAGE FLOW ARROW
- ARMORED EMERGENCY OVERFLOW PATH
- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- NO BUILD AREA SKYLINE/RIDGELINE
- MODERATE ZONE SKYLINE/RIDGELINE
- PROPOSED STORM SEWER
- PROPOSED CONTOURS (6720)
- PROPOSED CONTOURS (PHASE 2 CHANNEL) (6720)
- EXISTING 5' CONTOURS (6720)
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- RETAINING WALL
- BAS — MINIMUM BASEMENT FINISHED FLOOR ELEVATION
- UNDERDRAIN
- 3' SOFT PEDESTRIAN TRAIL
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- MAIL KIOSK
- GROUTED BOULDER DROP STRUCTURE
- 100 YEAR BASE FLOOD CONTOUR

SHEET 13 | SHEET 14 | SHEET 15 | SHEET 16

SANTANA DRIVE 50' R.O.W.

EOW=6420.0
RETAINING WALL 3 MAXIMUM HEIGHT = 8'
TOW=6420.0 FG=6412.0
25' DRAINAGE EASEMENT
TOW=6420.0 FG=6412.0
EOW=6409.0 FG=6399.0
EOW=6396.0
TRACT X 0.250 AC.
DIVERSION SWALE
TOW=6396.0 FG=6386.0
LOT 43
UNDER DRAIN
LOT 42
TOW=6415.0 FG=6412.0
RETAINING WALL 2 MAXIMUM HEIGHT = 10'
TOW=6412.0 FG=6412.0
TOW=6409.0 FG=6399.0
RETAINING WALL 1 MAXIMUM HEIGHT = 11'
LOT 41
ARMORED EMERGENCY OVERFLOW PATH
LOT 26
BAS=6353.19
TRAIL RETAINING WALL MAXIMUM HEIGHT = 1.5'
TRACT O 0.06 AC.
35' UTILITY EASEMENT
TOW=6405.0 FG=6399.0
LOT 40
LOT 25
BAS=6353.64
LOT 39
EOW=6400.0
25' SANITARY SEWER EASEMENT
LOT 38 TOW=6396.0 FG=6386.0
LOT 24
BAS=6358.17
LOT 37
LOT 23
BAS=6359.38
ARMORED EMERGENCY OVERFLOW PATH
DETENTION POND A
PROPOSED PHASE 2 100 YEAR FLOODPLAIN
TRACT A 2.20 AC.
LOT 36
LOT 22
BAS=6359.34
TOW=6396.0 FG=6387.0
LOT 35
EOW=6386.0
35' UTILITY EASEMENT
LOT 21
BAS=6359.66
LOT 34
15' GRAVEL MAINTENANCE ROAD & PUBLIC ACCESS
12' MAINTENANCE ACCESS ALONG TOP OF BERM TO OUTLET STRUCTURE
LOT 20
BAS=6359.68
UNDER DRAIN
TRACT N 0.06 AC.
25' SANITARY SEWER AND PUBLIC ACCESS EASEMENT
GRAVEL MAINTENANCE ROAD
LOT 19
BAS=6360.05
EOW=6388.0
LOT 33
PROPOSED PHASE 2 100 YEAR FLOODPLAIN
LOT 18
BAS=6365.11
TOW=6395.0 FG=6390.0
15' DRAINAGE EASEMENT
DIVERSION SWALE
EOW=6409.0
LOT 32
LOT 17
BAS=6365.54
LOT 31
TOW=6400.0 FG=6393.0
LOT 30
BAS=6367.86 LOT 16
LOT 29
GROUTED BOULDER DROP STRUCTURE
EXISTING 100 YEAR FLOODPLAIN
DIVERSION SWALE
LOT 28
TOW=6405.0 FG=6396.0
LOT 27
BAS=6370.12 LOT 15
15' UTILITY EASEMENT
PROPOSED PHASE 2 100 YEAR FLOODPLAIN
DIVERSION SWALE
BAS=6371.60 LOT 14
BAS=6374.60 LOT 13
PROPOSED PHASE 1 100 YEAR FLOODPLAIN
BAS=6376.97 LOT 12
15' UTILITY EASEMENT
TRACT M 0.07 AC.
UNDER DRAIN
LOT 26
TOW=6407.0 FG=6398.0
LOT 25
TOW=6407.0 FG=6409.0
LOT 24
TOW=6407.0 FG=6400.0
LOT 23 BAS=6388.03
BAS=6379.57 LOT 11
BAS=6379.99 LOT 10
BAS=6381.65 LOT 9
15' DRAINAGE EASEMENT
GROUTED BOULDER DROP STRUCTURE
TRACT DD 7.90 AC.
TRACT P 5.44 AC.
TRACT Z-1 0.07 AC.
8'X12' BOX CULVERT WITH WINGWALLS
EOW=6411.0
EOW=6414.0
25' DRAINAGE EASEMENT
25' DRAINAGE AND PUBLIC ACCESS EASEMENT
15' GRAVEL MAINTENANCE ROAD & PUBLIC ACCESS
RETAINING WALL 5 MAXIMUM WALL HEIGHT =7'
RETAINING WALL 4 MAXIMUM HEIGHT = 14'
TOW=6417.0 FG=6410.0
10' CONCRETE WALK & 15' MAINTENANCE ROAD
RETAINING WALL 6 MAXIMUM WALL HEIGHT = 6'
RETAINING WALL 7 MAXIMUM WALL HEIGHT =15'
BAS=6359.38 LOT 32
BAS=6359.39 LOT 31
BAS=6359.37 LOT 30
BAS=6360.05 LOT 29
BAS=6362.65 LOT 28
BAS=6365.00 LOT 27
BAS=6365.26 LOT 26
BAS=6365.82 LOT 25
BAS=6366.97 LOT 24
BAS=6367.36 LOT 23
BAS=6369.18 LOT 22
BAS=6370.76 LOT 21
BAS=6371.59 LOT 20
LOT 19
BREAK AWAY CHAIN & KNOX BOX
15' UTILITY EASEMENT
AC.
CY EMENT
3.5%
-1.0%
-1.7%
3:1
4:1
6:1
8:1
10:1
N43° 04' 14"W 654.85'
N30° 55' 55"W 365.55'
N66° 46' 25"W 295.00'
S53° 18' 55"W 455.22'
S66° 46' 25"E 409.17'

HIGHLINE ENGINEERING & SURVEYING COMPANY, INC.
ENGINEERING CONSULTANTS
PO BOX 1295
PARKER, COLORADO 80134
(303)889-0044 Tel. No.
(303)380-3320 Fax. No.

GRADING PLAN
SHEET 14 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

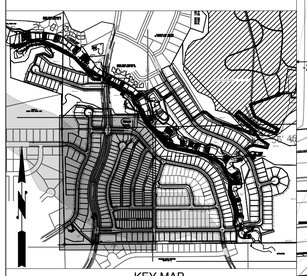
A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

SCALE: 1" = 50'

50 0 50 100 150 Feet

LEGEND

- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- PROPOSED STORM SEWER
- PROPOSED CONTOURS
- EXISTING 5' CONTOURS
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN
- RETAINING WALL
- UNDERDRAIN
- 3' SOFT PEDESTRIAN TRAIL
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- GROUTED BOULDER DROP STRUCTURE
- MAIL KIOSK
- DRAINAGE FLOW ARROW
- ARMORED EMERGENCY OVERFLOW PATH
- 100 YEAR BASE FLOOD CONTOUR



KEY MAP
SCALE: 1" = 500'

SHEET 16 SHEET 15 SHEET 16

SHEET 15 SHEET 13 SHEET 31

DIVERSION SWALE

GROUTED BOULDER DROP STRUCTURE

TOW=6076.29
BOW=6068.29

BAS=6359.37
BAS=6359.39
BAS=6359.38
BAS=6358.46
BAS=6357.20

BREAK AWAY CHAIN & KNOX BOX

15' UTILITY EASEMENT

TRACT L
0.02 AC.

20' EMERGENCY VEHICLE EASEMENT

TRACT T
0.22 AC.

ARMORED EMERGENCY FLOW PATH

TRACT K
0.36 AC.

TRACT V
0.26 AC.

TRACT U
0.19 AC.

10' UTILITY EASEMENT

15' UTILITY EASEMENT

CHEVERNY TRAIL
45' R.O.W.

EATON STREET
79' R.O.W.

UNDER DRAIN

TRACT D-1
1.48 AC.

TRACT Z-2
0.03 AC.

BRISSAC COURT
45' R.O.W.

TRACT Z-3
0.01 AC.

SANTANA DRIVE

TRACT I
1.31 AC.

TRACT G
0.37 AC.

VALLEY DRIVE
72' R.O.W.

30' MAINTENANCE AND ACCESS EASEMENT
BOOK 1261/PAGE 2112

25' WATER EASEMENT

35' UTILITY & PEDESTRIAN EASEMENT

25' DRAINAGE & PEDESTRIAN EASEMENT

TRACT D-2
0.64 AC.

ELM AVENUE
45' R.O.W.

ASH AVENUE
15' R.O.W.

TRACT J
1.34 AC.

TRACT E
1.23 AC.

15' U.E.

-3.5% -5.7% -5.6% -1.6% -1.9% -3.9% -6.0% -4.1% -5.3% -6.0% -9.6% -6.0% -6.0% -6.0% -1.0% -4.6% -5.9% -5.0% -4.7% -5.0%

3:1 4:1

HIGHLINE ENGINEERING & SURVEYING COMPANY, INC.
ENGINEERING CONSULTANTS
PO BOX 1295 (303)889-0044 Tel. No.
PARKER, COLORADO 80134 (303)380-3320 Fax. No.

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295 Tel. No. (303) 889-0044
PARKER, COLORADO 80134 Fax. No.(303) 380-3320

DATE: 6/15/26

GRADING PLAN
SHEET 15 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

LEGEND
- MATCH LINE
- PROPERTY BOUNDARY
- TRACT BOUNDARY
- PROPOSED STORM SEWER
- PROPOSED CONTOURS
- PROPOSED CONTOURS (PHASE 2 CHANNEL)
- EXISTING 5' CONTOURS
- BAS — MINIMUM BASEMENT FINISHED FLOOR ELEVATION
- UNDERDRAIN
- DRAINAGE FLOW ARROW
- ARMORED EMERGENCY OVERFLOW PATH

KEY MAP
SCALE: 1" = 500'

SHEET 14 | SHEET 15 | SHEET 16

RETAINING WALL 7 MAXIMUM WALL HEIGHT =15'

EATON STREET 45' R.O.W.

TANLAY TRAIL 45' R.O.W.

TANLAY LANE 45' R.O.W.

CHEVERNY LANE 45' R.O.W.

SANTANA DRIVE 45' R.O.W.

SANTANA COURT 45' R.O.W.

SANTANA PKWY 45' R.O.W.

15' DRAINAGE EASEMENT

15' UTILITY EASEMENT

10' UTILITY EASEMENT

UNDER DRAIN

PROPOSED PHASE 2 100 YEAR FLOODPLAIN

EXISTING 100 YEAR FLOODPLAIN

PROPOSED PHASE 1 100 YEAR FLOODPLAIN

AT GRADE CROSSING

TRACT S 1.63 AC.

TRACT R 1.17 AC.

TRACT Q 6.57 AC.

TRACT BB 1.02 AC.

TRACT C 0.08 AC.

0.07 AC.

10' CONCRETE WALK & 15' MAINTENANCE ROAD

DIVERSION SWALE

25' PUBLIC TRAIL EASEMENT

RETAINING WALL 8 WITH GUARDRAIL MAXIMUM WALL HEIGHT = 22'

END OF WINGWALL

RETAINING WALL 9 WINGWALL WITH GUARDRAIL MAXIMUM WALL HEIGHT = 22'

15' GRAVEL MAINTENANCE ROAD

8X12' BOX CULVERT WITH WINGWALLS

GROUTED BOULDER DROP STRUCTURE

25' DRAINAGE EASEMENT

8' EASEMENT US WEST COMMUNICATIONS LINE B BOOK 1023 PAGE 1178

100 YEAR BASE FLOOD CONTOUR
MINOR RIDGELINE BOUNDARY
MINOR RIDGELINE
GROUTED BOULDER DROP STRUCTURE
EXISTING 100-YEAR FLOODPLAIN
PROPOSED PHASE 1 100-YEAR FLOODPLAIN
PROPOSED 2 100-YEAR FLOODPLAIN
RETAINING WALL
MAIL KIOSK

TRAIL LEGEND
- 3' SOFT PEDESTRIAN TRAIL
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD

SCALE: 1" = 50'
50 0 50 100 150 Feet

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

GRADING PLAN
SHEET 16 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

100 0 100 200 300 Feet

SCALE: 1" = 100'

UTILITY NOTES
1. THIS SITE IS LOCATED WITHIN THE TOWN OF CASTLE ROCK PURPLE WATER PRESSURE ZONE.
2. ALL PROPOSED EASEMENTS MUST BE RECORDED PRIOR TO ISSUANCE OF CONSTRUCTION PERMITS.
3. ALL UTILITY EASEMENTS FOR WATER AND WASTEWATER LINES SHALL BE FOR THE EXCLUSIVE USE OF THE TOWN SO THAT ACCESS AND MAINTENANCE MAY BE PERFORMED.
4. THE MINIMUM SEPARATION BETWEEN WATERLINES, SANITARY SEWER AND STORM SEWER LINES IS 10 FEET.
5. THE MINIMUM SEPARATION BETWEEN WATER SERVICE LINES IS 5 FEET.
6. ANY TIE-IN, CROSSING OR LOWERING OF TOWN CRITICAL INFRASTRUCTURE WILL REQUIRE A TIME AND MATERIALS PERMIT (TMU) WITH FEES REQUIRED PRIOR TO CONSTRUCTION.

LEGEND
- PROPERTY LINE
- FIRE HYDRANT ASSEMBLY
- PROPOSED 8" WATER MAIN (EXCEPT 12" W NOTED IN COLLECTOR STREETS)
- EXISTING WATER MAIN
- PROPOSED 8" SANITARY SEWER
- PROPOSED STORM SEWER
- STREET LIGHT
- PROPERTY BOUNDARY
- 8' SOFT PEDESTRIAN TRAIL
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD
- MINOR RIDGELINE BOUNDARY
- MINOR RIDGELINE
- UNDERDRAIN
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED PHASE 1 100-YEAR FLOODPLAIN
- PROPOSED PHASE 2 100-YEAR FLOODPLAIN

VALLEY HOUSE
SOUTH VALLEY DRIVE 70' R.O.W.
SANTANA DRIVE 50' R.O.W.
EATON STREET 70' R.O.W.
DETENTION POND C
TRACT C-2
TRACT C-1
PHASE-2 100 YEAR FLOODPLAIN
TRACT CC
25' DRAINAGE EASEMENT
15' UTILITY EASEMENT
15' DRAINAGE EASEMENT
25' WATER EASEMENT
TRACT AA
TRACT F
BEGIN EXISTING 8" SAN
EXISTING 12" WATER
EXISTING 8" SAN
SOUTH RIDGE TOWNHOUSE SUBDIVISION FILING NO. 5B
CONNECT TO EXISTING 12" W END REMOVAL AND REPLACEMENT
25' SANITARY SEWER EASEMENT
CONNECT TO EXISTING 8" SANITARY SEWER
CONNECT TO EXISTING 6" W
FOUNDERS VISTA SUBDIVISION
TRACT B DETENTION POND B
TRACT A DETENTION POND A
TRACT O
TRACT P
TRACT N
TRACT M
TRACT S
TRACT R
TRACT V
TRACT U
TRACT T
TRACT I
TRACT DD
TRACT EE
TRACT Q
TRACT BB
TRACT E
TRACT D-1
TRACT D-2
DETENTION POND D
MINOR RIDGELINE
TRACT 1 BOOK 773, PAGE 468
40' UTILITY EASEMENT
35' UTILITY EASEMENT
45' UTILITY EASEMENT
30' SANITARY SEWER AND PUBLIC ACESS EASEMENT
25' DRAINAGE AND PUBLIC ACESS EASEMENT
REMOVE 20 ± LF EXISTING 6" W, PRV AND GATE VALVE
REMOVE EXISTING 6" W
REMOVE EXISTING TEMPORARY TEE W/ PLUG AND CONNECT TO EXISTING 8" W
EX. 6" W
EX. 8" W
RELOCATE EXISTING ARV VAULT
REMOVE AND REPLACE EXISTING 12" W
EXISTING 8" W
CONNECT TO EXISTING 8" W
CONNECT TO EXISTING 12" W BEGIN REMOVAL AND REPLACEMENT
30' MAINTENANCE AND ACCESS EASEMENT BOOK 1261 PAGE 2112
PHASE-2 100 YEAR FLOODPLAIN
PHASE-1 100 YEAR FLOODPLAIN
EXISTING 100 YEAR FLOODPLAIN
100 YEAR FLOODPLAIN
8' EASEMENT FOR WEST COMMUNICATIONS LINE B OOK 1023 PAGE 1178
N85° 56' 43"E 172.24

45' ROW
14' 14'
STORM SEWER
WATER
UNDERDRAIN (AS SHOW)
SANITARY SEWER
R.O.W. 5' 10' 11' 5' R.O.W.
UTILITY DETAIL

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No.(303) 889-0444
Fax. No.(303) 380-3320

DATE: 6/15/26

OVERALL UTILITY PLAN
SHEET 17 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLANS PREPARED BY:

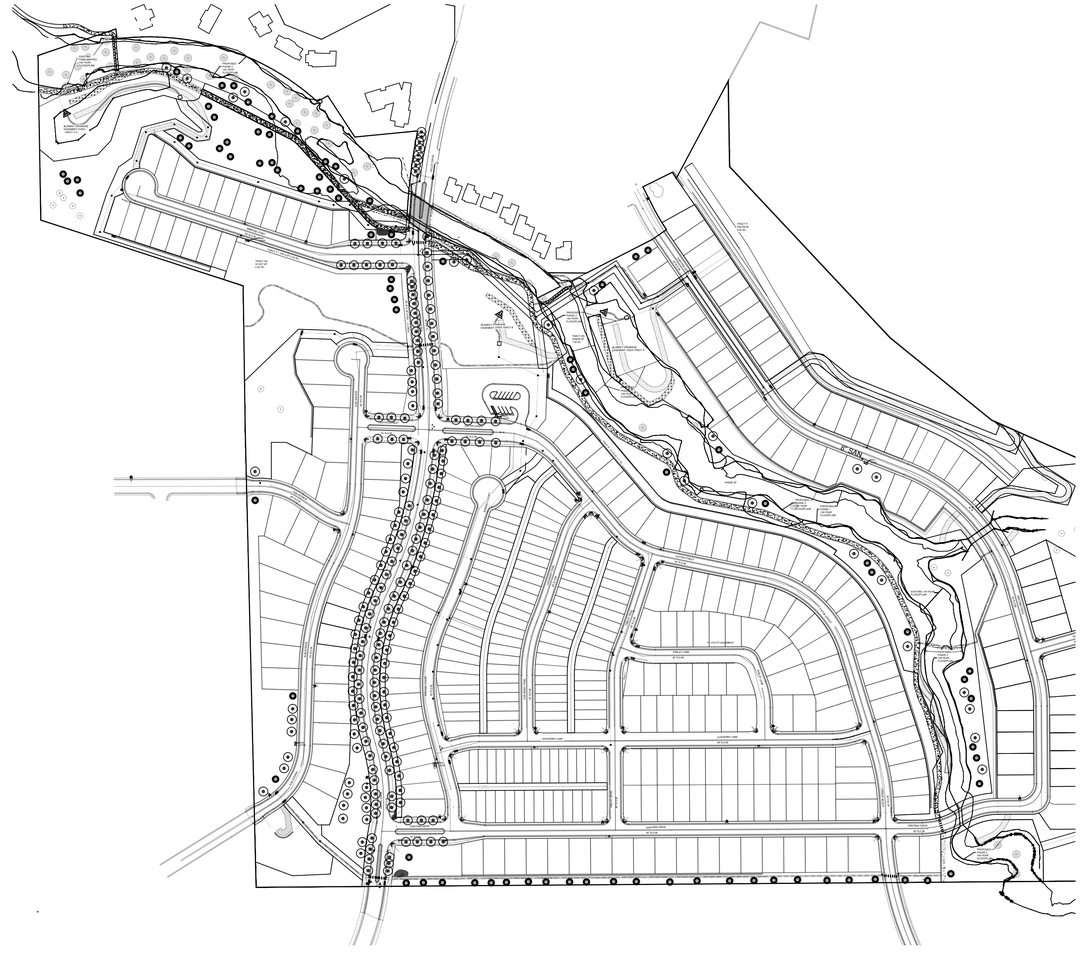
TRUE WEST COMPANY, LLC
16556 E Boise Drive Aurora, CO 80015
truewest1@msn.net 303-833-3664
Connie L. Ellefson
TOWN OF CASTLE ROCK
REGISTERED LANDSCAPE
PROFESSIONAL #19-3422 CONNIE ELLEFSON

UNDER THE
SUPERVISION OF:
TERI HENSEN
STATE OF COLORADO
LANDSCAPE ARCHITECT #790

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



LANDSCAPE SHEET INDEX

SHEET NO.	TITLE
18	LANDSCAPE COVER SHEET
19	NOTES AND CALCULATIONS
20	OVERALL LANDSCAPE PLAN
21	OVERALL LANDSCAPE PLAN
22	LANDSCAPE PLAN
23	LANDSCAPE PLAN
24	LANDSCAPE PLAN
25	LANDSCAPE PLAN
26	LANDSCAPE PLAN
27	LANDSCAPE PLAN
28	LANDSCAPE PLAN
29	LANDSCAPE PLAN
30	LANDSCAPE DETAILS
31	FENCING PLAN

NOTE:

NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS, TRAFFIC CONTROL DEVICES AND TRAFFIC
EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATIONS OF THE
ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS,
FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS SHALL BE PLACED WITHIN
SIGHT DISTANCE LINES AND SIGHT DISTANCE EASEMENTS.

VICINITY MAP
SCALE: 1" = 200'
200 0 200 400 600 Feet

LANDSCAPE SHEET INDEX

OWNER
176 M LLC
667 N. RIDGE RD.
CASTLE ROCK, CO 80104
CONTACT: DEREK MEMMEN

PLANNER/CIVIL ENGINEER
HIGHLINE ENGINEERING, INC.
& SURVEYING
P.O. BOX 1295
PARKER, COLORADO 80134
CONTACT: RUSSELL HALL 303-809-1844

LANDSCAPE ARCHITECT
TERI HENSEN DESIGN
1031 SURLYN CT
CASTLE ROCK, CO 80109
CONTACT: TERI HENSEN, 720-936-6949

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

LANDSCAPE COVER SHEET
SHEET 18 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLANS PREPARED BY:

FRONT WEST COMPANY, LLC
16356 E Bates Drive Aurora, CO 80013
truewest1@msn.net 303-833-3864
Connie L. Klahsen
TOWN OF CASTLE ROCK
REGISTERED LANDSCAPE
PROFESSIONAL #19-3422

UNDER THE
SUPERVISION OF:
TERI HENSEN
STATE OF COLORADO
LANDSCAPE ARCHITECT #790

CHATEAU VALLEY
SITE DEVELOPMENT PLAN

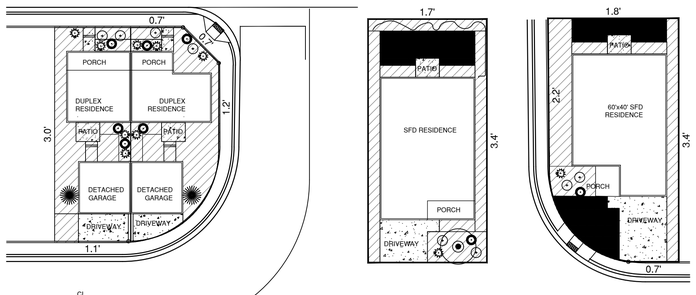
A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
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6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

LANDSCAPE NOTES

1. LANDSCAPE AND IRRIGATION SHALL BE INSTALLED BY A TOWN OF CASTLE ROCK REGISTERED LANDSCAPE CONTRACT PROFESSIONAL.
2. SLOPES STEEPER THAN 3:1 ARE NOT PERMITTED ON LANDSCAPE PLANS IN THE TOWN OF CASTLE ROCK.
3. DISTANCE OF TREES TO WET UTILITY LINES SHALL BE A MINIMUM OF TEN (10) FEET.
4. NO TREES, LARGE SHRUBS, OR PERMANENT STRUCTURES ARE ALLOWED IN WET UTILITY AND DRAINAGE EASEMENTS.
5. FINAL LANDSCAPE AREA, COVERAGE AND PLANT QUANTITIES, SHALL MEET OR EXCEED QUANTITIES REPRESENTED IN THIS DRAWING AND SHALL CONFORM TO SUBSEQUENT SUBMITTAL REQUIREMENTS.
6. LOCATION OF PLANT MATERIALS ARE APPROXIMATED AND MAY CHANGE SLIGHTLY DUE TO UNFORESEEN FIELD CONSTRAINTS.
7. ALL PLANTS ARE TO BE PROPERLY HYDRO ZONED PER TOWN OF CASTLE ROCK PLANT LIST.
8. DESIGN MUST ACCOMMODATE THE WATERING RESTRICTIONS AS OUTLINED IN THE TOWN OF CASTLE ROCK WATER USE MANAGEMENT PLAN (WUMP).
9. IF ANY TRANSFORMERS, GROUND-MOUNTED HVAC UNITS, UTILITY PEDESTALS, OR SIMILAR FEATURES EXISTING ON SITE, BUT NOT SHOWN ON THE SITE DEVELOPMENT PLAN, ADDITIONAL LANDSCAPING AND SCREENING MAY BE REQUIRED BASED UPON FIELD CONDITIONS DETERMINED DURING THE SITE INSPECTION. INSTALLATION WILL BE REQUIRED PRIOR TO THE FINAL INSPECTION AND THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY, AS APPLICABLE.
10. NO TREES, LARGE SHRUBS, OR PERMANENT STRUCTURES ARE ALLOWED IN WET UTILITY AND DRAINAGE EASEMENTS.
11. NONLIVING LANDSCAPE MATERIAL SUCH AS ROCK, STONE, BARK CHIPS, AND SHAVINGS WHICH NO LONGER COVER THE AREA IN WHICH THEY WERE ORIGINALLY INSTALLED, SHALL BE REGULARLY REPLENISHED TO MAINTAIN THE FULL COVERAGE TO A MINIMUM DEPTH OF TWO (2) INCHES FOR ROCK MULCH AND FOUR (4) INCHES FOR WOOD MULCH.
12. PLANTS AND VEGETATION UNDER THE TOWN OF CASTLE ROCK'S PLANT LIST SHALL BE IN LINE WITH THE ADOPTED CWPP AND FIRE RESISTIVE VEGETATION FOR THE REGION TO MEET THE ADOPTED FIRE CODES BY THE TOWN OF CASTLE ROCK.
13. AN IRRIGATION PLAN IS REQUIRED WITH THE SUBMITTAL OF THE CONSTRUCTION DOCUMENTS.
14. DEAD PLANT MATERIALS SHALL BE REMOVED AND REPLACED WITH HEALTHY PLANTING MATERIALS OF COMPARABLE SIZE AND SPECIES THAT MEET THE ORIGINAL INTENT OF THE APPROVED LANDSCAPE DESIGN WITHIN FORTY-FIVE (45) DAYS OR SOONER IN THE EVENT OF A CONTAGIOUS DISEASE OR INVASIVE INSECT SPECIES. TOWN OF CASTLE ROCK IS NOT RESPONSIBLE FOR PLANT REPLACEMENTS.
15. ANY TREES PLANTED IN AREAS LESS THAN EIGHT(8) FEET IN WIDTH SHALL REQUIRE CU (CORNELL UNIVERSITY) STRUCTURAL SOIL.

RESIDENTIAL LOT STREETSCAPE REQUIREMENT (INSTALLED BY HOMEBUILDER)

EACH RESIDENTIAL LOT MUST HAVE A MINIMUM OF ONE LARGE DECIDUOUS CANOPY TREE AND 4 SHRUBS IN THE FRONT YARD. LARGE CANOPY TREES IN YARDS MUST NOT EXCEED 16 FEET FROM BACK OF STREET CURB. FOR ALLEY-LOADED PROPERTIES, THE FRONT YARD IS CONSIDERED THE STREET-FACING SIDE OF THE PROPERTY.



CL RESIDENTIAL LANDSCAPING SHALL BE INSTALLED IN COMPLIANCE WITH TOWN OF CASTLE ROCK LANDSCAPE AND IRRIGATION PERFORMANCE STANDARDS AND CRITERIA MANUAL.

NOTE:

NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS, TRAFFIC CONTROL DEVICES AND TRAFFIC EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATIONS OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS SHALL BE PLACED WITHIN SIGHT DISTANCE LINES AND SIGHT DISTANCE EASEMENTS.

STREETSCAPE LANDSCAPE CHART

STREETSCAPE

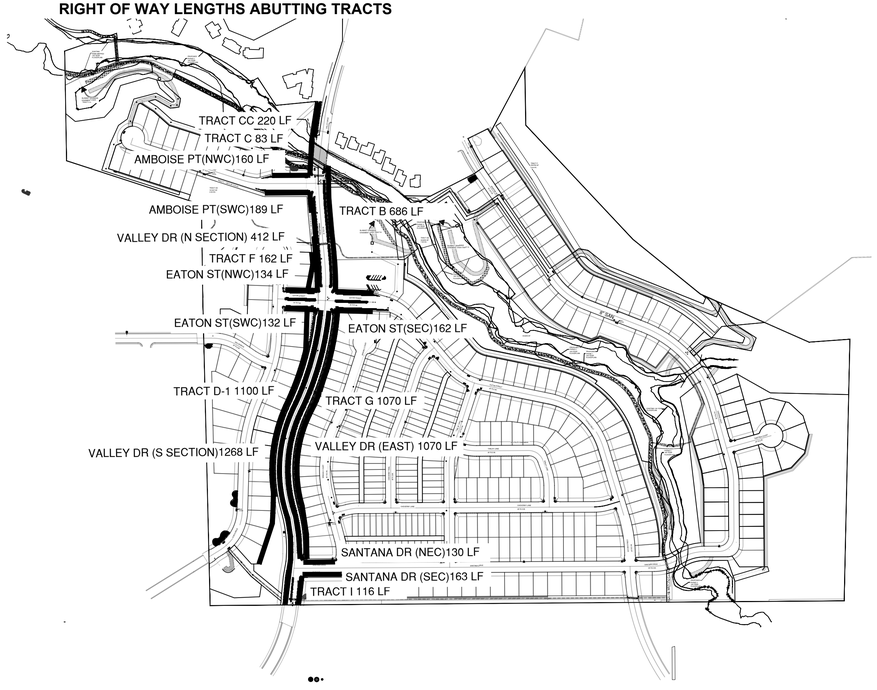
Street Name/Tract	Linear Feet (LF)**	Required Street Trees *(1 tree per 40 LF)*	Existing Street Trees (If applicable)	Provided Street Trees	Required Street Shrubs *(4 shrubs per required tree)*	Provided Street Shrubs
Amboise Pt (NWC)	160	4	0	4	16	16
Amboise Pt (SWC)	189	5	0	5	20	20
Eaton St (NWC)	134	3	0	3	9	9
Eaton St (SWC)	132	3	0	3	12	12
Eaton St (SEC)	162	4	0	4	16	16
Valley Dr (N section)	412	10	0	10	40	40
Valley Dr (S section)	1268	32	0	32	128	128
Santana Drive (NEC)	130	3	0	3	12	12
Santana Drive (SEC)	163	4	0	4	16	16
Valley Dr (East Side)	1070	27	0	32	128	128
Tract B	686	17	0	17	68	68
Tract C	83	2	0	2	8	8
Tract D-1	1100	28	0	28	96	96
Tract F	162	4	0	4	16	16
Tract G	1070	27	0	27	108	108
Tract I	116	3	0	3	12	12
Tract CC	220	6	0	6	24	24
Entrance Features	--					
(1170 sf)	--	0	0	0	--	21
Interface Buffers						
Ash Ave (N)	--	0	0	1	--	6
Ash Ave (S)	--	0	1 Relocated Evergreen	--	--	6
Elm Avenue	--	0	2 Relocated Evergreens	6	--	24
Santana Dr (N)	--	0	4 Existing Evergreens	--	--	10 Ex
Santana Dr (S)	--	0	2 Relocated Evergreens	--	--	9
Additional Planting			55 Relocated Evergreens			
			153 Shrubs for screening			
Replaced floodplain			49 Replaced trees*			
trees						
TOTAL		181	60 Relocated Evergreens	194	729	805
			4 Existing Evergreens			
			49 Replaced trees*			

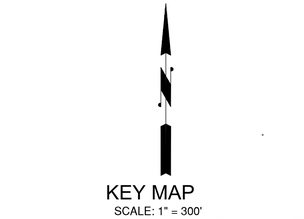
*Mix of Low Water and Very Low Water evergreen and deciduous shade trees

TOTAL NUMBER OF TREES TO BE RELOCATED, REPLACED, OR REMAIN IN PLACE FROM THE MEMMON HILL TREE REPLACEMENT AREA: 67 TREES

1. ALL DECIDUOUS TREES TO BE LARGE CANOPY
2. APPROXIMATELY 60 EXISTING MATURE EVERGREEN TREES FROM THE MEMMON HILL TREE REPLACEMENT AREA TO BE RELOCATED OR REPLACED. EXISTING TREES LESS THAN 20' IN HEIGHT TO BE RELOCATED. EXISTING TREES TALLER THAN 20' IN HEIGHT TO BE REPLACED. SEE SHEET 20 FOR LOCATION OF TREES TO BE RELOCATED OR REPLACED. (7 EXISTING EVERGREENS TO REMAIN IN PLACE IN DISTURBED AREA.)
3. 49 EXISTING TREES LOCATED WITHIN THE 100 YEAR FLOODPLAIN TO BE REPLACED OUTSIDE THE 100 YEAR FLOODPLAIN DELINEATION WITH A MIX OF LOW OR VERY LOW WATER ZONE EVERGREENS AND DECIDUOUS LARGE CANOPY TREES.

RIGHT OF WAY LENGTHS ABUTTING TRACTS





LANDSCAPE SUMMARY TABLE

LANDSCAPE TYPE	SQUARE FOOTAGE	PERCENTAGE
GROSS OPEN SPACE	2,215,462	100%
UNDISTURBED AREA	1,158,147	55.2%
NON-IRRIGATED NATIVE GRASS	991,065	44.7%
NON-IRRIGATED MEDIANS	8,390	0.4%
IRRIGATED SHRUB BEDS (STREET-SCAPE + SCREENING SHRUBS (1530 SF) + RELOCATED TREES (6000 SF)	56,690	2.6%
ENTRANCE FEATURES	1,170	0.1%
TOTAL	**2,215,462**	**100%**
TOTAL IRRIGATED LANDSCAPE	**57,860**	**2.6%**

COMPOSITE LANDSCAPE WATER USE RATING CHART

LANDSCAPE ZONE	LWU/Rating
Very Low Water Use	0.0 to 1.5
Low Water Use	+1.5 to 3.0
Moderate Water Use	+3.0 to 4.5
High Water Use	+4.5

Irrig. Zone	Plant Name (Common)	App. Rate (inches/ month	Zone (VL,L,Mod,HW)	% of Total Irrig. Area	IA (Irrigated area in sq. ft. for each	LWUR (Landscape) Water Use Rating)	TA (Total Areas of permanently-irrigated landscape Zones in sq. ft.)	CLWUR (LWUR x IA/TA)
DRIP	SHRUB BEDS	2.0	LOW	97.2	49,160	2.0	50,604	1.96
SPRAY	ENTRANCE FEATURE*	2.0	LOW	2.8	1,444	2.0		0.04
							TOTAL OF THE CLWUR	2.00

ONLY PLANTS FROM LOW OR VERY LOW WATER ZONES (1 OR 2) MAY BE USED.

TRACT SUMMARY CHART

TRACT NO.	TRACT	AREA (AC)	PURPOSE	OWNER	MAINTENANCE
1	TRACT A	2.20	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
2	TRACT B	2.14	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
3	TRACT C-1	4.28	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
4	TRACT C-2	1.35	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
5	TRACT D-1	1.48	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
6	TRACT D-2	0.64	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
7	TRACT E	1.23	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
8	TRACT F	0.34	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
9	TRACT G	0.37	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
10	TRACT H	0.09	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
11	TRACT I	1.31	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
12	TRACT J	1.34	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
13	TRACT L	0.02	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
14	TRACT M	0.07	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
15	TRACT N	0.06	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
16	TRACT O	0.06	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
17	TRACT P	5.44	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
18	TRACT Q	6.57	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
19	TRACT R	1.17	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
20	TRACT S	1.63	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
21	TRACT T	0.22	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
22	TRACT W	0.07	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
23	TRACT X	0.25	PRIVATE OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
24	TRACT Y	0.02	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, UTILITIES AND SIGHT DISTANCE EASEMENT	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
25	TRACT Z-1	0.07	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, UTILITIES AND SIGHT DISTANCE EASEMENT	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
26	TRACT Z-2	0.03	PRIVATE OPEN SPACE, DRAINAGE, ACCESS, UTILITIES AND SIGHT DISTANCE EASEMENT	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
27	TRACT Z-3	0.01	PRIVATE OPEN SPACE, KIOSK, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
	TOTAL PRIVATE OPEN SPACE	32.46			
28	TRACT K	0.36	ALLEY, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
29	TRACT U	0.19	ALLEY, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
30	TRACT V	0.26	ALLEY, DRAINAGE, ACCESS, AND UTILITIES	CHATEAU VALLEY HOA	CHATEAU VALLEY HOA OR METROPOLITAN DISTRICT
	TOTAL ALLEY ACCESS	0.81			
31	TRACT AA	2.32	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
32	TRACT BB	1.02	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
33	TRACT CC	3.24	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
34	TRACT DD	7.90	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
35	TRACT EE	3.31	PUBLIC OPEN SPACE, DRAINAGE ACCESS, AND UTILITIES	TOWN OF CASTLE ROCK	TOWN OF CASTLE ROCK
	TOTAL PUBLIC OPEN SPACE	17.79			

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

TERI HENSEN
STATE OF COLORADO
LANDSCAPE ARCHITECT #790

NOTES AND CALCULATIONS

SHEET 19 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

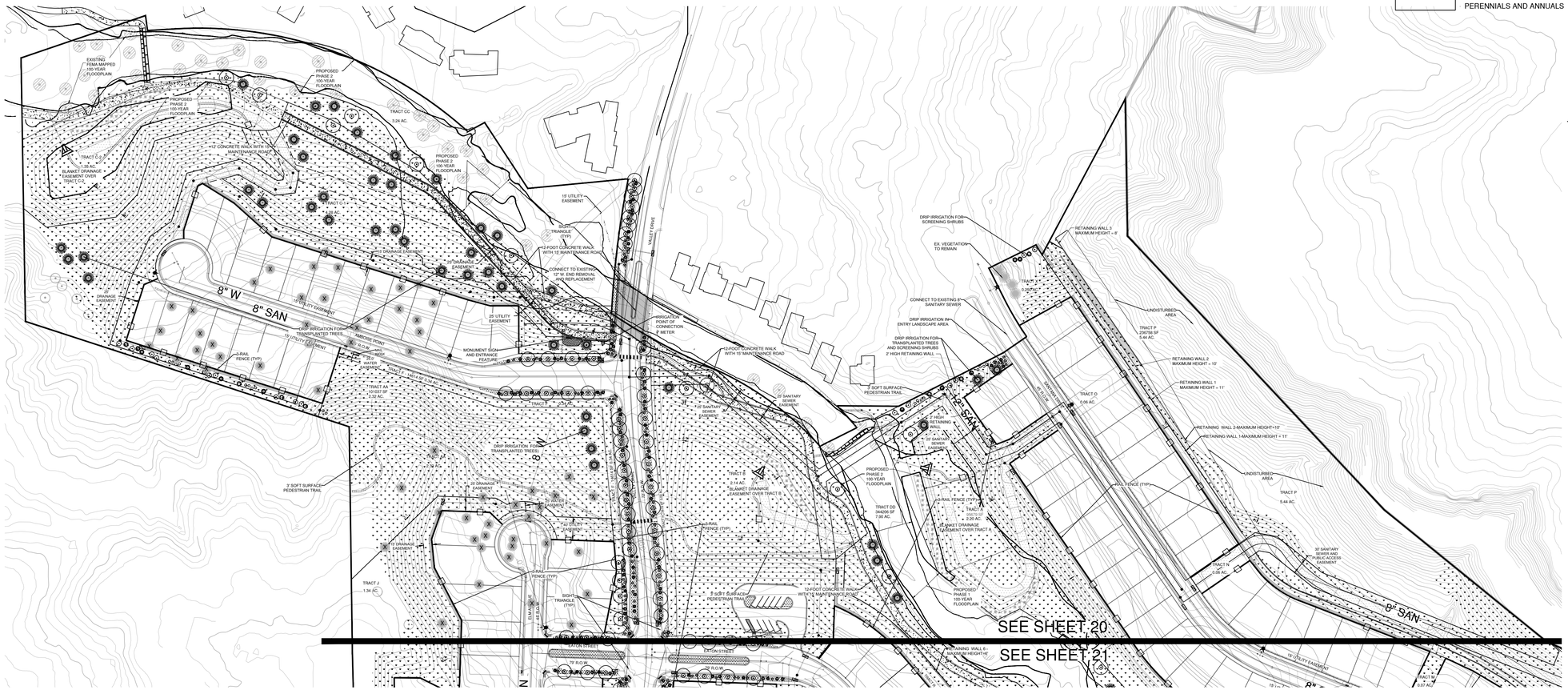
SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

NOTE: MAXIMUM MATURE HEIGHT OF PLANT MATERIAL WITHIN SIGHT LINES CANNOT EXCEED 24 INCHES.

LEGEND

- PROPOSED LARGE CANOPY DECIDUOUS TREE AT TIME OF PLANTING (DASHED LINE) AND AT 7 YRS MATURITY (SOLID) - ALL DECIDUOUS TREES LARGE CANOPY
- RELOCATED OR REPLACED EVERGREEN TREE - APPROX SIZE AT TIME OF PLANTING (DASHED) AND AT 7 YRS MATURITY
- EXISTING EVERGREEN TO REMAIN
- EXISTING EVERGREEN TO BE RELOCATED (IF UNDER 20' HT.), OR REPLACED.
- EXISTING SHRUBS TO REMAIN
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED SHRUBS
- PROPOSED NON-IRRIGATED NATIVE SEED
- PROPOSED 3/4" ROCK MULCH
- PROPOSED ENTRANCE FEATURE PERENNIALS AND ANNUALS
- PROPOSED EASEMENT LINE
- PROPOSED ROLL-TOP EDGER
- PROPOSED 3 RAIL FENCE
- PROPOSED 6' PRIVACY FENCE
- PROPERTY LINE
- PROPOSED WATER MAIN
- PROPOSED SAN MAIN
- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- PROPOSED 3' SOFT SURFACE PEDESTRIAN TRAIL
- PROPOSED LOW FLOW CHANNEL CROSSING
- PROPOSED 12' CONCRETE WALK WITH 15' MAINTENANCE ROAD
- PROPOSED 15' GRAVEL MAINTENANCE ROAD



MEMMON HILL TREE REPLACEMENT AREA

- EVERGREEN TREE IN UNDISTURBED AREA TO REMAIN (7)
- EVERGREEN TREE IN DISTURBED AREA TO BE RELOCATED OR REPLACED (60)

TOTAL NUMBER OF TREES TO BE RELOCATED, REPLACED, OR REMAIN IN PLACE: 67 TREES

20 120 300
0 60 200 400
SCALE: 1" = 200'

KEY MAP

10 60 150
0 30 100 200
SCALE: 1" = 100'

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PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
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OVERALL LANDSCAPE PLAN

SHEET 20 OF 35

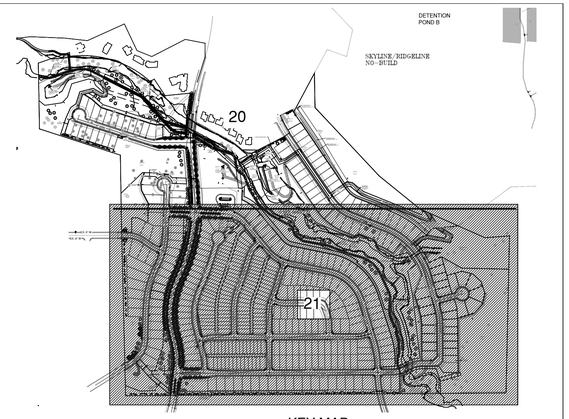
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

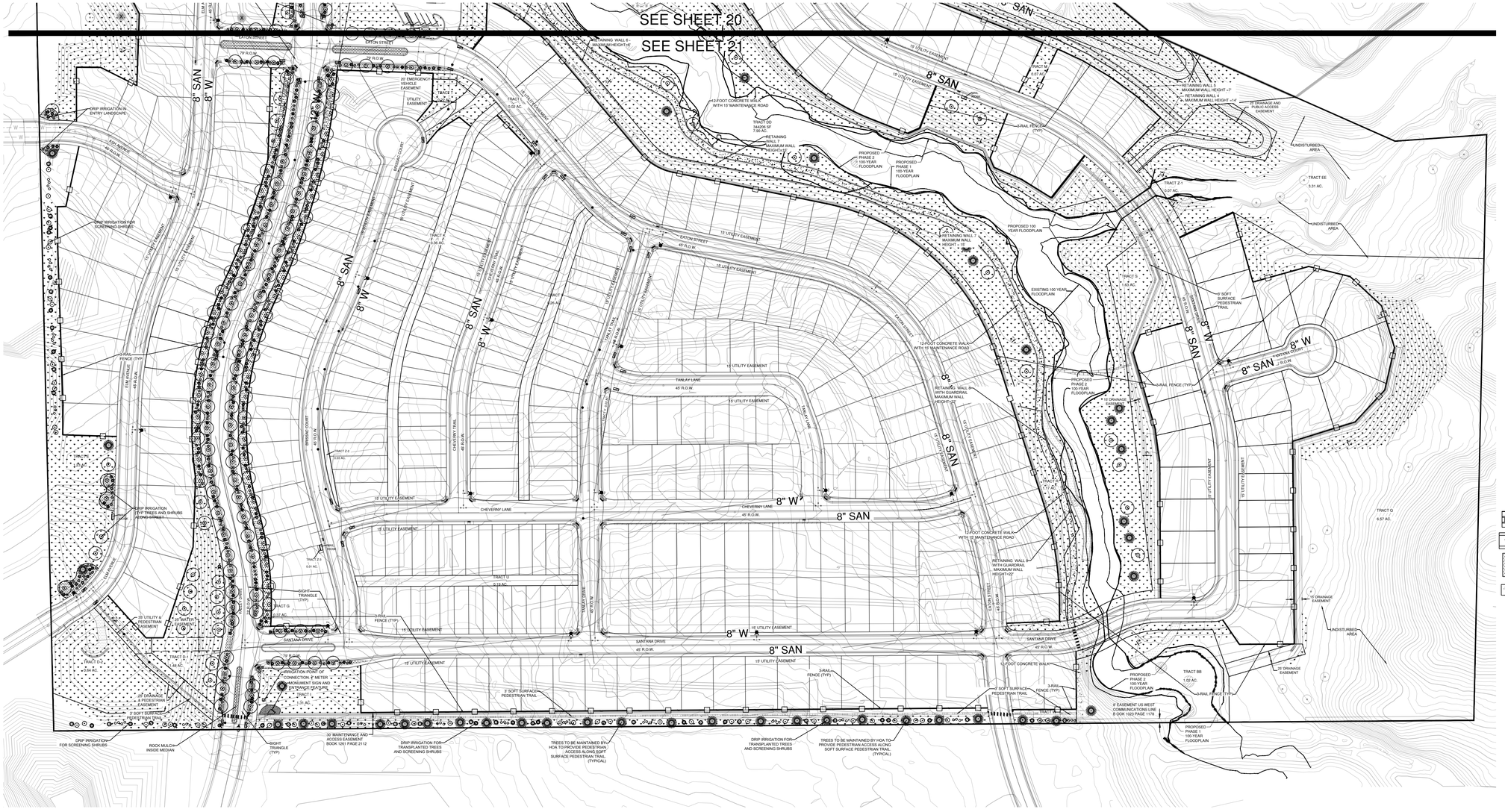
SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

NOTE: MAXIMUM MATURE HEIGHT OF PLANT MATERIAL
WITHIN SIGHT LINES CANNOT EXCEED 24 INCHES.



KEY MAP



LEGEND

- PROPOSED LARGE CANOPY DECIDUOUS TREE AT TIME OF PLANTING (DASHED LINE) AND AT 7 YRS MATURITY (SOLID) - ALL DECIDUOUS TREES LARGE CANOPY
- RELOCATED EVERGREEN TREE - APPROX SIZE AT TIME OF PLANTING (DASHED) AND AT 7 YRS MATURITY
- PROPOSED SHRUBS
- EXISTING EVERGREEN TO REMAIN
- EXISTING EVERGREEN TO BE RELOCATED (IF UNDER 20' HT.), OR REPLACED.
- EXISTING SHRUBS TO REMAIN
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED NON-IRRIGATED NATIVE SEED
- PROPOSED 2½" ROCK MULCH
- PROPOSED ENTRANCE FEATURE PERENNIALS AND ANNUALS
- PROPOSED EASEMENT LINE
- PROPOSED ROLL-TOP EDGER
- PROPOSED 3 RAIL FENCE
- PROPOSED 6' PRIVACY FENCE
- PROPERTY LINE
- PROPOSED WATER MAIN
- PROPOSED SAN MAIN
- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- PROPOSED 3' SOFT SURFACE PEDESTRIAN TRAIL
- PROPOSED LOW FLOW CHANNEL CROSSING
- PROPOSED 12' CONCRETE WALK WITH 15' MAINTENANCE ROAD
- PROPOSED 15' GRAVEL MAINTENANCE ROAD
- PROPOSED 12' CONCRETE WALK

10 60 150
0 30 100 200
SCALE: 1" = 100'

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
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OVERALL LANDSCAPE PLAN

SHEET 21 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLANS PREPARED BY:

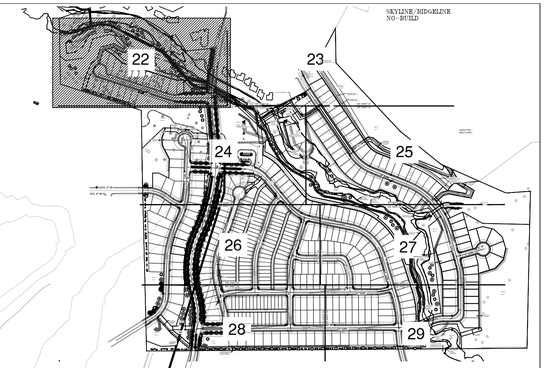
TRUE WEST COMPANY, LLC
16362 E Boise Drive Aurora, CO 80015
truewest1@msn.net 303-632-9864
Connie L. Ellefson

TOWN OF CASTLE ROCK
REGISTERED LANDSCAPE
PROFESSIONAL #19-3422 CONNIE ELLEFSON

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



KEY MAP

EXISTING FEMA MAPPED 100-YEAR FLOODPLAIN

PROPOSED PHASE 2 100-YEAR FLOODPLAIN

PROPOSED PHASE 2 100-YEAR FLOODPLAIN

PROPOSED PHASE 2 100-YEAR FLOODPLAIN

TRACT CC
141010 SF
3.24 AC.

12' CONCRETE WALK WITH 15' MAINTENANCE ROAD

TRACT C-2
58771 SF
1.35 AC.
BLANKET DRAINAGE EASEMENT OVER TRACT C-2

TRACT C-1
186299 SF
4.28 AC.

4785 SF

6047 SF

5682 SF

12 SF

4612 SF

4613 SF

15' DRAINAGE EASEMENT

25' DRAINAGE EASEMENT

25' DRAINAGE EASEMENT

8" W

8" SAN

15' UTILITY EASEMENT

4973 SF

4619 SF

4612 SF

DRIP IRRIGATION FOR TRANSPLANTED TREES

15' UTILITY EASEMENT

AMBOISE POINT

15' R.O.W.

MAIL KIOSK

3-RAIL FENCE (TYP)

25.0' WATER EASEMENT

TRACT F - 14614 SF 0.34 AC.

TRACT AA
101037 SF
2.32 AC.

MATCH LINE

SEE SHEET 24

15' UTILITY EASEMENT

SIGHT TRIANGLE (TYP)

12-FOOT CONCRETE WALK WITH 15' MAINTENANCE ROAD

CONNECT TO EXISTING 12" W. END REMOVAL AND REPLACEMENT

VALLEY DRIVE

25' UTILITY EASEMENT

4627 SF

5873 SF

4286 SF

IRRIGATION POINT OF CONNECTION
¾" METER

MONUMENT SIGN AND ENTRANCE FEATURE

SEE SHEET 22

TRACT F 0.34 AC.

SEE SHEET 22

SEE SHEET 23

25' SA
SE
EASE

LEGEND

- PROPOSED LARGE CANOPY DECIDUOUS TREE AT TIME OF PLANTING (DASHED LINE) AND AT 7 YRS MATURITY (SOLID) - ALL DECIDUOUS TREES LARGE CANOPY
- RELOCATED EVERGREEN TREE - APPROX SIZE AT TIME OF PLANTING (DASHED) AND AT 7 YRS MATURITY
- PROPOSED SHRUBS
- PROPOSED NON-IRRIGATED NATIVE SEED
- PROPOSED ¾" ROCK MULCH
- PROPOSED ENTRANCE FEATURE PERENNIALS AND ANNUALS
- PROPOSED EASEMENT LINE
- PROPOSED ROLL-TOP EDGER
- PROPOSED 3 RAIL FENCE
- PROPOSED 6' PRIVACY FENCE
- PROPERTY LINE
- PROPOSED WATER MAIN
- PROPERTY LINE
- PROPOSED WATER MAIN
- PROPOSED SAN MAIN
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- PROPOSED 12' CONCRETE WALK WITH 15' MAINTENANCE ROAD
- PROPOSED 15' GRAVEL MAINTENANCE ROAD
- PROPOSED 12' CONCRETE WALK
- EXISTING EVERGREEN TO REMAIN
- EXISTING EVERGREEN TO BE RELOCATED (IF UNDER 20' HT.), OR REPLACED.
- EXISTING SHRUBS TO REMAIN
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

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4 24 60
0 12 40 80
SCALE: 1" = 40'

LANDSCAPE PLAN
SHEET 22 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLANS PREPARED BY:

TRUE WEST COMPANY, LLC
LAND DEVELOPMENT CONSULTANTS

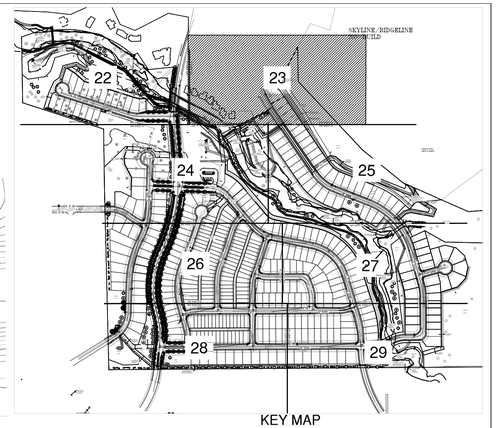
16568 E Bates Drive Aurora, CO 80015
truewest1@msn.net 303-833-3864
Connie L. Ellefson

TOWN OF CASTLE ROCK
REGISTERED LANDSCAPE
PROFESSIONAL #19-3422 CONNIE ELLEFSON

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



KEY MAP

SEE SHEET 22

SEE SHEET 23

DRIP IRRIGATION FOR SCREENING SHRUBS

EX. VEGETATION TO REMAIN

RETAINING WALL 3
MAXIMUM HEIGHT = 8'

TRACT X
10900 SF
0.250 AC.

CONNECT TO EXISTING 8" SANITARY SEWER

DRIP IRRIGATION IN ENTRY LANDSCAPE AREA

DRIP IRRIGATION FOR TRANSPLANTED TREES AND SCREENING SHRUBS

2' HIGH RETAINING WALL

TRACT A
95679 SF
2.20 AC

UNDISTURBED AREA

5828 SF

TRACT P
236758 SF
5.44 AC.

5278 SF

RETAINING WALL 2
MAXIMUM HEIGHT = 10'

4736 SF

RETAINING WALL 1
MAXIMUM HEIGHT = 11'

5125 SF

TRACT O
3675 SF
0.06 AC.

4714 SF

622 SF

SANTANA DRIVE
45' R.O.W.

12-FOOT CONCRETE WALK WITH 15' MAINTENANCE ROAD

TRACT B SOUTHRIDGE TOWNHOUSE SUBDIVISION

3' SOFT SURFACE PEDESTRIAN TRAIL

25' SANITARY SEWER EASEMENT

25' SANITARY SEWER EASEMENT

SEE SHEET 23

MATCH LINE

SEE SHEET 24

SEE SHEET 23

SEE SHEET 25

12" SA

2' HIGH RETAINING

RRIGATION
OINT OF
ONNECTION
METER

LEGEND

- PROPOSED LARGE CANOPY DECIDUOUS TREE AT TIME OF PLANTING (DASHED LINE) AND AT 7 YRS MATURITY (SOLID) - ALL DECIDUOUS TREES LARGE CANOPY
- RELOCATED EVERGREEN TREE - APPROX SIZE AT TIME OF PLANTING (DASHED) AND AT 7 YRS MATURITY
- PROPOSED SHRUBS
- PROPOSED NON-IRRIGATED NATIVE SEED
- PROPOSED 3/4" ROCK MULCH
- PROPOSED ENTRANCE FEATURE PERENNIALS AND ANNUALS
- PROPOSED EASEMENT LINE
- PROPOSED ROLL-TOP EDGER
- PROPOSED 3 RAIL FENCE
- PROPOSED 6' PRIVACY FENCE
- PROPERTY LINE
- PROPOSED WATER MAIN
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- PROPOSED LOW FLOW CHANNEL CROSSING
- PROPOSED 12' CONCRETE WALK WITH 15' MAINTENANCE ROAD
- PROPOSED 15' GRAVEL MAINTENANCE ROAD
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- EXISTING TREE TO REMAIN
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HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

4 24 60
0 12 40 80
SCALE: 1" = 40'

LANDSCAPE PLAN
SHEET 23 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

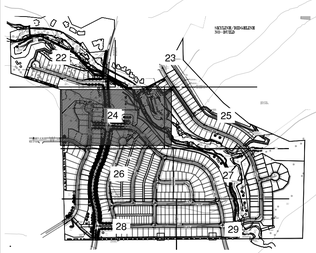
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CHATEAU VALLEY

SITE DEVELOPMENT PLAN

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TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



KEY MAP

SEE SHEET 22
SEE SHEET 24
SEE SHEET 23
MATCH LINE
SEE SHEET 24
SEE SHEET 24
SEE SHEET 26
SEE SHEET 25

TRACT F 0.34 AC.
TRACT AA 10103 SF 2.32 AC.
TRACT J 58572 SF 1.34 AC.
TRACT B 93342 SF 2.14 AC.
TRACT DD 344206 SF 7.90 AC.
TRACT A 95679 SF 2.20 AC.
TRACT D-1 64651 SF 1.48 AC
TRACT E 53672 SF 1.23 AC
TRACT G 16044 SF 0.37 AC
TRACT H 3878 SF 0.09 AC
TRACT L 1070 SF 0.02 AC.
TRACT T 9737 SF 0.22 AC.
TRACT R 51105 SF 1.17 AC.
TRACT F 14614 SF 0.34 AC.

VALLEY DRIVE 72' R.O.W.
ELM AVENUE 45' R.O.W.
ASH AVENUE 45' R.O.W.
EATON STREET 79' R.O.W.
BRISSAC COURT

8" SAN
8" W
12" W
12" SAN

3' SOFT SURFACE PEDESTRIAN TRAIL
DRIP IRRIGATION FOR TRANSPLANTED TREES)
25' DRAINAGE EASEMENT
25' WATER EASEMENT
40' UTILITY EASEMENT
15' DRAINAGE EASEMENT
3-RAIL FENCE (TYP)
SIGHT TRIANGLE (TYP)
DRIP IRRIGATION IN ENTRY LANDSCAPE
25' SANITARY SEWER EASEMENT
2' HIGH RETAINING WALL
PROPOSED PHASE 2 100-YEAR FLOODPLAIN
PROPOSED PHASE 1 100-YEAR FLOODPLAIN
12-FOOT CONCRETE WALK WITH 15' MAINTENANCE ROAD
MAIL KIOSK
20' EMERGENCY VEHICLE EASEMENT
UTILITY EASEMENT
15' UTILITY EASEMENT
RETAINING WALL 6 - MAXIMUM HEIGHT=6'

6363 SF
8564 SF
5709 SF
5788 SF
7506 SF
6380 SF
6150 SF
9242 SF
5572 SF
8533 SF
5123 SF
6944 SF
9734 SF
5510 SF
5630 SF
8473 SF
5543 SF
40347 SF
6800 SF
5917 SF
4500 SF
4925 SF
6788 SF
4140 SF
3686 SF
4077 SF
4278 SF
4155 SF
3124 SF
2062 SF
2843 SF
2211 SF
2250 SF
3956 SF
2856 SF
4898 SF
5755 SF
6642 SF
622 SF

LEGEND

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SCALE: 1" = 40'

LANDSCAPE PLAN
SHEET 24 OF 35

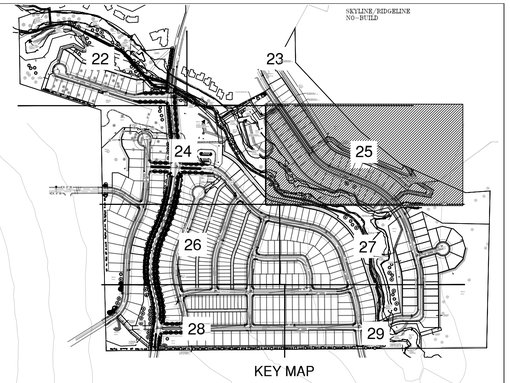
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

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16553 E Bates Drive Aurora, CO 80013
truewest1@msn.net 303-638-3864
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CHATEAU VALLEY

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KEY MAP

UNPLATTED
(NOT A PART)

SEE SHEET 23

SEE SHEET 25

CONNIE ELLEFSON DRIVE

3675 SF
0.06 AC.

4714 SF

622 SF

5223 SF

5207 SF

5125 SF

5192 SF

5176 SF

5160 SF

4729 SF

6128 SF

6287 SF

5296 SF

5509 SF

5681 SF

6272 SF

6483 SF

6004 SF

6063 SF

5284 SF

5601 SF

4862 SF

5287 SF

5232 SF

6642 SF

RETAINING WALL 2-MAXIMUM HEIGHT=10'

RETAINING WALL 1-MAXIMUM HEIGHT = 11'

UNDISTURBED AREA

RAIL FENCE (TYP)

TRACT P
236758 SF
5.44 AC.

30' SANITARY SEWER AND PUBLIC ACCESS EASEMENT

TRACT N
3593 SF
0.06 AC.

15' UTILITY EASEMENT

15' UTILITY EASEMENT

8" SAN

MAIL KIOSK

TRACT M
3076 SF
0.07 AC.

TRACT S
70858 SF
1.63 AC

3-RAIL FENCE (TYP)

RETAINING WALL 5
MAXIMUM WALL HEIGHT =7'

RETAINING WALL 4
MAXIMUM WALL HEIGHT =14'

25' DRAINAGE AND PUBLIC ACCESS EASEMENT

UNDISTURBED AREA

12-FOOT CONCRETE WALK WITH 15' MAINTENANCE ROAD

TRACT DD
344206 SF
7.90 AC.

RETAINING WALL 7
MAXIMUM WALL HEIGHT=15'

PROPOSED PHASE 2 100-YEAR FLOODPLAIN

PROPOSED PHASE 1 100-YEAR FLOODPLAIN

SEE SHEET 24

SEE SHEET 25

SEE SHEET 25

SEE SHEET 27

TRACT Z-1
2843 SF
0.07 AC.

TRACT EE
144267 SF
3.31 AC.

LEGEND

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SCALE: 1" = 40'

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LANDSCAPE PLAN

SHEET 25 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLANS PREPARED BY:

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16568 E Bates Drive Aurora, CO 80013
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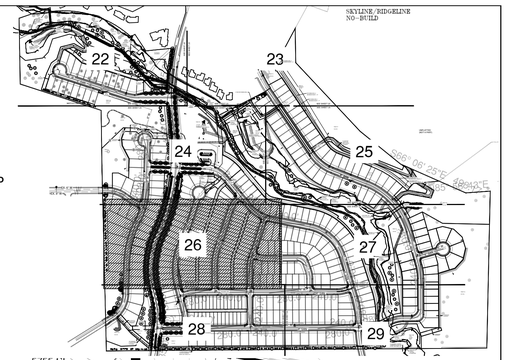
CHATEAU VALLEY

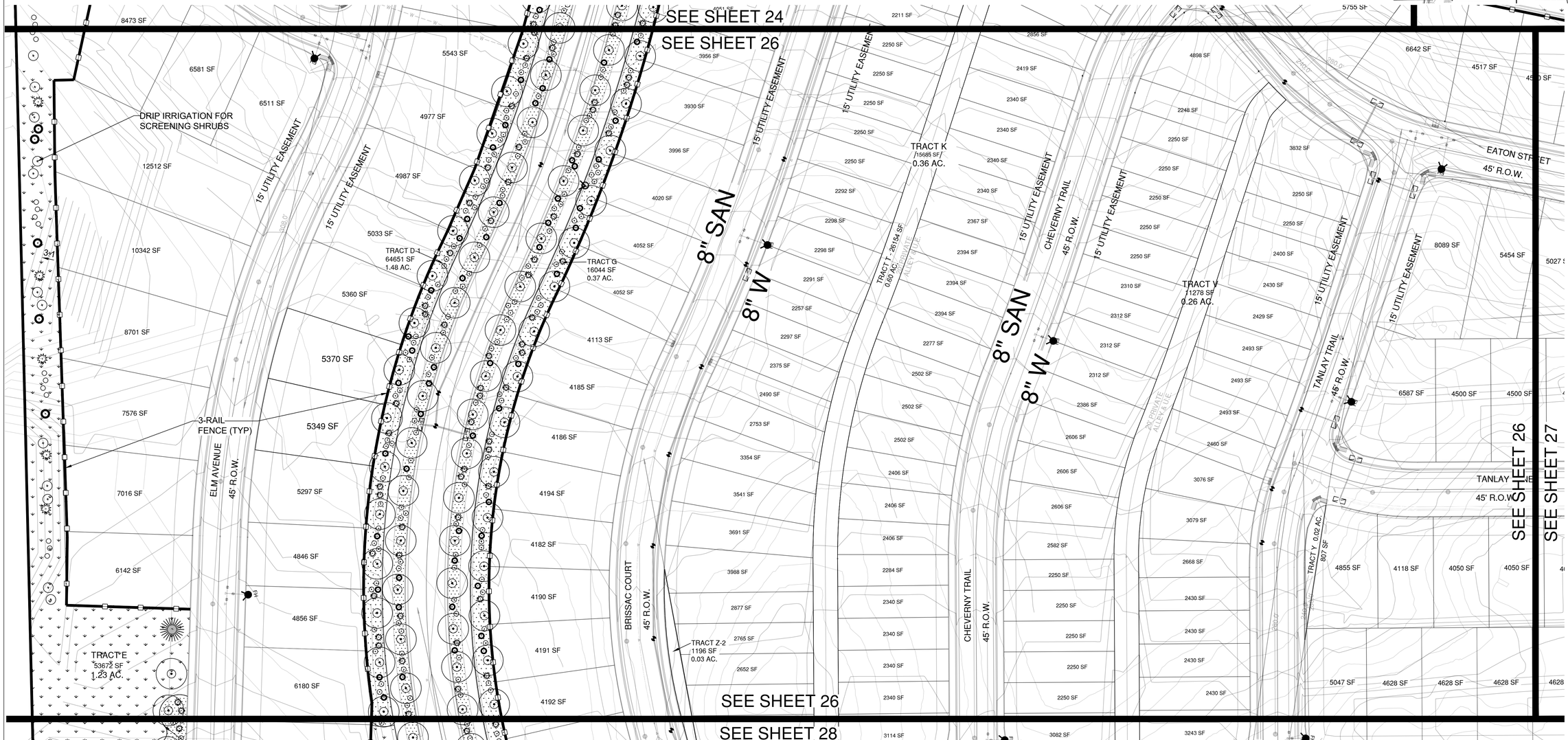
SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
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4 24 60
0 12 40 80
SCALE: 1" = 40'

KEY MAP





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LANDSCAPE PLAN
SHEET 26 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

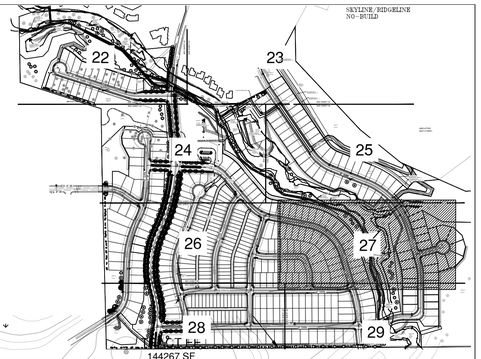
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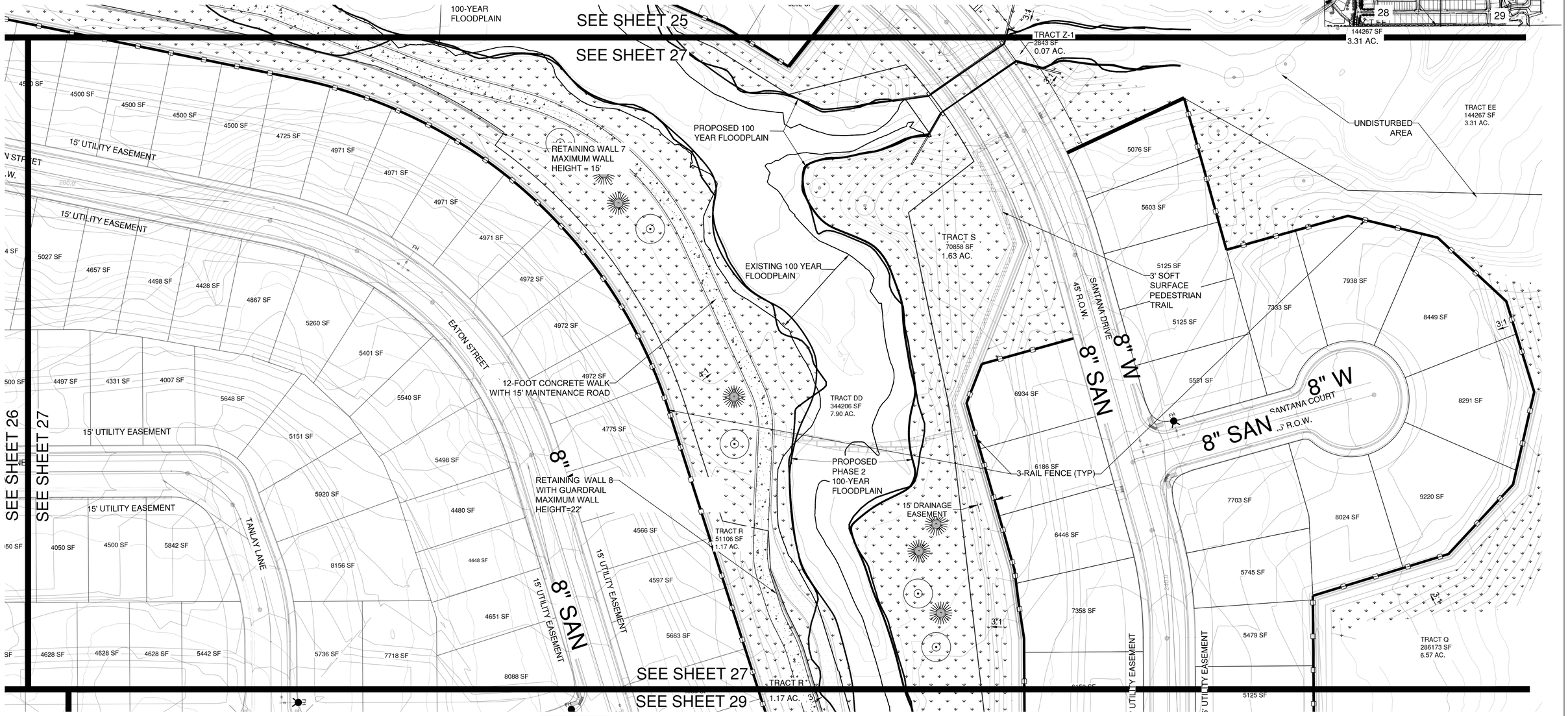
CHATEAU VALLEY

SITE DEVELOPMENT PLAN

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KEY MAP





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4 0 24 12 60 40 80
SCALE: 1" = 40'

LANDSCAPE PLAN
SHEET 27 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

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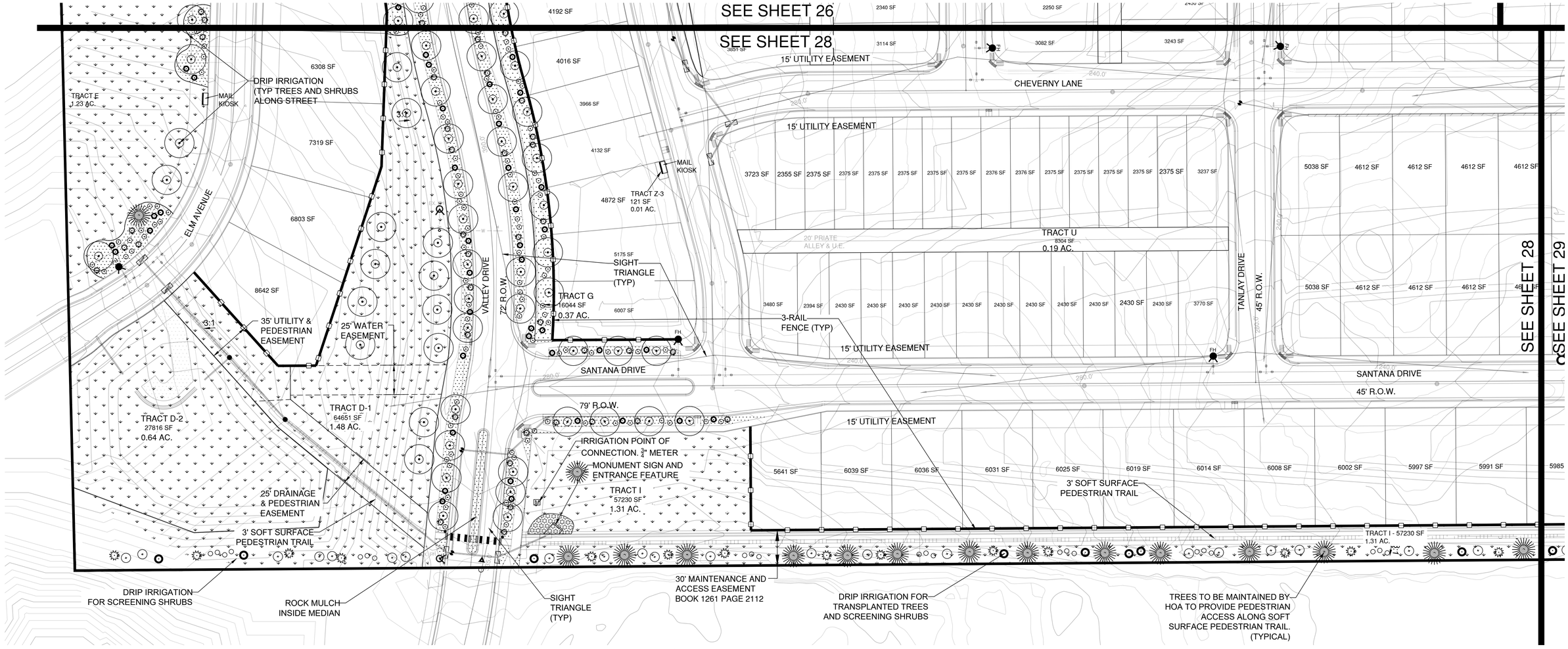
TRUE WEST COMPANY, LLC
16563 S Dallas Drive Aurora, CO 80013
truewest@msn.net 303-625-6804 NNIE ELLEFSON
Connie L. Ellefson

TOWN OF CASTLE ROCK
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PROFESSIONAL #19-3422

CHATEAU VALLEY

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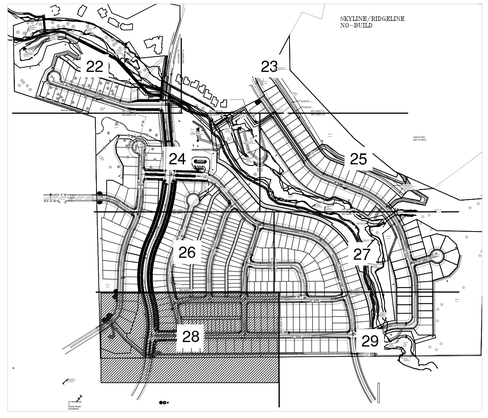
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N

4 24 60
0 12 40 80
SCALE: 1" = 40'



KEY MAP

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PO BOX 1295
PARKER, COLORADO 80134
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LANDSCAPE PLAN
SHEET 28 OF 35

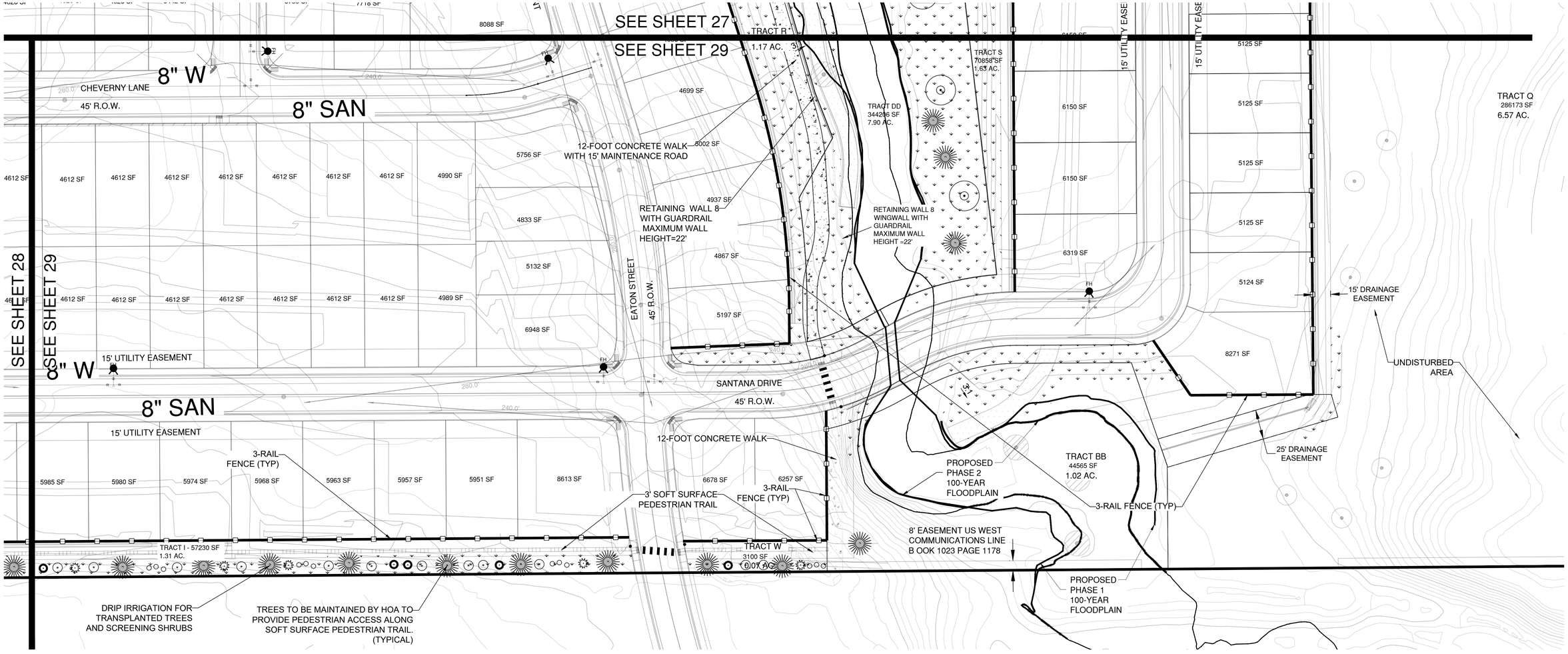
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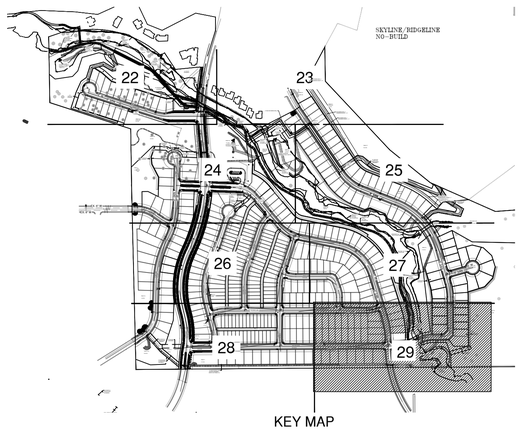
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- EXISTING TREE TO BE REMOVED
- PROPOSED SHRUBS
- PROPOSED NON-IRRIGATED NATIVE SEED
- PROPOSED 3/4" ROCK MULCH
- PROPOSED ENTRANCE FEATURE PERENNIALS AND ANNUALS

- PROPOSED EASEMENT LINE
- PROPOSED ROLL-TOP EDGER
- PROPOSED 3 RAIL FENCE
- PROPOSED 6' PRIVACY FENCE

- PROPERTY LINE
- W — PROPOSED WATER MAIN
- PROPOSED SAN MAIN
- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- PROPOSED 3' SOFT SURFACE PEDESTRIAN TRAIL
- PROPOSED LOW FLOW CHANNEL CROSSING
- PROPOSED 12' CONCRETE WALK WITH 15' MAINTENANCE ROAD
- PROPOSED 15' GRAVEL MAINTENANCE ROAD
- PROPOSED 12' CONCRETE WALK

4 24 60
0 12 40 80
SCALE: 1" = 40'

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PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 6/15/26

LANDSCAPE PLAN
SHEET 29 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

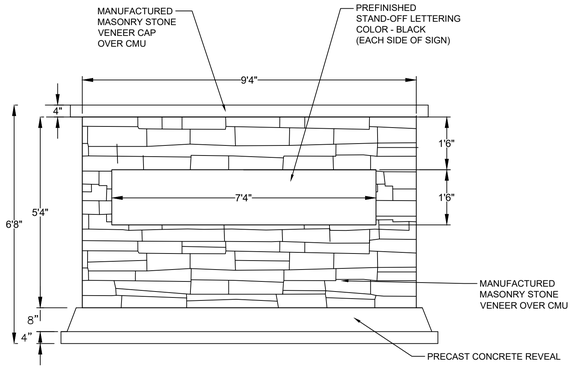
PLANS PREPARED BY:

TRUE WEST COMPANY, LLC
10350 E Dakota Drive Aurora, CO 80012
truewest1@msn.net 303-833-3864
Connie L. Ellefson
TOWN OF CASTLE ROCK
REGISTERED LANDSCAPE
PROFESSIONAL #19-3422 CONNIE ELLEFSON

CHATEAU VALLEY

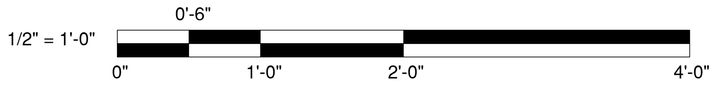
SITE DEVELOPMENT PLAN

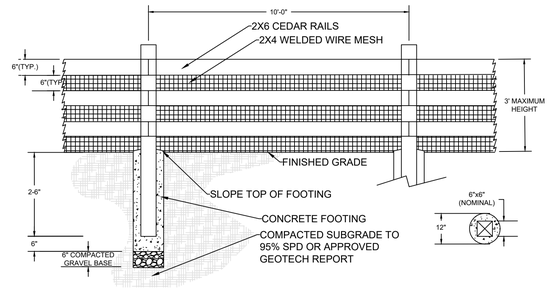
A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



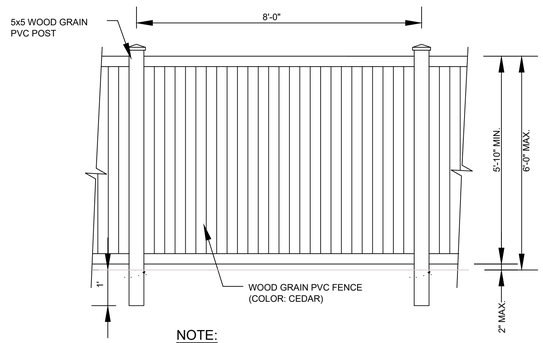
MONUMENT SIGN
(LOCATED ON TRACT C-1 AND I)

SCALE: 1/2" = 1'





3 RAIL FENCE
NTS



NOTE:
SIZES OF POSTS & BALUSTRADES ARE MINIMUM. FENCE SHALL BE DESIGNED TO MEET LOCAL CODE REQUIREMENTS & WIND PRESSURES.

6' PRIVACY FENCE
NTS

NOTE: PRIVACY FENCE TO BE USED BETWEEN PRIVATE RESIDENTIAL LOTS. INSTALLED BY HOMEOWNERS.

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LANDSCAPE DETAILS
SHEET 30 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLANS PREPARED BY:

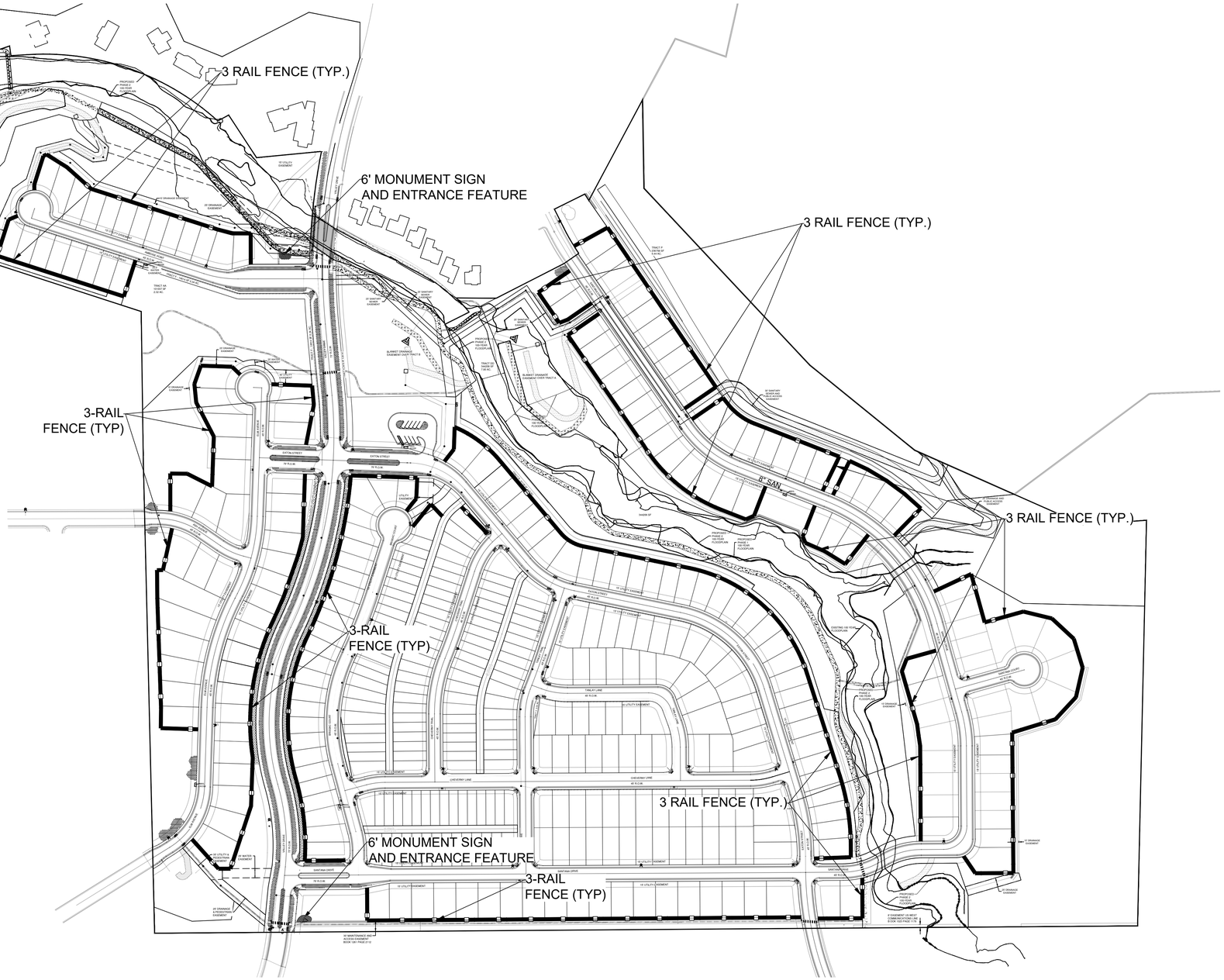
TROUT WEST COMPANY, LLC
16556 E Dutes Drive Aurora, CO 80015
trowest1@msn.net 303-833-3664
Connie L. Ellefson
TOWN OF CASTLE ROCK
REGISTERED LANDSCAPE
PROFESSIONAL #19-3422 CONNIE ELLEFSON

UNDER THE
SUPERVISION OF:
TERI HENSEN
STATE OF COLORADO
LANDSCAPE ARCHITECT #790

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



LEGEND

- PROPOSED 3 RAIL FENCE
- 8' SOFT PEDESTRIAN TRAIL
- 10' CONCRETE PEDESTRIAN WALK
- 15' MAINTENANCE GRAVEL ROAD

SCALE: 1" = 200'

200 0 400 600 Feet

SCALE: 1" = 150'

150 0 150 300 450

FENCING PLAN

SHEET 31 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

HIGHLINE ENGINEERING & SURVEYING
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Tel. No. (303) 889-0044
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DATE: 6/15/26

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

8' SOFT PEDESTRIAN TRAIL

LOW FLOW CHANNEL CROSSING

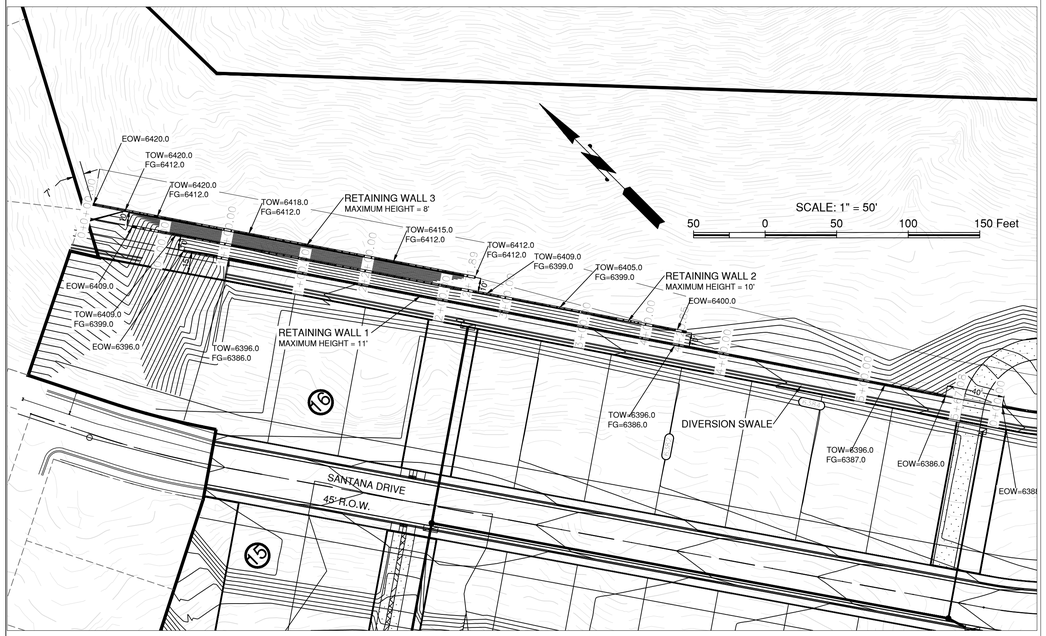
12' CONCRETE PEDESTRIAN WALK

15' MAINTENANCE GRAVEL ROAD

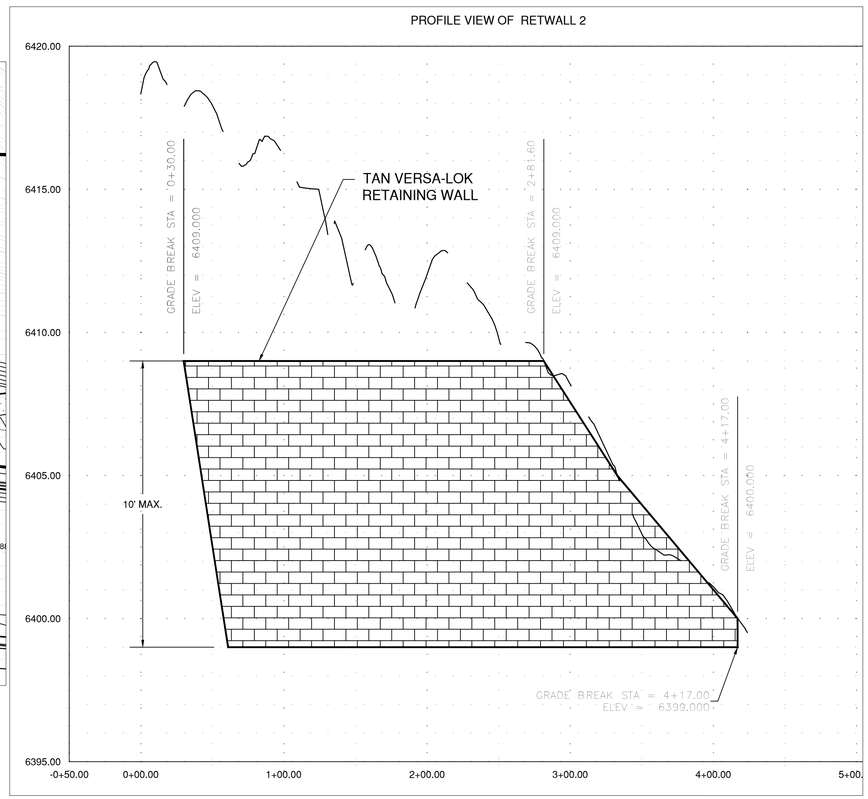
PROPOSED PHASE 1 100 YEAR FLOODPLAIN
PROPOSED PHASE 2 100 YEAR FLOODPLAIN

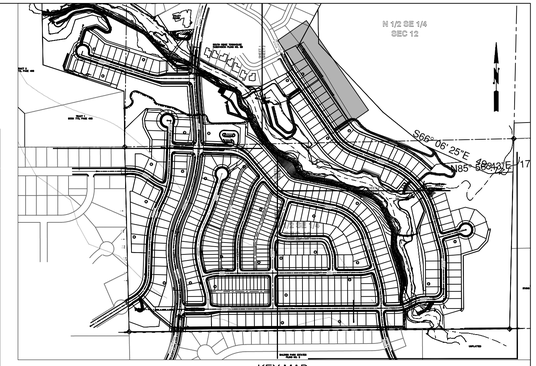
RETAINING WALL

DIVERSION SWALE



PROFILE VIEW OF RETWALL 2

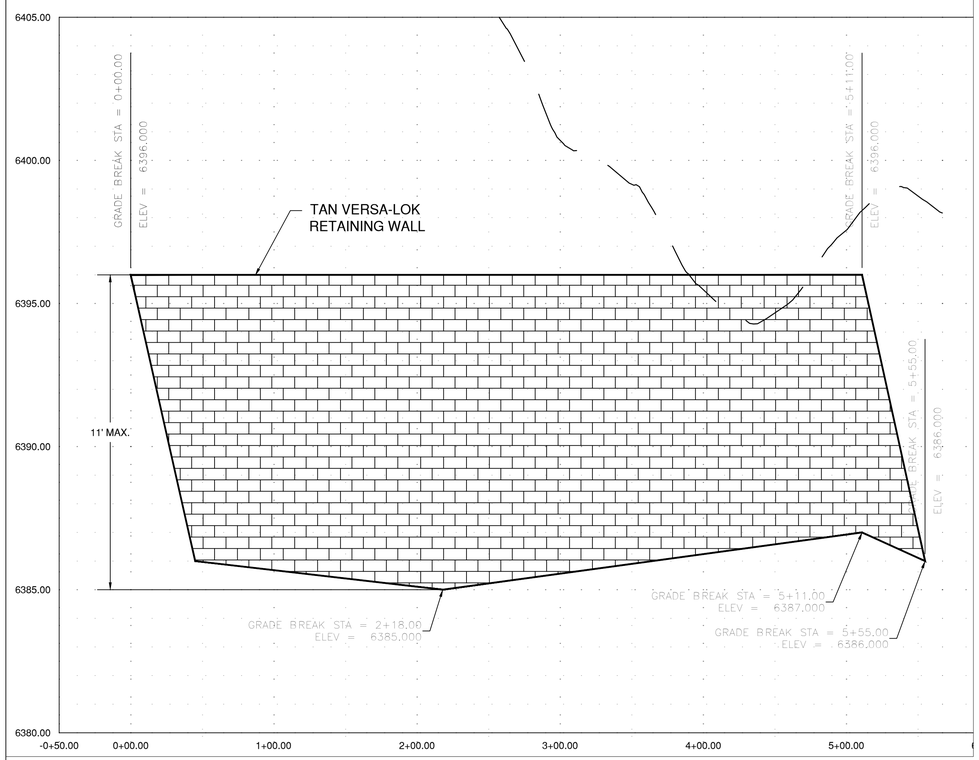




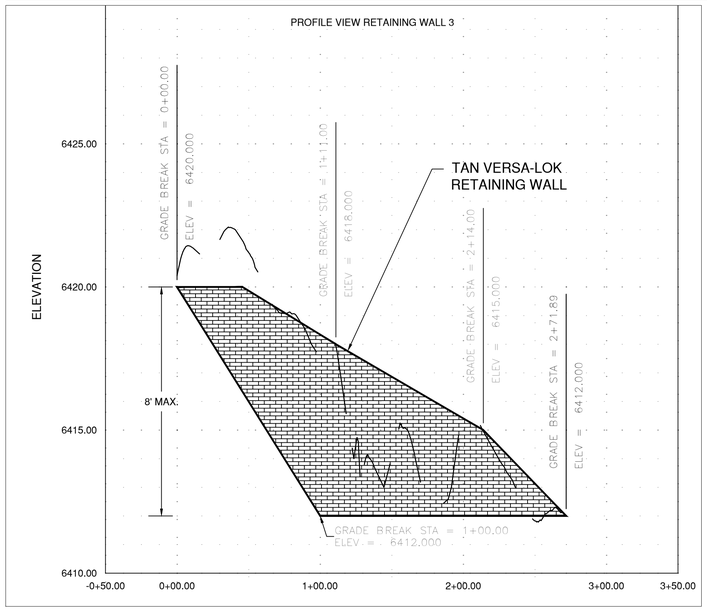
KEY MAP
SCALE: 1" = 500'

NOTE:
WALLS OVER 4' REQUIRE A SEPARATE BUILDING PERMIT.

PROFILE VIEW OF RETWALL 1



PROFILE VIEW RETAINING WALL 3





VERSA LOK
STANDARD UNIT
Depth 12-inches
Height 6-inches
Face Width 16-inches
Weight 82 lbs.

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DATE: 6/15/26

RETAINING WALL ELEVATIONS

SHEET 32 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

8' SOFT PEDESTRIAN TRAIL

LOW FLOW CHANNEL CROSSING

12' CONCRETE PEDESTRIAN WALK

15' MAINTENANCE GRAVEL ROAD

PROPOSED PHASE 1
100 YEAR FLOODPLAIN
PROPOSED PHASE 2
100 YEAR FLOODPLAIN

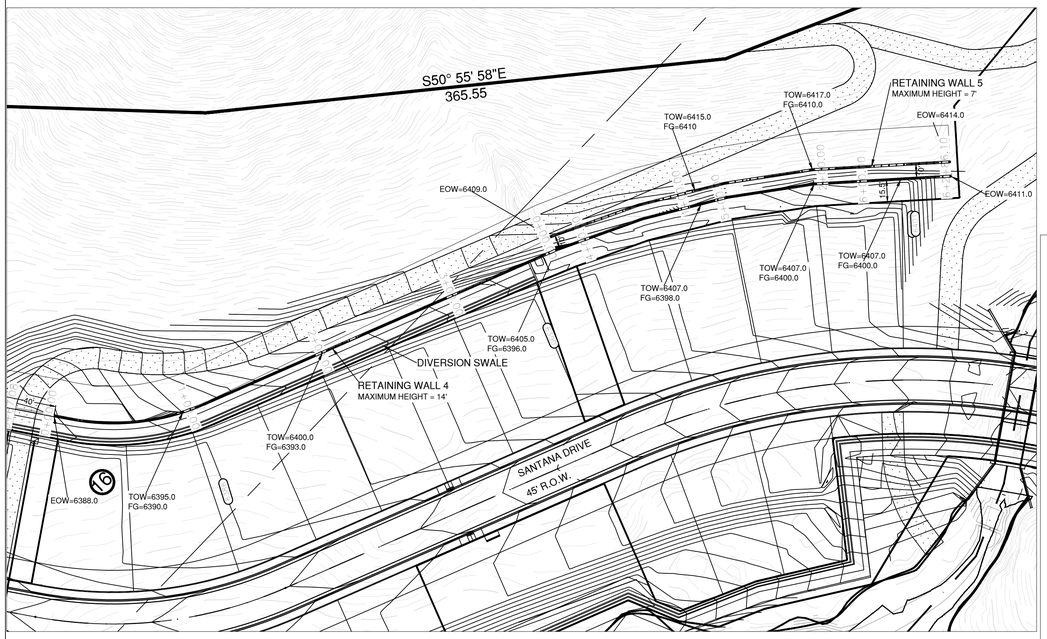
RETAINING WALL

DIVERSION SWALE

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

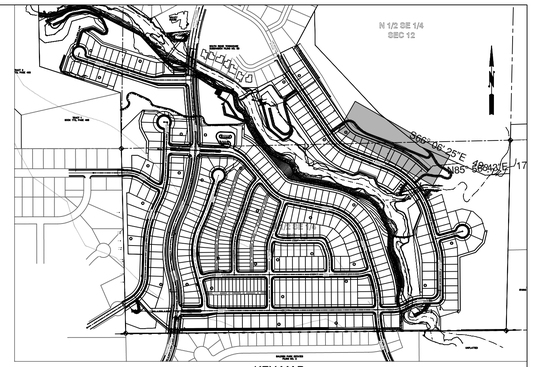
A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



SCALE: 1" = 50'

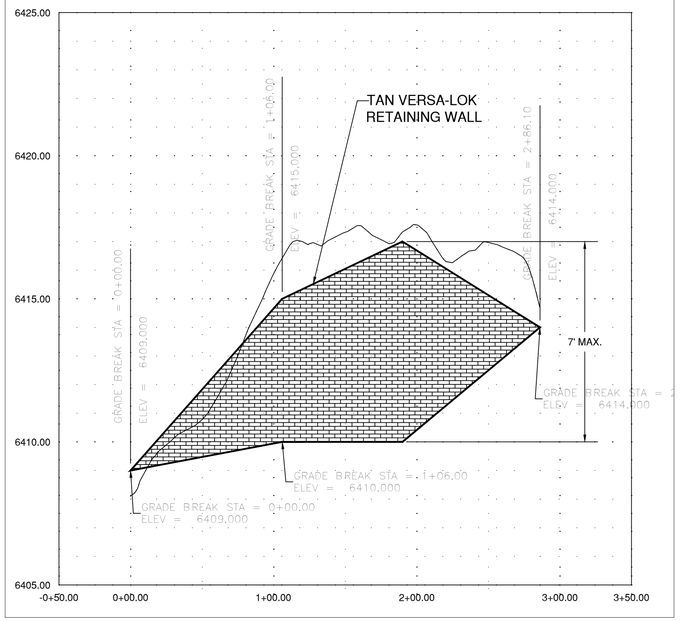
50 0 50 100 150 Feet

NOTE:
WALLS OVER 4' REQUIRE A SEPARATE BUILDING PERMIT.

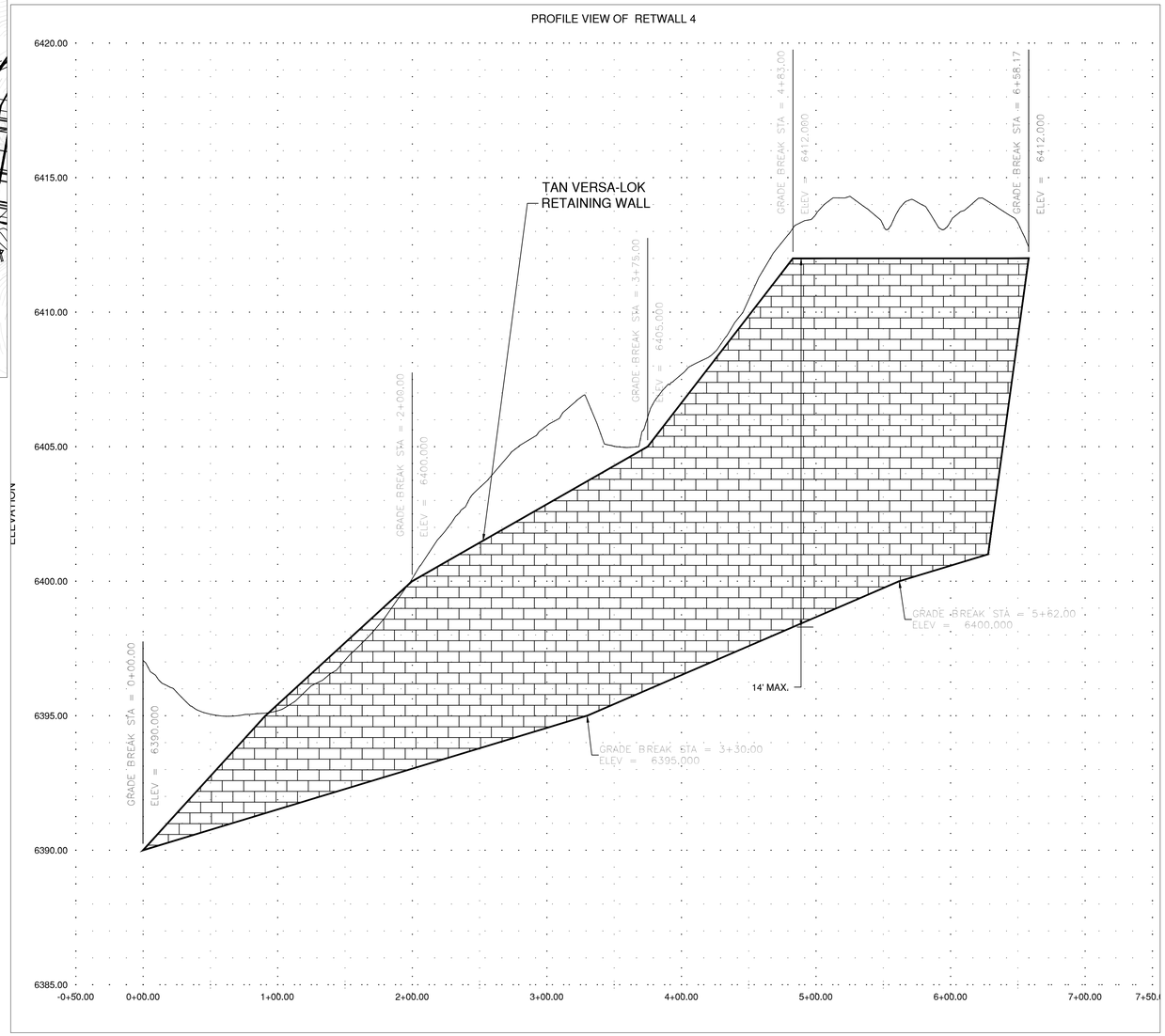


KEY MAP
SCALE: 1" = 500'

PROFILE VIEW OF RETWALL 5



PROFILE VIEW OF RETWALL 4



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Fax. No.(303) 380-3320

DATE: 6/15/26

RETAINING WALL ELEVATIONS

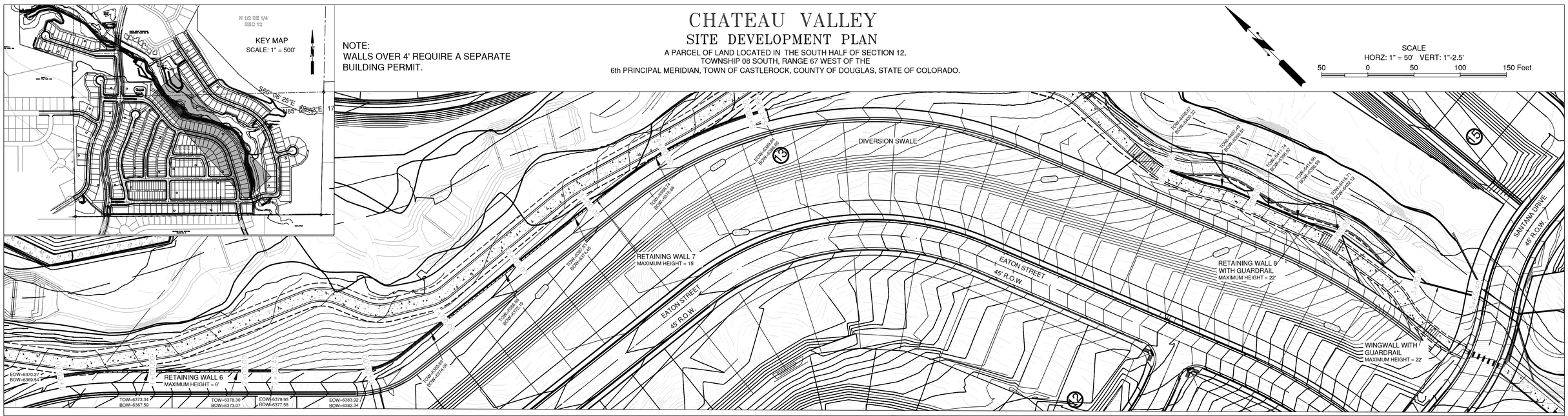
CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

NOTE:
WALLS OVER 4' REQUIRE A SEPARATE BUILDING PERMIT.

SCALE
HORZ: 1" = 50' VERT: 1"-2.5'
50 0 50 100 150 Feet



8' SOFT PEDESTRIAN TRAIL

LOW FLOW CHANNEL CROSSING

12' CONCRETE PEDESTRIAN WALK

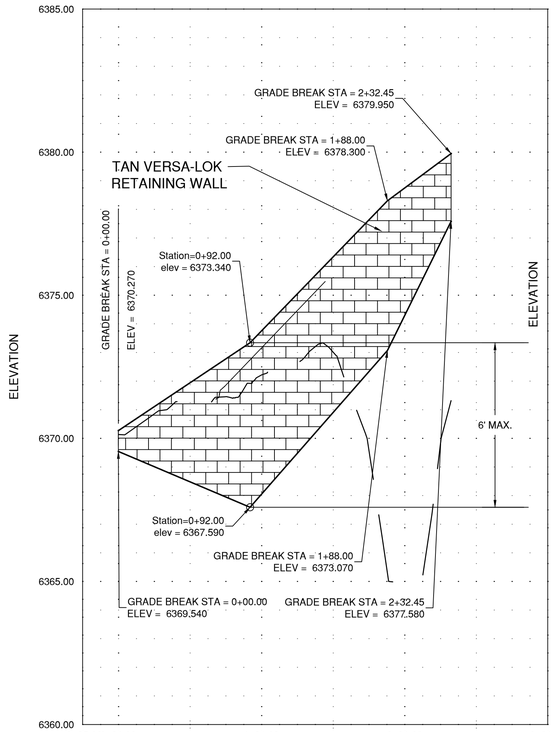
15' MAINTENANCE GRAVEL ROAD

PROPOSED PHASE 1
100 YEAR FLOODPLAIN
PROPOSED PHASE 2
100 YEAR FLOODPLAIN

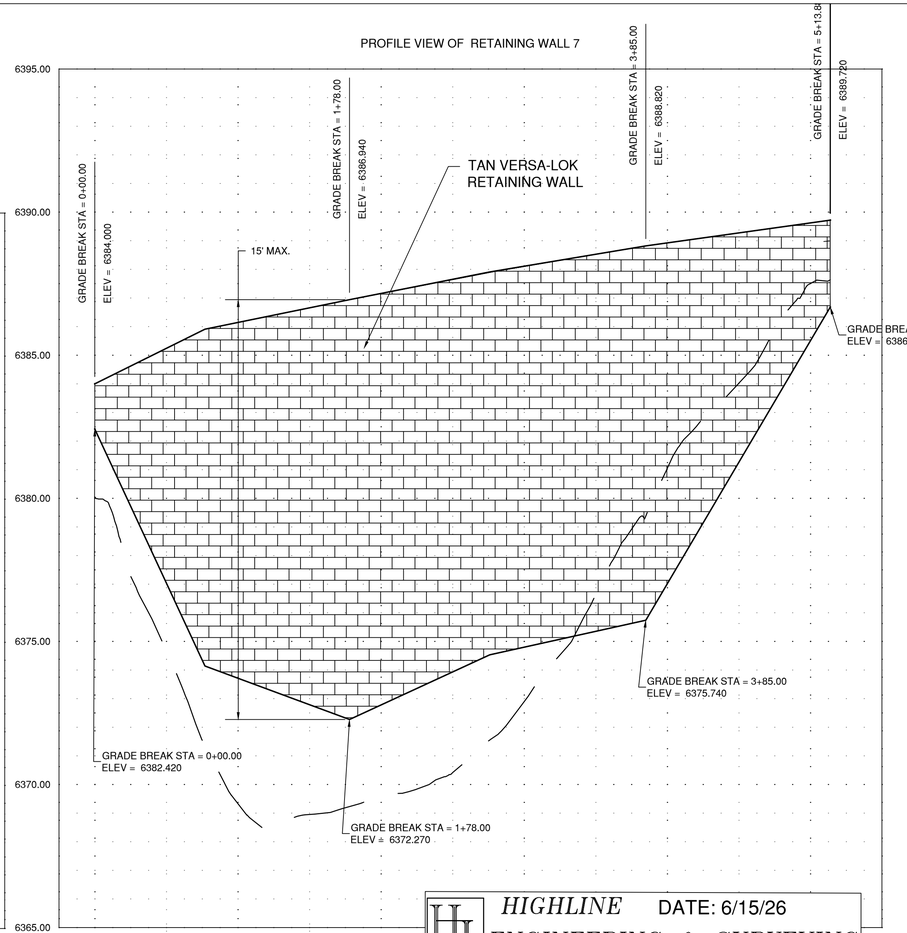
RETAINING WALL

DIVERSION SWALE

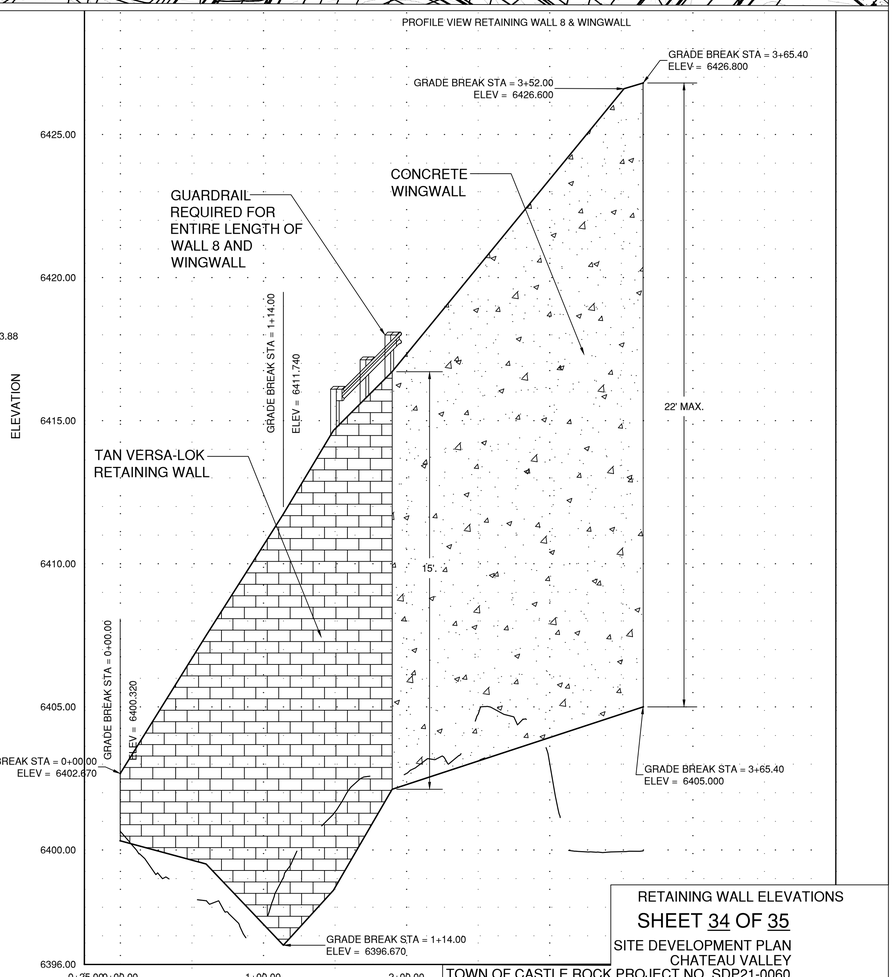
PROFILE VIEW OF RETAINING WALL 6



PROFILE VIEW OF RETAINING WALL 7



PROFILE VIEW RETAINING WALL 8 & WINGWALL



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Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

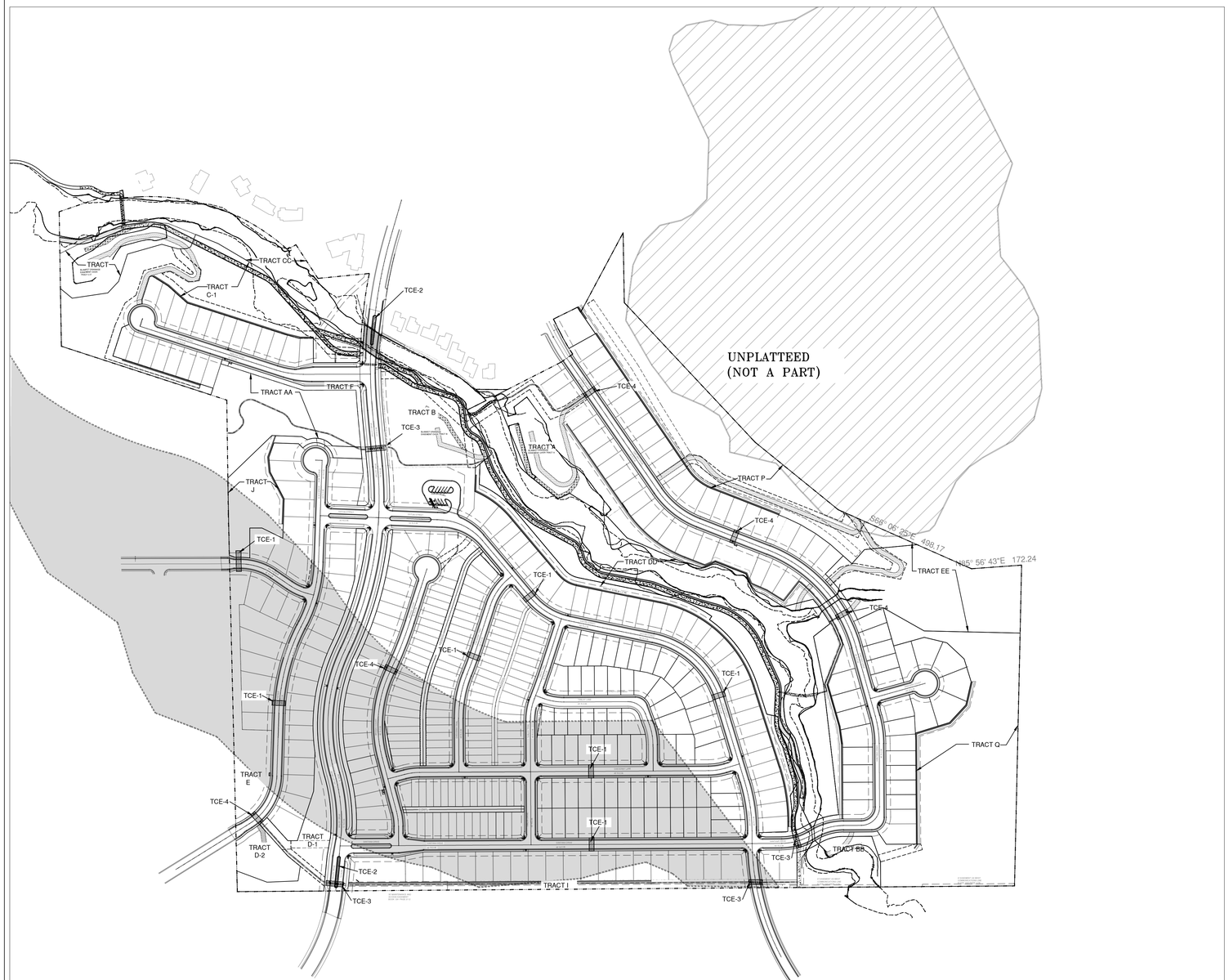
DATE: 6/15/26

RETAINING WALL ELEVATIONS
SHEET 34 OF 35
SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.



SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND

PROPERTY BOUNDARY

NO BUILD AREA SKYLINE/RIDGELINE

MODERATE ZONE SKYLINE/RIDGELINE

UTILITY EASEMENT

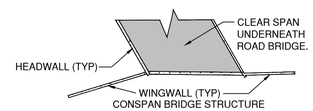
MINOR RIDGELINE BOUNDARY

DIVERSION SWALE

RETAINING WALL

MINOR RIDGELINE

MAIL KIOSK



TRAFFIC CONTROL ELEMENT

12' CONCRETE PEDESTRIAN WALK

3' SOFT SURFACE PEDESTRIAN TRAIL

15' MAINTENANCE GRAVEL ROAD

12' MAINTENANCE GRAVEL ROAD

LOW FLOW CHANNEL CROSSING

FOUNDERS VISTA SUBDIVISION 15' MAINTENANCE GRAVEL ROAD (NOT A PART OF CHATEAU VALLEY)

TRAFFIC CONTROL ELEMENT TYPE 1 (TCE-1)	GENERAL SPEED REDUCTION ELEMENT
TRAFFIC CONTROL ELEMENT TYPE 2 (TCE-2)	CURBED MEDIAN ISLAND
TRAFFIC CONTROL ELEMENT TYPE 3 (TCE-3)	PEDESTRIAN CROSSWALK W/ FLASHING BEACON
TRAFFIC CONTROL ELEMENT TYPE 4 (TCE-4)	PEDESTRIAN MID-BLOCK ADA RAMP WITH TRAFFIC CALMING

NOTES:
1. LOCATIONS OF TRAFFIC CALMING SHOWN ON THIS PLAN ARE CONCEPTUAL AND INTENDED TO IDENTIFY AREAS FOR COMPLIANCE WITH THE TCDM AND THE TOWN NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP).

2. SPECIFIC TRAFFIC CALMING ELEMENTS WILL BE DETERMINED THROUGH THE NTCP POLICIES AND OBJECTIVES. ACTUAL EMPLOYED MEASURES ARE TO BE DEFINED WITHIN FUTURE CONSTRUCTION PLANS.

3. ADDITIONAL OFFSITE TRAFFIC CALMING ELEMENTS MAY BE WARRANTED AND INSTALLED AS A PART OF CHATEAU VALLEY SUBDIVISION.

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DATE: 6/15/26

TRAFFIC CALMING PLAN
SHEET 35 OF 35

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

PLAT IDENTIFICATION SHEET

310821

8/30/83

GRANTOR:
(owner/signer)

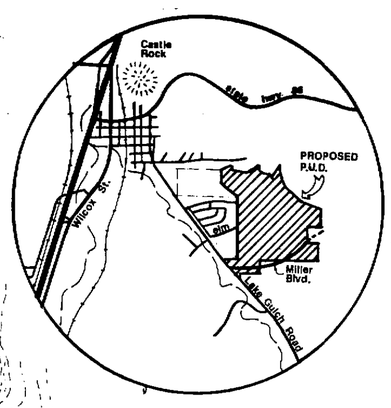
Young American PUD Site Plan

GRANTEE:
(subdivision name or name of plat)

Young American PUD Site Plan

LEGAL:
(section-township-range)

PRELIMINARY SITE PLAN



Vicinity Map
No Scale

Area	Phase	Description	Acres
1	2	RESIDENTIAL – E 16 Du. / Ac.	10.99 ac
2	3	RESID. D/O 10 Du./Ac. (limited non-resid. uses)	1.50 ac.
3	1	RESIDENTIAL– D 10 Du. / Ac.	9.02 ac
4	5	RESIDENTIAL– A 3.0 Du. / Ac.	11.85 ac
5	6	RESIDENTIAL– B 5.0 Du. / Ac.	45.73 ac.
6	7	RESIDENTIAL– A 3.0 Du. / Ac.	13.98 ac
7	4	RESIDENTIAL – C 7.0 Du./Ac.	11.35 ac.

Total Acreage = 128.99 ac
Total Du. = 666.63 Du.
Overall Density = 5.17 Du/Ac.

Public Dedication = 24.57 ac
(includes 9 acres of park)

Baldwin Park Calculation

Area	Phase	Description	Acres
8	1	RESIDENTIAL–B 4.22 Du. / Ac.	57.25 ac.
9	4	RESIDENTIAL - D 10 Du. / Ac.	18.47 ac.
10	2	RESIDENTIAL – E 16 Du. / Ac.	7.02 ac.
11	3	Commercial	3.16 ac.

Total Acreage = 96.07 ac.
Total Du. = 538.62 Du.
Overall Density = 5.61 Du./Ac.
Public Dedication = 10.17 ac.
(includes 5 acres of park)

school site
public dedication 1.77 ac
bike-path
1 R-E 10.99 ac
2 R-D/O 1.50 Ac.
3 R-D 4.70 ac
NOTE: alignment of the hiker/biker path is preliminary in nature, and is subject to change.
PARK 14.0 ac. public dedication
SOUTH MEMMEN 9 ac.
BALDWIN PARK ESTATES 5 ac.
public dedication 2.32 ac
bike-path
3 R-D 3.89 ac
South Valley Drive
Santana Drive
4 R-A 11.85 ac
7 R-C 6.46 ac
public dedication 4.67 ac
public dedication 4.16 ac
.96 ac
public dedication 1.69 ac.
bike-path
5 R-B 9.02 ac
7 R-C 4.89 ac
6 R-A 13.98 ac
5 R-B 36.61 ac
SOUTH MEMMEN PRELIMINARY SITE PLAN
BALDWIN PARK ESTATES PRELIMINARY SITE PLAN
public dedication 3.187 ac.
bike-path
public dedication 0.633 ac.
8 R-B 57.25 ac.
9 R-D 18.47 ac.
public dedication 0.4 ac.
Miller Blvd.
bike-path
Elm Ct.
Elm Ave.
Hill Court
Butterfield Lane
Snowberry Lane
Greenwood Lane
Baldwin Park Road
8
public dedication 0.952 ac.
110' ROW
bike-path
11 COMMERCIAL 3.16 ac.
10 R-E 7.02 ac.
Lake Gulch Road

YOUNG/AMERICAN P.U.D.

Castlerock — A COMPOSITE OF BALDWIN PARK ESTATES AND SOUTH MEMMEN PUD'S — Colorado

AMERICAN INVESTMENTS INC.
Land Development
16 Inverness Place East - Building A
Englewood, Colorado 80112 tel. (303) 740-7096

jhi john h. thiessen and associates · architects · land planners
9800 east chenange ave. englewood, colorado 80111 303/779-1772
770 north cotner blvd. lincoln,nebraska 68505 402/464-8358

0' 100' 200'

June 17, 1983

Reviewed this 21st day of July, 1983 by Planning and Zoning Commission, Town of Castle Rock.
By _____ Chairman

Approved this 16th day of August, 1983 By the Board of Trustees, Town of Castle Rock.
By _____ Mayor

REVISED : 8-29-83
8-15-83

CLERK AND RECORDERS CERTIFICATE:
This plat was filed for record in the office of the Clerk and Recorder of Douglas County, Colorado at 4:30 O'Clock on the 30th day of August A.D. 1983 Per Reception No. 310821

Rita A. Crane
Clerk and Recorder

by Phyllis L. Braun
Deputy

BOOK 488 PAGE 341
RETURN TO: TRAIN
RECORDER
$5.40 pd
AUG 30 4 36 PM '83

ORDINANCE NO. 83-22

AN ORDINANCE AMENDING THE
ZONING DISTRICT MAP OF
THE TOWN OF CASTLE ROCK, COLORADO
(YOUNG-AMERICAN P.U.D.)

WHEREAS, the Board of Trustees of the Town of Castle Rock find that:

(a) A petition has been filed with the Town Clerk praying for an amendment to the Zoning District Map of the Town of Castle Rock, and;

(b) That said petition has been forwarded to the said Board of Trustees, and;

(c) That public meetings and hearings, following notice duly made and published pursuant to applicable Colorado Statutes and Town of Castle Rock Ordinances, have been held before the Planning and Zoning Commission of the Town of Castle Rock, and the Board of Trustees of the Town of Castle Rock, and;

(d) That the amendment sought to the said Zoning District Map complies with the stated purposes of the Planned Unit Development Ordinance 17.48 as set forth in subsection 17.48.010 thereof.

NOW, THEREFORE, BE IT ORDAINED, BY THE BOARD OF TRUSTEES OF THE TOWN OF CASTLE ROCK, as follows:

That the Zoning Classification of the lands, consisting of 119.897 acres, described in Exhibit "A", attached hereto and made a part hereof, is changed from Zoning Classification R-R (Rural Residence District) to Zoning Classification PUD (Planned Unit Development District).

That the Zoning Classification of the lands, consisting of the northerly most 73.1 acres, described in Exhibit "B", attached hereto and made a part hereof, is changed from Zoning Classification R-1 (Single Family Residence District) to Zoning Classification PUD (Planned Unit Development District).

That the Zoning Classification of the lands, consisting of the southerly most 17.98 acres, described in Exhibit "B", attached hereto and made a part hereof, is changed from Zoning Classification R-R (Rural Residence District) to Zoning Classification PUD (Planned Unit Development District).

SECTION I.

DEFINITIONS

1.1 Apartment Units. Dwelling units which are not individually owned, but rented or leased to the occupants thereof.

1.2 Building Ground Coverage. That portion of the ground on any building site which is covered by structures having a floor, walls and fully enclosed roof.

Building ground coverage shall not include patios, decks or patio decks, tennis courts, surface, underground, or partially underground parking areas, (provided such partially underground parking areas shall not protrude more than six (6) feet from the average surrounding grade), roadways, bike paths or pedestrian ways or such other uses not meeting the above definition.

1.3 Building Height. The vertical distance from the average grade surrounding a structure to the uppermost point of the roof structure. Chimneys, ventilators, skylights, solar collectors, air conditioning and heating units, antennas and necessary mechanical

appurtenances usually constructed above roof level are not to be considered in determining building height.

1.4 Condominium Units. Dwelling units in which individual ownership is limited to finite space (air space) within a structure. Condominium unit owners will not individually own land underneath such units. All common elements or facilities including the land are owned in undivided interest, in common, by individual unit owners.

1.5 Off-street Parking. Parking located in areas other than on public streets, or private streets which are utilized by more than one dwelling unit. Such off-street parking may be either enclosed or unenclosed.

1.6 Parking Space. One parking space as defined by the zoning ordinances of the Town of Castle Rock.

1.7 Single Family Units. Dwelling units not sharing common walls. Single family unit owners will own the land beneath such units and the land surrounding such units. Common undivided ownership of elements or facilities which are located in areas other than the lots surrounding such units is permitted.

1.8 Townhome Units. Dwelling units which share common walls or abutting walls. Townhome unit owners will own the land beneath such units and may own land surrounding such units, provided, however, that common, undivided ownership of certain common elements or facilities is also permitted.

SECTION II.

GENERAL USE AREAS

2.1 The land shall be divided into general use areas as the same are generally located on "Young-American P.U.D. Preliminary Site Plan", approved contemporaneously herewith, which is incorporated by reference into this Ordinance. Said general use areas shall be of eight (8) types, as designated below. The aggregate number of acres within each type of use area shall be as indicated opposite each type designation.

Type Use Area	Acreage
Residential A (RA)	25.83
Residential B (RB)	102.98
Residential C (RC)	11.35
Residential D (RD)	27.49
Residential D (Limited Non-Residential Uses)	1.50
Residential E (RE)	18.01
Commercial (C)	3.16
Public Dedication	34.74
TOTAL ACREAGE	225.06

2.2 Residential Areas, (Residential A, Residential B, Residential C, Residential D and Residential E) shall contain a minimum amount of private open space equal to 20% of the total acreage contained in such areas, none of which shall be credited to the public land dedication requirement. All such private open space which is to be held as common open space shall be perpetually protected by appropriate protective covenants and title to such common open space shall be held by non-profit corporate entities

which shall bear the responsibility of maintaining and controlling such private common open space.

2.3 The phasing order indicated upon the preliminary site plan is advisory in nature and is not to be construed as obligatory upon Developer.

SECTION III.

PERMITTED RESIDENTIAL DENSITIES

It is the intent of this Ordinance to permit the development of 666 residential dwelling units upon the land described in Exhibit A, and 539 residential dwelling units upon the land described in Exhibit B. Densities permitted in residential areas (Residential A, Residential B, Residential C, Residential D and Residential E) are expressed in terms of anticipated ranges of density (ie: 0 - 10 D.U./Acre). In no event shall the total number of residential dwelling units in all said residential use areas exceed 1205 dwelling units.

SECTION IV.

RESIDENTIAL A USE AREAS (RA AREAS)

4.1 Permitted Uses.

(a) Single Family units, garages and accessory structures.

4.2 Uses by Special Review.

(a) Sales and information offices.

(b) Religious institutions.

4.3 Permitted Densities. Average density of from 0 to 3 dwelling units per acre within each individual use area.

4.4 Maximum Building Heights. 35 feet

4.5 Minimum Off Street Parking. Two parking spaces per dwelling unit.

4.6 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION V.

RESIDENTIAL B USE AREAS (RB AREAS)

5.1 Permitted Uses.

(a) Any use permitted in Residential A use areas.

(b) Townhome units.

(c) Condominium units.

(d) Apartment units.

5.2 Uses by Special Review.

(a) Sales and information offices.

(b) Religious institutions, day care centers.

5.3 Permitted Densities. Average density of from 0 to 5 dwelling units per acre within each individual use area.

5.4 Maximum Building Heights. 35 feet.

5.5 Mimimum Off Street Parking. One and one-half parking spaces per single bedroom unit, two parking spaces per unit containing two bedrooms or more.

5.6 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION VI.

RESIDENTIAL C USE AREAS (RC AREAS)

6.1 Permitted Uses.

(a) Any use permitted in the Residential B Use Areas.

6.2 Uses by Special Review.

(a) Sales and information offices.

(b) Religious institutions, day care centers.

6.3 Permitted Densities. Average Density of 0 to 7 dwelling units per acre within each individual use area.

6.4 Maximum Building Heights. 35 feet.

6.5 Minimum Off Street Parking. One and one-half parking spaces per one bedroom unit, two parking spaces per unit containing two bedrooms or more.

6.6 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION VII.

RESIDENTIAL D USE AREA (RD AREA)

7.1 Permitted Uses.

(a) Any use permitted in Residential B use areas.

7.2 Uses by Special Review.

(a) Sales and information offices.

(b) Religious institiutions, day care centers.

7.3 Permitted Densities. Average density of from 0 to 10 dwelling units per acre within each individual use area.

7.4 Maximum Building Heights. 35 feet.

7.5 Minimum Off Street Parking. One and one-half parking spaces per single bedroom unit, two parking spaces per unit containing two bedrooms or more.

7.6 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION VIII.

RESIDENTIAL D/O USE AREA (RD/O AREA)

8.1 Permitted Uses.

(a) Any use permitted in Residential B use areas.

(b) Religious institutions.

(c) Day care centers.

8.2 Uses by Special Review

(a) Sales and information offices.

(b) Personal service establishments.

(c) Retail stores and shops.

8.3 Permitted Densitied. Average density of from 0 to 10 residential dwelling units per acre within each individual use area.

8.4 Maximum Residential Building Heights. 35 feet.

8.5 Maximum Non-Residential Building Heights. 25 feet.

8.6 Minimum Residential Off Street Parking. One and one-half parking spaces per single bedroom unit, two parking spaces per unit containing two bedrooms or more.

8.7 Minimum Non-Residential Off Street Parking. Such parking shall be provided as would be required for similar uses, pursuant to the Zoning Ordinance of the Town of Castle Rock, as amended.

8.8 Maximum Height of Freestanding Signs. 10 feet.

8.9 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION IX.

RESIDENTIAL E USE AREA (RE AREA)

9.1 Permitted Uses.

(a) Any use permitted in the Residential B Use Areas

9.2 Uses by Special Review.

(a) Sales and information offices.

(b) Religious institutions, day care centers.

9.3 Permitted Densities. Average Density of 0 to 16 dwelling units per acre within each individual use area.

9.4 Maximum Building Heights. The maximum building height which may be constructed by right shall be 35 feet, provided however that the Board of Trustees may permit maximum building heights not to exceed 50 feet at the time of final site plan review following consideration of the following criteria; (i) the topography of the site and visual impact of the proposed structure; (ii) the size of the site; (iii) height of adjacent structures; (iv) compatibility with adjacent structures; (v) affect upon light to adjacent streets and properties; and (vi) traffic impact. Such structures shall meet all applicable provisions of the Uniform Fire Code and Uniform Building Code as are in effect at the time of their construction.

9.5 Minimum Off Street Parking. One and one-half parking spaces per one bedroom unit, two parking spaces per unit containing two bedrooms or more.

9.6 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION X.

COMMERCIAL USE AREA (C AREA)

10.1 Permitted Uses.

(a) Personal service establishments.

(b) Retail stores and shops.

(c) Offices.

(d) Financial institutions.

(e) Restaurants, lounges and drive-in restaurants.

(f) Automobile service and sales.

(g) Day care centers.

10.2 Maximum Building Heights. 35 feet.

10.3 Minimum Off Street Parking. Such parking shall be provided as would be required for similar uses, pursuant to the Zoning Ordinance of the Town of Castle Rock, as amended.

10.4 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION XI.

PUBLIC DEDICATION USE AREAS

11.1 Permitted Uses.

(a) Parks, playgrounds and picnic areas.

(b) Public schools, school grounds and playing fields.

(c) Community centers.

(d) Community recreational facilities.

(e) Public buildings, including but not limited to fire and police stations.

(f) Such other public uses, not inconsistent with the nature of surrounding use areas, as may be permitted by the Town of Castle Rock.

(g) Facilities for the acquisition, treatment and storage of water.

(h) Facilities for the collection, treatment and disposal of sewage.

(i) Storm water detention and drainage areas.

11.2 Minimum Off Street Parking. To be determined/as per final site plan.

11.3 Minimum Setbacks, Maximum Buildable Slopes. See Section XIV. hereunder.

SECTION XII.

USES PERMITTED IN PRIVATE OPEN SPACE AREAS

12.1 Uses Permitted in Private Open Space Areas:

(a) Landscaping.

(b) Passive and/or active recreation and facilities.

(c) Gardens.

(d) Community centers.

(e) Water storage reservoirs and tanks.

(f) Storm water detention and drainage areas.

SECTION XIII.

ACCESSORY USES PERMITTED IN ALL USE AREAS

13.1 Uses Permitted in All Use Areas.

(a) Utility and communications distribution lines.

(b) Roadways, bike paths, pedestrian and equestrian trails.

(c) Parking areas.

(d) Open spaces and lakes, to include storm water drainage detention areas.

(e) Fences.

(f) Single family, townhouse and condominium units to be utilized as models and/or sales and information offices; provided the unit so utilized is a permitted use in the use area where it is located. And further provided any such use shall be discontinued when all dwelling units within such use area have been sold.

(g) Mobile sales and information units in any residential or commercial use area provided no such mobile sales and information unit shall be erected until plans and specifications for such unit have been first submitted to the Board of Trustees for review and approval and further provided that no such unit shall be maintained in any area described in a final site plan more than 30 days after a certificate of occupancy has been issued for the first residential or commercial structure within such area without the express approval of the Board of Trustees.

13.2 Uses Permitted by Special Review in All Use Areas.

(a) Electric substations and gas regulator stations.

SECTION XIV.

MINIMUM BUILDING SETBACKS AND MAXIMUM BUILDABLE SLOPES

14.1 To provide maximum flexibility for innovative design, the development of criteria for minimum building setbacks and maximum buildable slopes will be reserved until the presentation of final site plans, provided that no such final site plan will be presented for consideration or approved that does not contain specific criteria for the establishment of minimum setbacks and maximum buildable slopes.

SECTION XV.

SUBMISSION OF FINAL PLANNED UNIT DEVELOPMENT PLANS AND/OR PLATS

15.1 That following the approval of this Ordinance, the owners of tracts within the above-described tract shall present final site plans for all or any portion or portions of the general use areas as are then ready for development.

15.2 Final site plans in residential areas which do not provide for common open space shall not address individual unit design or landscape requirements.

15.3 No structural building permit will issue until a final site plan and final plat for such area has been presented to and approved by the Board of Trustees.

15.4 In those cases where the Subdivision Regulations of the Town of Castle Rock require approval of a final plat by the Board of Trustees prior to sale or transfer of lands within the Planned Unit Development, no such final plat shall be approved by the Board of

Trustees for any area for which a final site plan has not been approved for the lands so sold or transferred, unless such plat contains a note, on the face thereof, which shall state as follows:

> "(Pursuant to Town of Castle Rock Ordinance No. 83-22, no building permit will issue for the erection of any structural improvement in any area described hereon for which a final site plan has not been approved by the Board of Trustees of the Town of Castle Rock.)"

SECTION XVI.

USE AREA LOCATION AMENDMENTS

16.1 The Board of Trustees, at the time of final site plan review, may permit relocation of all or part of any Residential Use Area to any other location designated on the preliminary site plan for Residential Use, provided; (i) the overall permitted number of dwelling units for Young-American PUD will not thereby be increased; or (ii) that the height limitations set forth in this Ordinance will not thereby be violated.

Such amendments, if permitted by the Board of Trustees, shall constitute amendments to the preliminary planned unit development site plan for Young-American PUD.

SECTION XVII.

TRANSITIONAL USE

17.1 After approval of the Preliminary Site Plan incorporated herein by reference, any portion or portions of the property described above, which has not been subjected to a final site plan, may be used for agricultural purposes until approval of a final site plan for the area or areas in question. Agricultural

uses, for purposes of this section, shall mean, farming, ranching, gardening, buildings and out buildings pertaining thereto. It shall not be deemed to include commercial feed yards, commercial poultry or pig farms, fur farms, or kennels.

17.2 Any general ordinance of the Town of Castle Rock prohibiting any activity permitted by this Section XVII shall have no application within the area described above until a Final Site Plan for such area or areas has been approved; provided however, the Board of Trustees, reserves the right to prohibit such agricultural use in areas for which no final site plan has been submitted in the event said Board determines that due to the proximity of such uses to developed areas that a danger exists to the health, safety or welfare of the residents of such developed areas.

17.3 Such transitional use areas shall be closed to vehicular traffic and off road recreational motor biking excepting agricultural vehicles and implements, emergency vehicles, vehicles engaged in utility and other maintenance work, and designees of the master developer and/or Town.

SECTION XVIII.

SEVERABILITY OF PROVISIONS

18.1 In the event that any provision hereof shall be determined to be illegal or void by the final order of any court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

Passed and adopted this 16th day of August, 1983, by vote of the Board of Trustees of the Town of Castle Rock, Colorado, 4 for and 3 against.

Timothy L. White, Mayor
Town of Castle Rock

ATTEST:

Florence Bush, Town Clerk

Approved as to form:

Bruce B. Lassman,
Town Attorney

Approved for Board action:

P. Joseph Knopinski,
Town Administrator

DAVID E. ARCHER
& ASSOCIATES, INC.
REGISTERED LAND SURVEYOR
105 WILCOX ST.
CASTLE ROCK, COLO. 80104
PHONE 688-4642

EXHIBIT "A"
ORDINANCE 83-22
(YOUNG-AMERICAN PUD)
(Page 1 of 1)
August 16, 1983
Job No. 82-497

PROPERTY DESCRIPTION: (SOUTH MEMMEN P.U.D.)

A tract of land situated in Section 12, Township 8 South, Range 67 West of the 6th Principal Meridian, Douglas County, Colorado, more particularly described as follows:
Commencing at the Southeast corner of Tract "A" of Young's Fourth Addition to Castle Rock;
Thence N 17°00'00"E along the East line of said Tract "A" a distance of 50.00 feet;
Thence S 75°58'35"E a distance of 421.09 feet to the true point of beginning;
Thence N 72°00'00"E a distance of 230.00 feet;
Thence S 6°56'56"E a distance of 26.18 feet;
Thence N 87°24'22"E a distance of 48.46 feet to a point of curve;
Thence along the arc of a curve to the right said curve has a radius of 700.00 feet, a central angle of 45°30'35" and an arc length of 556.01 feet;
Thence N 62°34'02"E a distance of 408.04 feet;
Thence Southerly along the arc of a curve to the right a distance of 88.20 feet, said curve has a radius of 1570.00 feet, a central angle of 3°13'07" and a chord that bears S 17°11'52"W a distance of 88.17 feet;
Thence S 71°11'36"E a distance of 60.00 feet;
Thence S 73°14'52"E a distance of 287.09 feet;
Thence S 60°09'09"E a distance of 96.68 feet;
Thence N 85°30'07"E a distance of 111.68 feet;
Thence S 31°40'07"E a distance of 242.87 feet;
Thence N 28°47'10"E a distance of 334.05 feet;
Thence S 0°00'00"E a distance of 239.02 feet;
Thence S 42°12'53"E a distance of 654.85 feet;
Thence S 49°59'38"E a distance of 365.55 feet;
Thence S 65°10'04"E a distance of 498.17 feet;
Thence N 86°52'53"E a distance of 173.26 feet to the East line of the Southeast ¼ of Section 12;
Thence S 1°57'22"W along the East line of the Southeast ¼ a distance of 1097.62 feet to the Southeast corner of the aforesaid Section 12, Township 8 South, Range 67 West;
Thence N 89°41'32"W along the South line of the Southeast ¼ a distance of 2658.65 feet to the South ¼ corner of Section 12, Township 8 South, Range 67 West;
Thence N 0°37'55"W along the West line of the South ½ of the Southeast ¼ a distance of 1291.48 feet to the Northwest corner of the South ½ of the Southeast ¼;
Thence N 0°00'00"E a distance of 390.00 feet;
Thence N 71°18'27"W a distance of 596.25 feet;
Thence N 0°00'00"E a distance of 460.00 feet to the point of beginning;
Containing 119.897 acres, more or less.

EXHIBIT "B"
ORDINANCE 83-22
(YOUNG AMERICAN PUD)
(Page 1 of 1)

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE NORTH HALF OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 13;
THENCE S 89°41'32" E ALONG THE NORTH LINE OF THE SAID NORTHEAST ONE-QUARTER A DISTANCE OF 2048.65 FEET;
THENCE S 00°18'28" W A DISTANCE OF 460.00 FEET;
THENCE S 89°41'32" E A DISTANCE OF 614.83 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 13;
THENCE S 00°17'40" E ALONG SAID EAST LINE A DISTANCE OF 859.50 FEET TO THE SOUTHEAST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13;
THENCE N 89°52'01" W ALONG THE SOUTH LINE OF SAID NORTH HALF A DISTANCE OF 1657.71 FEET;
THENCE S 00°24'31" E A DISTANCE OF 470.00 FEET;
THENCE N 89°52'01" W PARALLEL WITH SAID NORTH LINE A DISTANCE OF 994.36 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 13;
THENCE S 00°31'54" E ALONG SAID EAST LINE A DISTANCE OF 244.38 FEET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 11;
THENCE N 49°07'44" W ALONG SAID RIGHT-OF-WAY A DISTANCE OF 402.48 FEET;
THENCE N 43°00'54" W ALONG SAID RIGHT-OF-WAY A DISTANCE OF 236.46 FEET;
THENCE N 39°50'54" W ALONG SAID RIGHT-OF-WAY A DISTANCE OF 364.45 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH HALF OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 13;
THENCE S 89°51'32" E ALONG SAID NORTH LINE OF SAID SOUTH HALF A DISTANCE OF 692.56 FEET TO THE SOUTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 13;
THENCE N 00°31'54" W ALONG THE WEST LINE OF THE NORTH HALF OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 13 A DISTANCE OF 1327.69 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,967,587 SQUARE FEET OR 91.08 ACRES MORE OR LESS.

TRAFFIC IMPACT STUDY

For

Chateau Valley
Castle Rock, Colorado

September 2021
Revised February 2024
Revised October 2024
Revised January 2025

Prepared for:

Highline Engineering & Surveying Co., Inc.
PO Box 1295
Parker, CO 80134

Prepared by:

SM ROCHA, LLC
TRAFFIC AND TRANSPORTATION CONSULTANTS

8700 Turnpike Drive, Suite 240
Westminster, Colorado 80031
(303) 458-9798

6 South Tejon Street, Suite 515
Colorado Springs, Colorado 80903
(719) 203-6639

Project Engineer:
Stephen Simon, PE

Engineer in Responsible Charge:
Fred Lantz, PE



21-021373

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I. Introduction

Project Overview

This traffic impact study addresses the capacity, geometric, and control requirements associated with the development entitled Chateau Valley.

This traffic impact study has been revised pursuant to the collection of new traffic count data, as well as to address Town review comments regarding additional assessment of alternative site connectivity including limited access to adjacent roadway networks.

This proposed residential development consists of a mix of single family and multifamily housing units. The development is located along Valley Drive north of Plum Creek Parkway in Castle Rock, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the intersections of Valley Drive with Plum Creek Parkway, South Street, and 5th Street, as well as the intersections of Plum Creek Parkway with Ridge Road, Eaton Street, S Gilbert Street, and S Gilbert Street with Elm Avenue, and Ash Avenue.

Figure 1 illustrates location of the site and study intersections.

Site Description

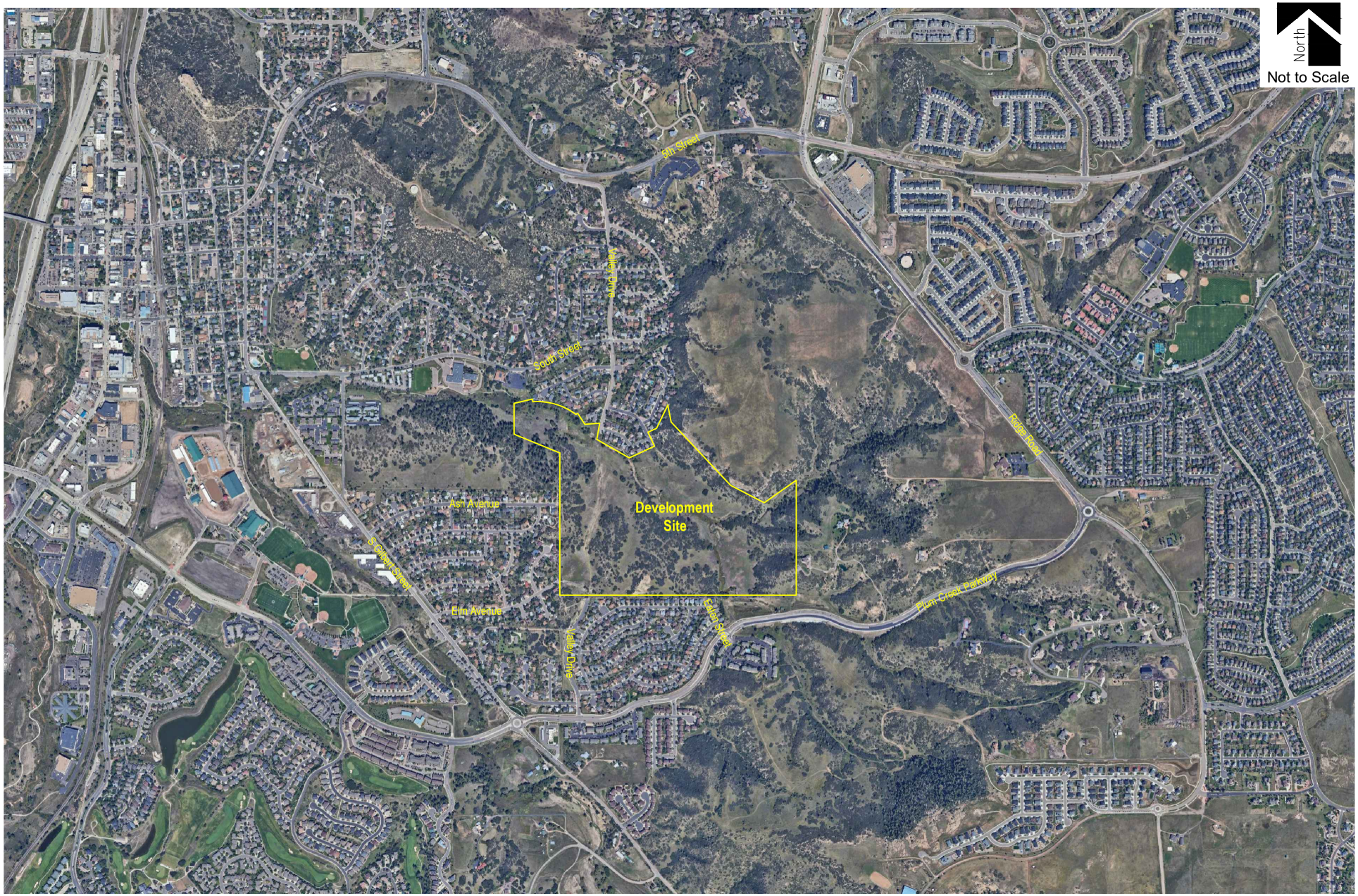
Land for the development is currently vacant and surrounded by a mix of residential, educational, and open space land uses.

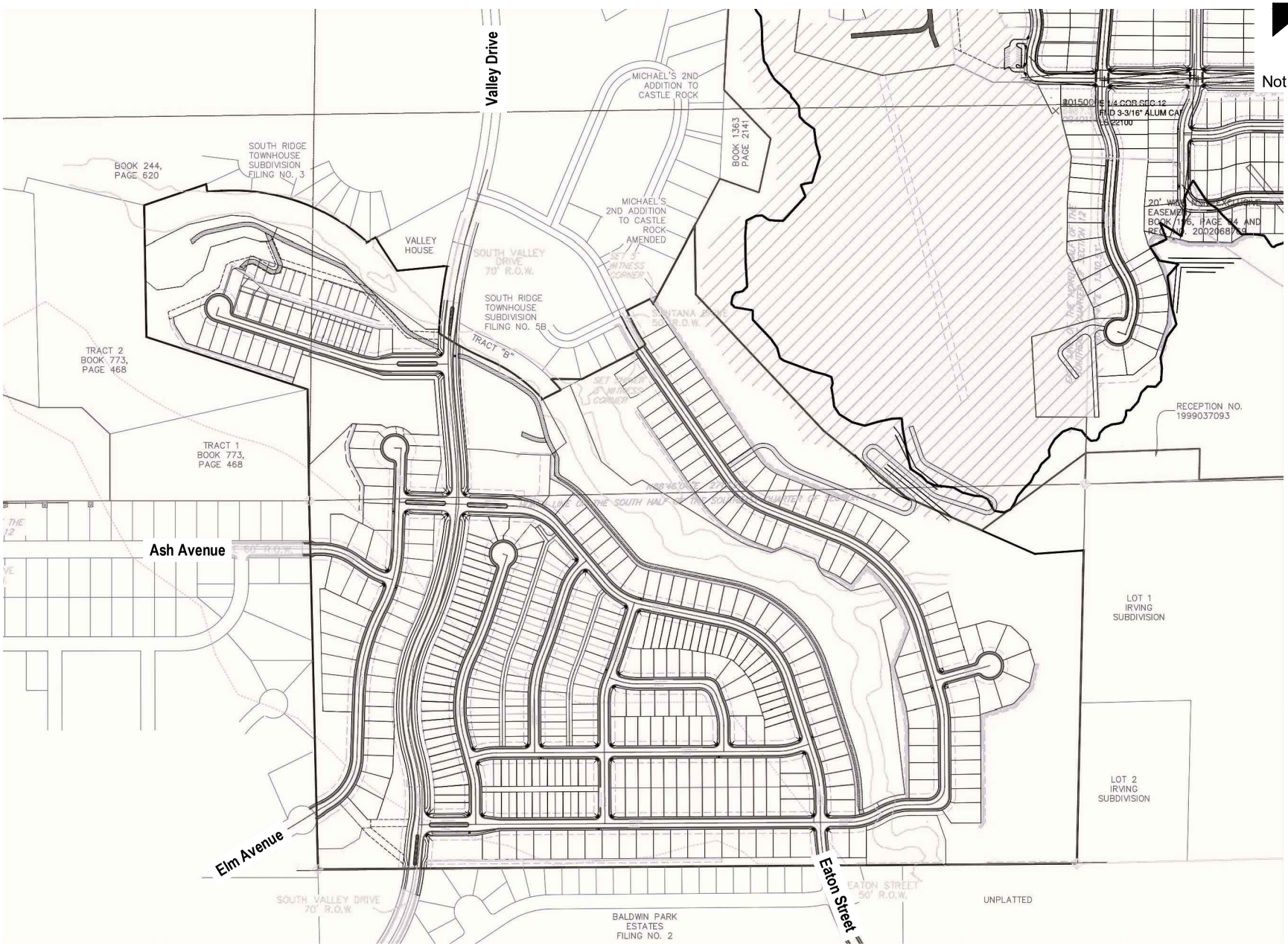
The proposed development is understood to entail the new construction of approximately 257 single-family detached housing units and 158 multifamily housing units.

Proposed access to the development is generally provided using the following existing roadways and intersection locations: Plum Creek Parkway with Eaton Street and Valley Drive, S Gilbert Street with Ash Avenue and Elm Avenue, and South Street with Valley Drive.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2027.

A conceptual site plan, as prepared by Highline Engineering & Surveying, is shown on Figure 2. This plan is provided for illustrative purposes.


North
Not to Scale
5th Street
Laurel Drive
South Street
Development Site
Ash Avenue
S Grand Street
Elm Avenue
Valley Drive
Eden Circle
Plum Creek Parkway
Regis Road


North
Not to Scale
Valley Drive
Ash Avenue
Elm Avenue
Eaton Street
MICHAEL'S 2ND ADDITION TO CASTLE ROCK
BOOK 1363 PAGE 2141
SOUTH RIDGE TOWNHOUSE SUBDIVISION FILING NO. 3
BOOK 244, PAGE 620
VALLEY HOUSE
MICHAEL'S 2ND ADDITION TO CASTLE ROCK AMENDED
SOUTH VALLEY DRIVE 70' R.O.W.
SOUTH RIDGE TOWNHOUSE SUBDIVISION FILING NO. 5B
TRACT "B"
TRACT 2 BOOK 773, PAGE 468
TRACT 1 BOOK 773, PAGE 468
RECEPTION NO. 19990037093
LOT 1 IRVING SUBDIVISION
LOT 2 IRVING SUBDIVISION
EATON STREET 50' R.O.W.
UNPLATTED
BALDWIN PARK ESTATES FILING NO. 2
SOUTH VALLEY DRIVE 70' R.O.W.

Existing and Committed Surface Transportation Network

Within the study area, Valley Drive is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadways include Plum Creek Parkway, S Gilbert Street, Ridge Road, 5th Street, South Street, Ash Avenue, Elm Avenue, and Eaton Street. A brief description of each roadway is provided below:

Valley Drive is a north-south collector roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Valley Drive provides a posted speed limit of 25 MPH.

Plum Creek Parkway is an east-west arterial roadway having two through lanes (one lane in each direction) east of the intersection with Eaton Street and four through lanes (two lanes in each direction) west of Eaton Street, with a combination of shared and exclusive turn lanes at the study intersections. Plum Creek Parkway provides a posted speed limit of 35 MPH.

S Gilbert Street is a north-south collector roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the study intersection. The posted speed limit on S Gilbert Street is 35 MPH. It is noted that S Gilbert Street becomes Lake Gulch Road south of Plum Creek Parkway. For ease of analysis Lake Gulch Road is not directly referenced and occurrences of S Gilbert Street are generalized to refer to both the northern and southern legs of the intersection.

Ridge Road is a north-south arterial roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. Ridge Road provides a posted speed limit of 45 MPH.

5th Street is an east-west arterial roadway having two through lanes (one lane in each direction) with exclusive turn lanes at the intersection within the study area. 5th Street provides a posted speed limit of 45 MPH.

South Street is an east-west local roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. South Street provides a posted speed limit of 25 MPH.

Ash Avenue is an east-west local roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Ash Avenue provides a posted speed limit of 25 MPH.

Elm Avenue is an east-west local roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Elm Avenue provides a posted speed limit of 25 MPH.

Eaton Street is a north-south local roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Eaton Street provides a posted speed limit of 25 MPH.

The study intersections of Plum Creek Parkway with Ridge Road, Eaton Street, and S Gilbert Street operate as roundabouts. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

Pursuant to Town's comprehensive plan[1], 5th Street will be widened from two to four through lanes within the study area by year 2030. Additionally, pursuant to Town Staff, it is anticipated that the intersection of 5th Street with Valley Drive will be signalized in the near future. For analysis purposes, this is assumed to have occurred by Year 2027. Provision for a dedicated northbound left turn lane will also be made. No other regional or specific improvements for the above-described roadways are known to be planned or committed at this time. The study area roadways appear to be built to their ultimate cross-sections.

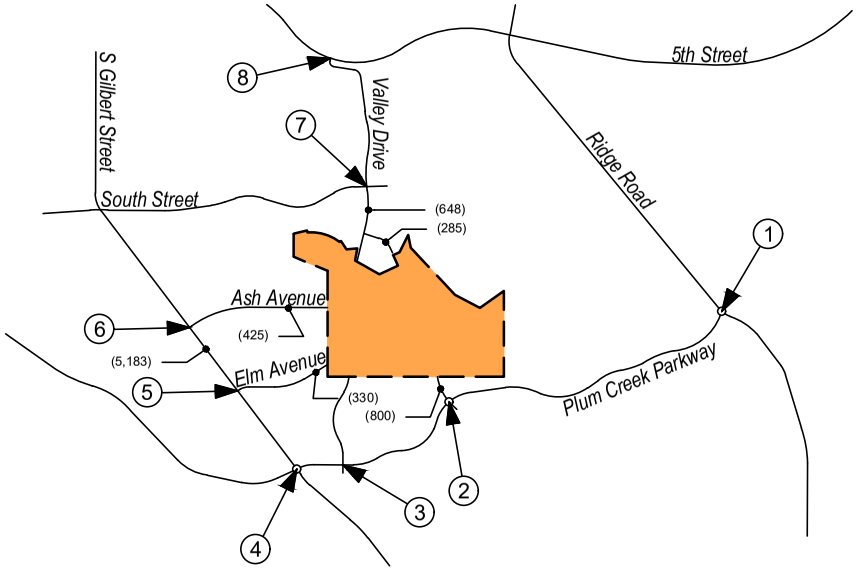
[1] 2030 Comprehensive Master Plan, Town of Castle Rock, 2017.

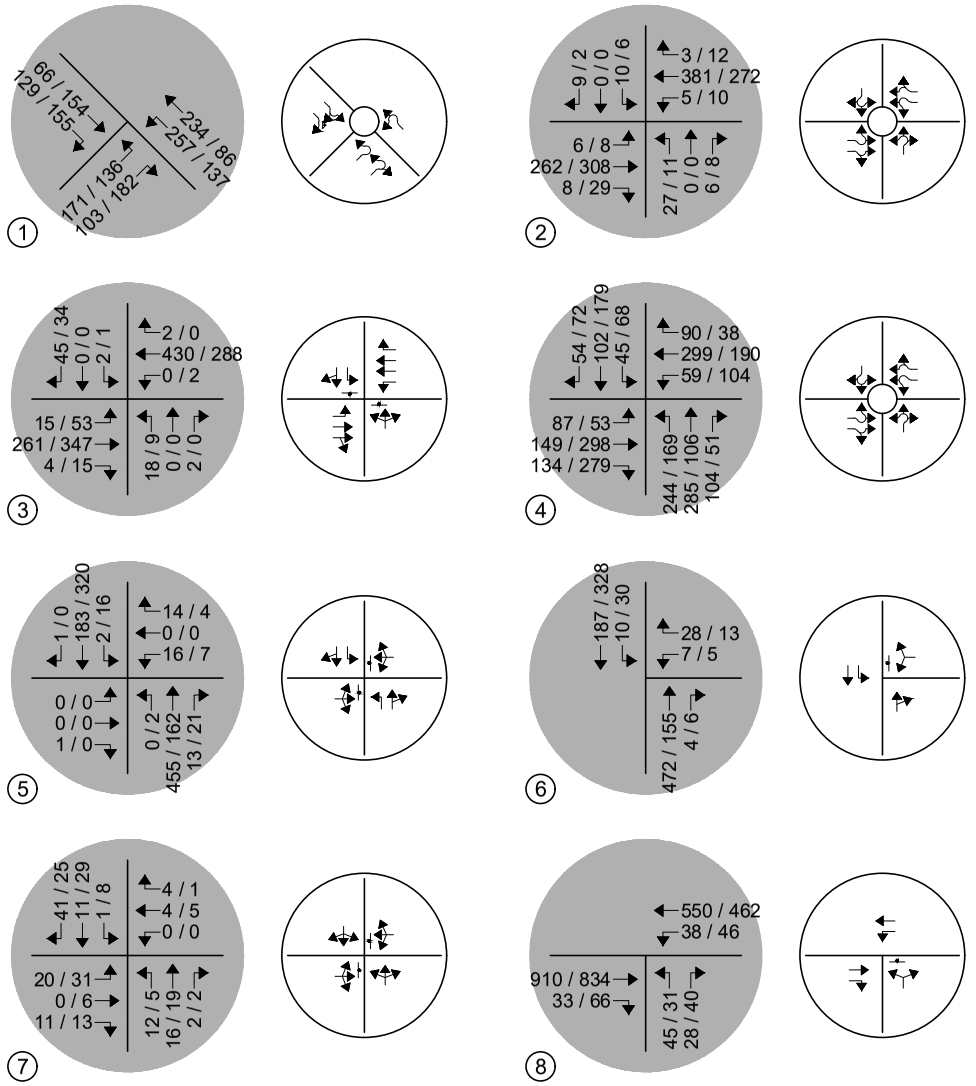
II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the intersections of Plum Creek Parkway with Ridge Road, Eaton Street, Valley Drive, and S Gilbert Street, as well as the intersections of S Gilbert Street with Elm Avenue and Ash Avenue, and the intersections of Valley Drive with South Street and 5th Street. Average daily (24-hour) traffic volumes were collected on Valley Drive and S Gilbert Street. Counts were collected in January 2025, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

In addition to collected counts, average daily traffic (ADT) volumes along adjacent internal neighborhood roadways were calculated utilizing trip generation rates established by the Institute of Transportation Engineers (ITE) and in reference to collected data where applicable. Rates utilized for the existing single-family residences correspond to those described in Section IV of this report for the proposed development. To estimate volumes at a given location, existing residential dwelling units expected to utilize that section of roadway were tallied and multiplied by the rates provided by ITE. These were then rounded up to the nearest five-value to present a conservative estimate. Collected and calculated count data is shown on Figure 3.

Traffic count data is included for reference in Appendix A.





LEGEND

- Study Intersection Volumes
- Study Intersection Lane Geometry
- Development Site

Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

The Unsignalized and Roundabout Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM) by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on congestion, volume to capacity ratio, and control delay for each movement or approach.

Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Ridge Road / Plum Creek Parkway (Roundabout)		
Eastbound Left	A (4.0)	A (4.3)
Eastbound Left and Right	A (3.6)	A (4.4)
Northbound Left and Through	A (7.8)	A (4.7)
Southbound Through	A (3.9)	A (4.1)
Southbound Right	A (0.0)	A (0.0)
Eaton Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (3.6)	A (3.9)
Eastbound Through and Right	A (3.5)	A (3.8)
Westbound Left and Through	A (4.1)	A (3.7)
Westbound Through and Right	A (4.0)	A (3.6)
Northbound Left, Through and Right	A (3.7)	A (3.6)
Southbound Left, Through and Right	A (3.9)	A (3.4)
Valley Drive / Plum Creek Parkway (Stop-Controlled)		
Eastbound Left	A (8.4)	A (8.0)
Westbound Left	A (0.0)	A (8.1)
Northbound Left, Through and Right	B (14.3)	C (16.7)
Southbound Left	C (15.3)	C (15.2)
Southbound Through and Right	B (10.0)	A (9.4)
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (5.0)	A (7.7)
Eastbound Through and Right	A (4.8)	A (7.4)
Westbound Left and Through	A (9.2)	A (5.5)
Westbound Through and Right	A (8.5)	A (5.3)
Northbound Left, Through and Right	B (12.5)	A (8.0)
Southbound Left, Through and Right	A (7.7)	A (8.4)
S Gilbert Street / Elm Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.3)	A (0.0)
Westbound Left, Through and Right	B (14.1)	B (12.1)
Northbound Left	A (0.0)	A (8.0)
Southbound Left	A (8.4)	A (7.7)
S Gilbert Street / Ash Avenue (Stop-Controlled)		
Westbound Left and Right	B (12.6)	B (10.3)
Southbound Left	A (8.5)	A (7.6)
Valley Drive / South Street (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.0)	A (9.3)
Westbound Left, Through and Right	A (9.0)	A (9.5)
Northbound Left, Through and Right	A (7.3)	A (7.3)
Southbound Left, Through and Right	A (7.3)	A (7.3)
Valley Drive / 5th Street (Stop-Controlled)		
Westbound Left	B (10.7)	B (10.5)
Northbound Left and Right	F (65.4)	E (36.0)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the roundabout intersection of Ridge Road with Plum Creek Parkway has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The roundabout intersection of Eaton Street with Plum Creek Parkway has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The unsignalized intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours.

The roundabout intersection of S Gilbert Street with Plum Creek Parkway has turning movement operations at or better than LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The unsignalized intersection of S Gilbert Street with Elm Avenue has turning movement operations at or better than LOS B during both the morning and afternoon peak traffic hours.

The unsignalized intersection of S Gilbert Street with Ash Avenue has turning movement operations at or better than LOS B during both the morning and afternoon peak traffic hours.

The unsignalized intersection of Valley Drive with South Street has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The unsignalized intersection of Valley Drive with 5th Street has turning movement operations at LOS B during both the morning and afternoon peak traffic hours. Exceptions would include the northbound turning movements which operate at LOS F during the AM peak traffic hour and LOS E during the PM peak traffic hour. The LOS E and F operations are attributed to the high through traffic volumes along 5th Street and the stop-controlled nature of the intersection.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours.

III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

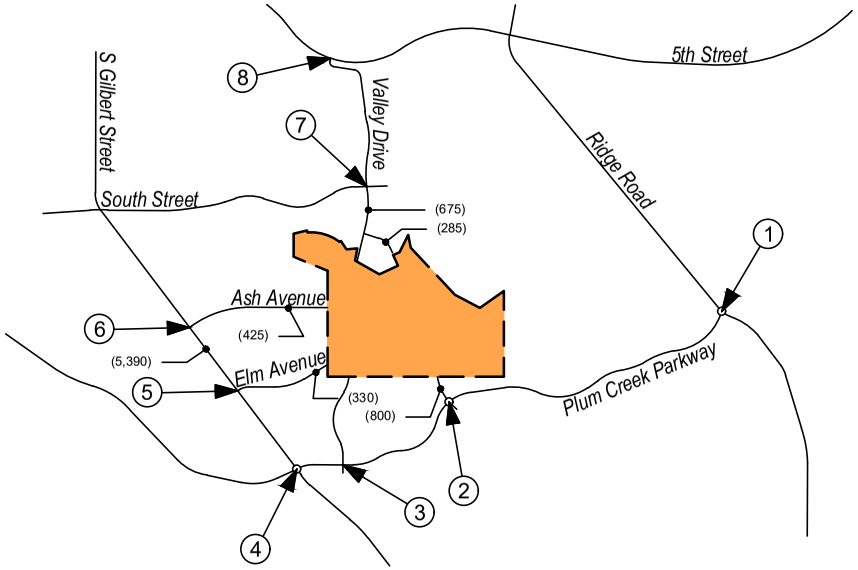
To account for projected increases in background traffic for Years 2027 and 2045, a compounded annual growth rate of approximately two percent was applied to existing traffic volumes. This annual growth rate was coordinated with Town Staff and is consistent with regional growth projections and the level of in-fill development expected within the area. It is to be noted that average daily traffic volumes along adjacent neighborhood roadways are not considered subject to the applied growth rate given that only the proposed development is expected to add volumes to these roadways and no other potential areas for development are currently identified.

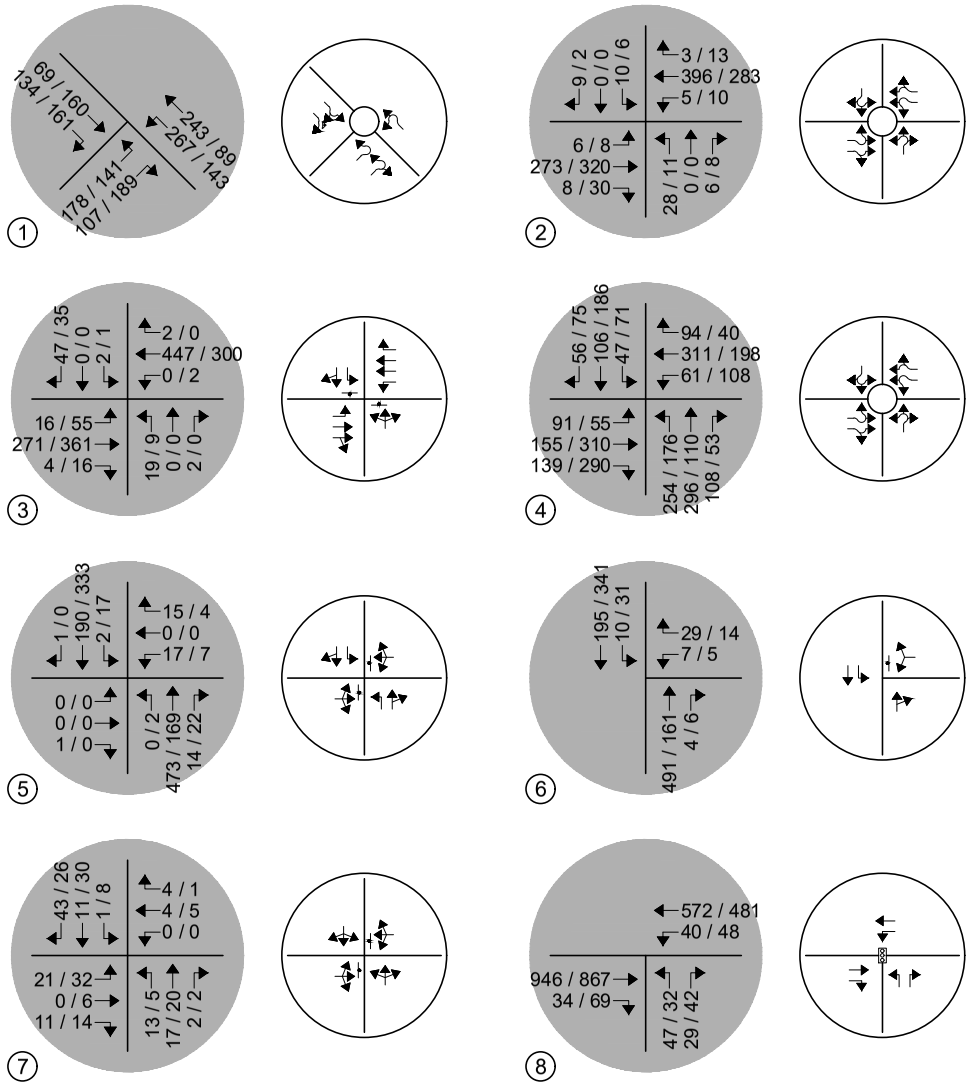
A signal warrant analysis, using Year 2027 and Year 2045 background traffic volumes, was conducted for was conducted for the 5th Street intersection with Valley Drive in order to review potential for traffic signal control. Signal warrant analysis, using Year 2045 traffic volumes, was also performed for the Plum Creek Parkway intersection with Valley Drive. Analysis results conclude that the 5th Street and Valley Drive intersection was found to be at the minimum vehicle volumes required to meet Warrant 3 – Peak Hour, from the Manual on Uniform Traffic Control Devices (MUTCD), for the installation of a traffic signal. Therefore, pursuant to anticipated signalization by Year 2027, the study intersection was analyzed under a signalized condition. The intersection of Plum Creek Parkway with Valley Drive was found to be below minimum volumes. As such, analysis for said study intersection remained a stop-controlled condition. Warrant study worksheets are provided for reference in Appendix D.

Warrant 3 is intended for use at locations where traffic conditions are such that for a minimum of one hour on an average day, the minor-street (Valley Drive) traffic suffer undue delay when entering or crossing the major street (5th Street and Plum Creek Parkway). This assumption provides for a conservative analysis. Said study intersections should be monitored further by City Staff as area development occurs to determine when signal installation is most appropriate.

Pursuant to the area roadway improvements discussed in Section I, Year 2027 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. Year 2045 assumes the widening of Ridge Road and 5th Street from two to four through lanes. This assumption provides for a conservative analysis.

Projected background traffic volumes and intersection geometry for Years 2027 and 2045 are shown on Figure 4 and Figure 5, respectively.



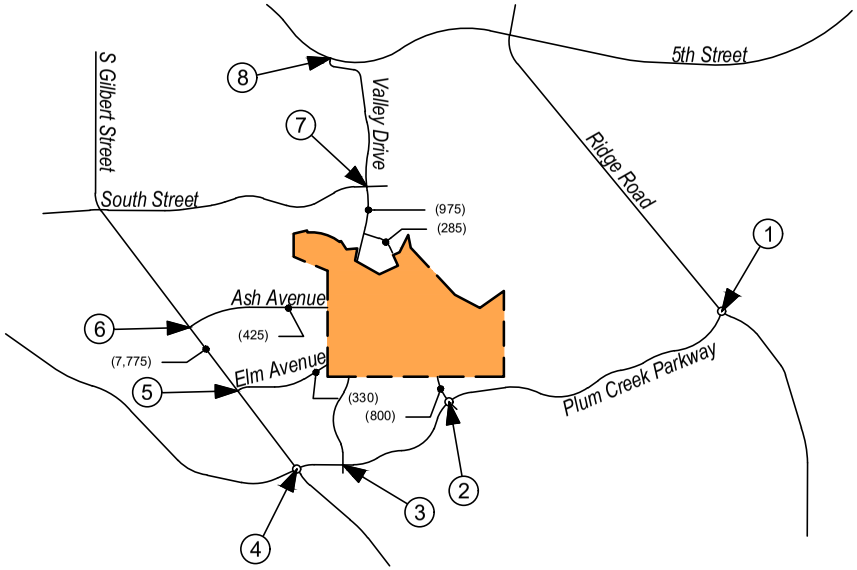


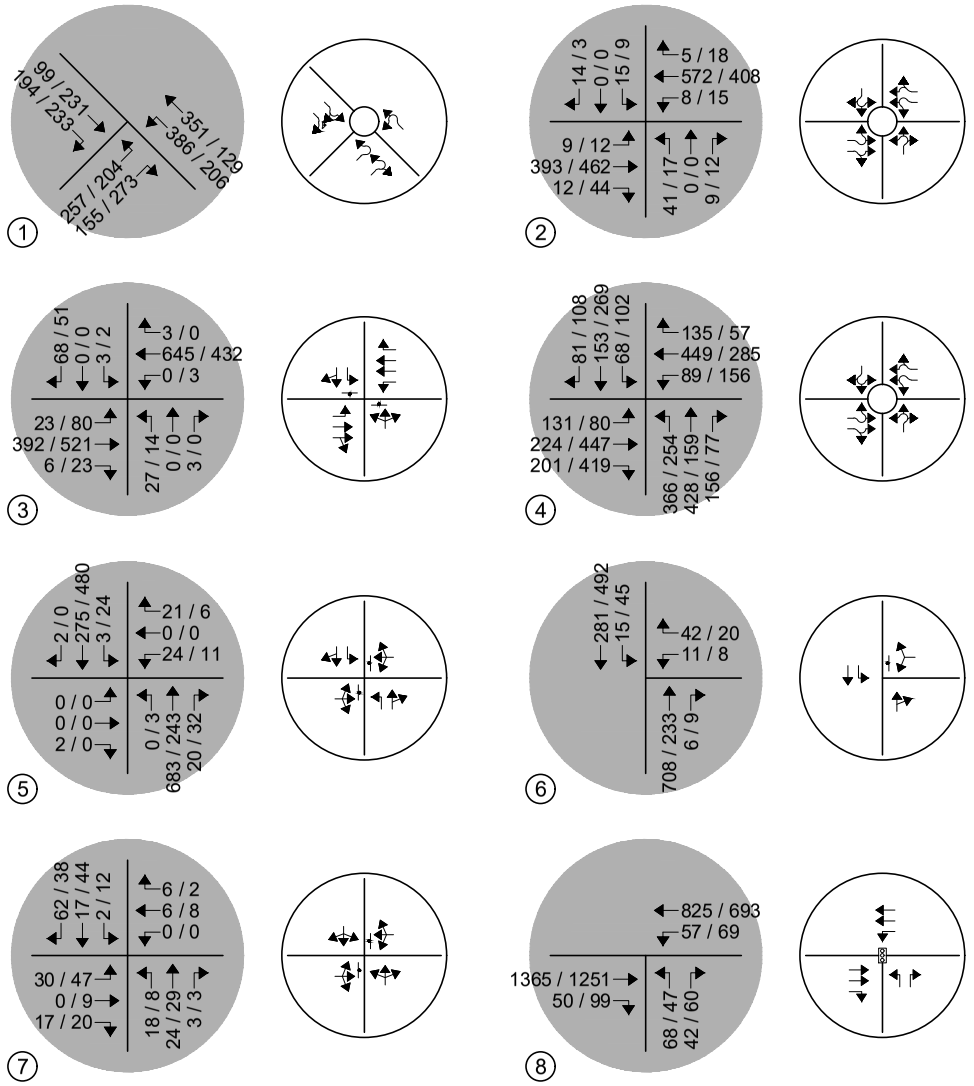
North
Not to Scale

LEGEND

- Study Intersection Volumes
- Study Intersection Lane Geometry
- Development Site

Figure 4
BACKGROUND TRAFFIC - YEAR 2027
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic





LEGEND

- Study Intersection Volumes
- Study Intersection Lane Geometry
- Development Site

Figure 5
BACKGROUND TRAFFIC - YEAR 2045
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2027 are listed in Table 2. Year 2045 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2027

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Ridge Road / Plum Creek Parkway (Roundabout)		
Eastbound Left	A (4.0)	A (4.4)
Eastbound Left and Right	A (3.7)	A (4.5)
Northbound Left and Through	A (8.1)	A (4.8)
Southbound Through	A (3.9)	A (4.2)
Southbound Right	A (0.0)	A (0.0)
Eaton Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (3.7)	A (3.9)
Eastbound Through and Right	A (3.6)	A (3.8)
Westbound Left and Through	A (4.2)	A (3.7)
Westbound Through and Right	A (4.1)	A (3.7)
Northbound Left, Through and Right	A (3.7)	A (3.6)
Southbound Left, Through and Right	A (4.0)	A (3.4)
Valley Drive / Plum Creek Parkway (Stop-Controlled)		
Eastbound Left	A (8.4)	A (8.1)
Westbound Left	A (0.0)	A (8.1)
Northbound Left, Through and Right	B (14.8)	C (17.3)
Southbound Left	C (15.7)	C (15.7)
Southbound Through and Right	B (10.1)	A (9.4)
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (5.1)	A (8.0)
Eastbound Through and Right	A (4.9)	A (7.8)
Westbound Left and Through	A (9.7)	A (5.7)
Westbound Through and Right	A (9.0)	A (5.4)
Northbound Left, Through and Right	B (13.6)	A (8.5)
Southbound Left, Through and Right	A (8.1)	A (8.9)
S Gilbert Street / Elm Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	C (16.0)	A (0.0)
Westbound Left, Through and Right	B (14.5)	B (12.3)
Northbound Left	A (0.0)	A (8.0)
Southbound Left	A (8.5)	A (7.7)
S Gilbert Street / Ash Avenue (Stop-Controlled)		
Westbound Left and Right	B (12.9)	B (10.4)
Southbound Left	A (8.5)	A (7.6)
Valley Drive / South Street (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.0)	A (9.3)
Westbound Left, Through and Right	A (9.1)	A (9.5)
Northbound Left, Through and Right	A (7.4)	A (7.3)
Southbound Left, Through and Right	A (7.3)	A (7.3)
Valley Drive / 5th Street (Signalized)	B (10.1)	A (8.3)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Background Traffic Analysis Results – Year 2027

Year 2027 background traffic analysis indicates that the roundabout intersection of Ridge Road with Plum Creek Parkway has turning movement operations at LOS A or better during both the morning and afternoon peak traffic hours.

The roundabout intersection of Eaton Street with Plum Creek Parkway has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The unsignalized intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours.

The roundabout intersection of S Gilbert Street with Plum Creek Parkway has turning movement operations at or better than LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The unsignalized intersection of S Gilbert Street with Elm Avenue has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

The unsignalized intersection of S Gilbert Street with Ash Avenue has turning movement operations at or better than LOS B during both the morning and afternoon peak traffic hours.

The unsignalized intersection of Valley Drive with South Street has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The signalized intersection of Valley Drive with 5th Street has overall operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Ridge Road / Plum Creek Parkway (Roundabout)		
Eastbound Left	A (4.8)	A (5.4)
Eastbound Left and Right	A (4.2)	A (5.7)
Northbound Left and Through	C (15.4)	A (6.2)
Southbound Through	A (4.7)	A (5.1)
Southbound Right	A (0.0)	A (0.0)
Eaton Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (4.1)	A (4.5)
Eastbound Through and Right	A (4.1)	A (4.5)
Westbound Left and Through	A (4.9)	A (4.3)
Westbound Through and Right	A (4.9)	A (4.2)
Northbound Left, Through and Right	A (4.4)	A (4.3)
Southbound Left, Through and Right	A (4.9)	A (4.0)
Valley Drive / Plum Creek Parkway (Stop-Controlled)		
Eastbound Left	A (9.2)	A (8.6)
Westbound Left	A (0.0)	A (8.7)
Northbound Left, Through and Right	C (22.1)	D (28.3)
Southbound Left	C (23.0)	C (23.0)
Southbound Through and Right	B (11.3)	B (10.1)
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (6.7)	C (15.2)
Eastbound Through and Right	A (6.5)	B (14.8)
Westbound Left and Through	C (23.2)	A (8.1)
Westbound Through and Right	C (21.0)	A (7.8)
Northbound Left, Through and Right	F (81.8)	C (18.0)
Southbound Left, Through and Right	C (16.0)	C (20.2)
S Gilbert Street / Elm Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.9)	A (0.0)
Westbound Left, Through and Right	C (21.7)	C (15.9)
Northbound Left	A (0.0)	A (8.5)
Southbound Left	A (9.3)	A (7.9)
S Gilbert Street / Ash Avenue (Stop-Controlled)		
Westbound Left and Right	C (17.5)	B (12.1)
Southbound Left	A (9.4)	A (7.9)
Valley Drive / South Street (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.3)	A (9.8)
Westbound Left, Through and Right	A (9.3)	A (9.8)
Northbound Left, Through and Right	A (7.4)	A (7.4)
Southbound Left, Through and Right	A (7.3)	A (7.3)
Valley Drive / 5th Street (Signalized)	A (7.8)	A (6.6)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Background Traffic Analysis Results – Year 2045

By Year 2045 and without the proposed development, the study intersection of Ridge Road with Plum Creek Parkway has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The study intersection of Eaton Street with Plum Creek Parkway has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The study intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS D or better during the afternoon peak traffic hour.

The study intersection of S Gilbert Street with Plum Creek Parkway has turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours. Exceptions would include the northbound turning movements which operate at LOS F during the morning peak traffic hour. The LOS F operation is attributed to the high through traffic volumes along Plum Creek Parkway and the high northbound left turning volume on S Gilbert Street.

It is noted that in order to provide mitigation to projected long-term operations, provision for additional through lanes along S Gilbert Street may be applicable to accommodate future volumes. Widening of S Gilbert Street from two to four through lanes (two in each direction) is expected to improve intersection operations. Additional analysis of potential improvements is provided in Section VII.

The study intersection of S Gilbert Street with Elm Avenue has turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours.

The study intersection of S Gilbert Street with Ash Avenue has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

The study intersection of Valley Drive with South Street has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The study intersection of Valley Drive with 5th Street has overall operations at LOS A during both the morning and afternoon peak traffic hours.

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use codes 210 (Single-Family Detached Housing) and 220 (Multifamily Housing (Low-Rise) were used for estimating trip generation because of their best fit to the proposed land use descriptions.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.70	0.59	0.35	0.94
220	Multifamily Housing (Low-Rise)	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected average daily traffic (ADT), AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out.

Table 5 – Trip Generation Summary

				TOTAL TRIPS GENERATED						
ITE				24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	SIZE		HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	257	DU	2,424	45	135	180	152	89	242
220	Multifamily Housing (Low-Rise)	158	DU	1,065	15	48	63	51	30	81
			Total:	*3,488*	*60*	*183*	*243*	*203*	*119*	*322*

Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 3,488 daily trips with 243 of those occurring during the morning peak hour and 322 during the afternoon peak hour.

Adjustments to Trip Generation Rates

It is probable that the proximity of regional pedestrian and bike trails could provide a reduction in vehicle trip generation for the proposed residential development. An exact vehicle trip reduction cannot be determined at this time, but could be as little as 10 percent. Moreover, a development of this type is not likely to attract pass-by trips from the adjacent roadway system. As such, no trip reduction was taken in this study.

Trip Distribution

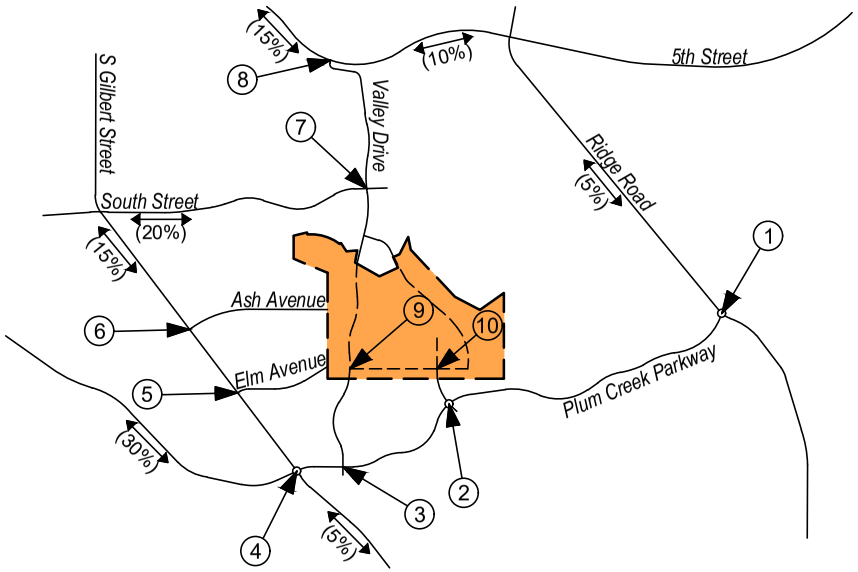
The overall directional distribution of site-generated traffic was determined based on the location of development site within the Town, proposed and existing area land uses, allowed turning movements, and available roadway network.

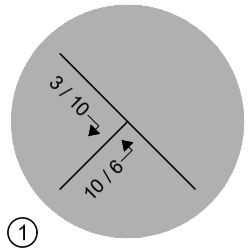
Overall trip distribution patterns for the development are shown on Figure 6.

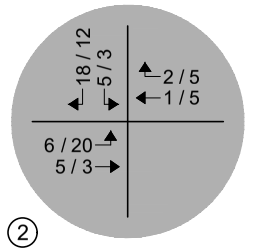
Trip Assignment

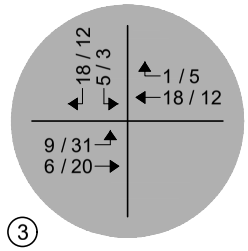
Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

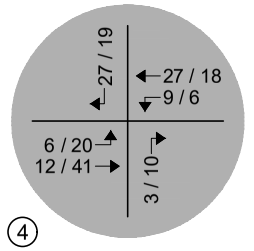
Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.

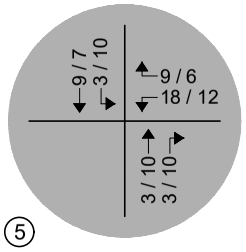


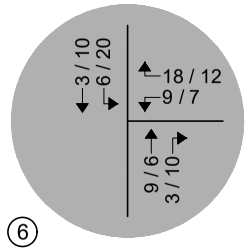


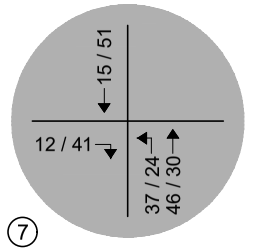


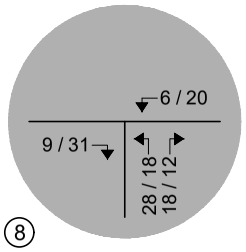


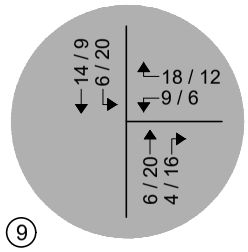


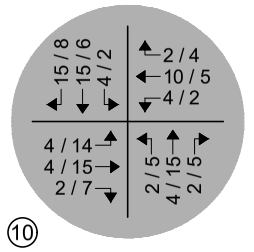


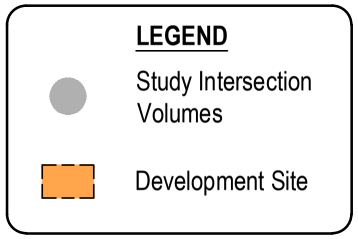












Not to Scale

Figure 6
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED
AM / PM Peak Hour

V. Future Traffic Conditions With Proposed Developments

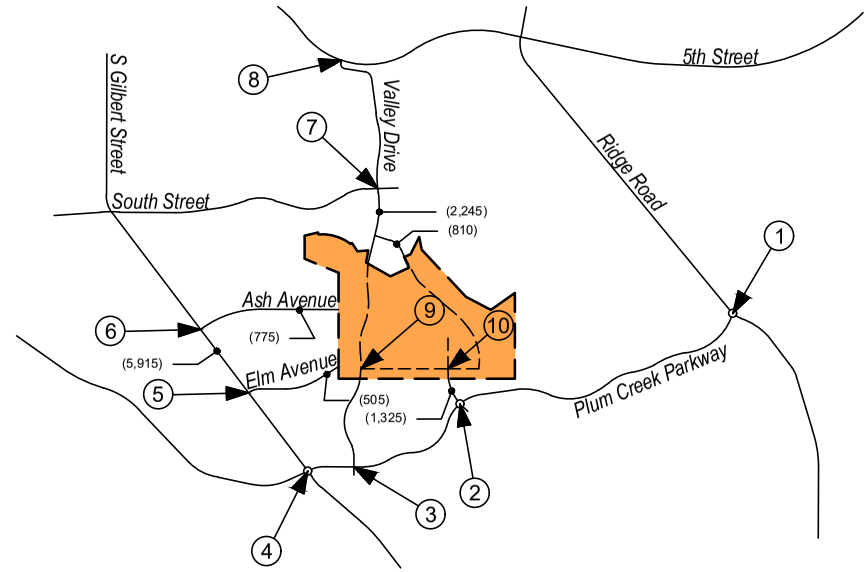
Site-generated traffic was added to background traffic projections for Years 2027 and 2045 to develop total traffic projections. For analysis purposes, it was assumed that development construction would be completed by end of Year 2027.

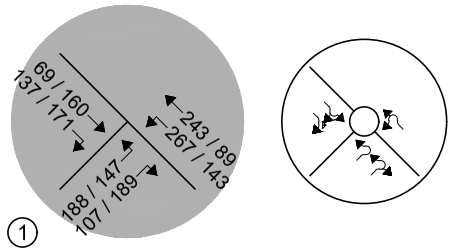
Pursuant to area roadway improvement discussions provided in Section III, Year 2027 and Year 2045 total traffic conditions assume no additional roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

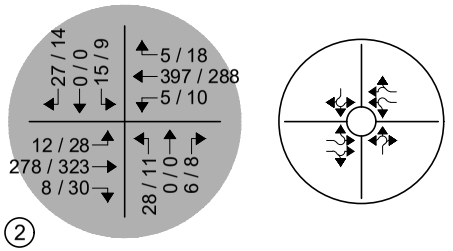
A signal warrant analysis, using Year 2045 total traffic volumes, was conducted for the Plum Creek Parkway and Valley Drive intersection to review potential for traffic signal control. Analysis results conclude that the study intersection does not have the minimum volume required for consideration of traffic signal control. The analysis of said intersection was continued as a stop-controlled, unsignalized intersection.

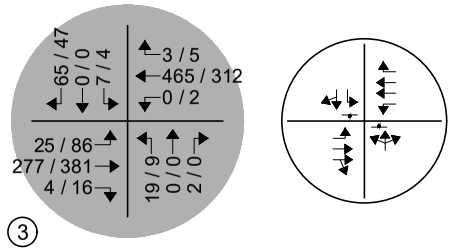
Projected Year 2027 total traffic volumes and intersection geometry are shown in Figure 7.

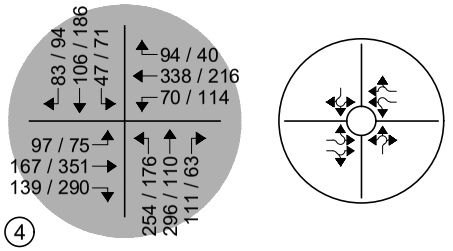
Figure 8 shows projected total traffic volumes and intersection geometry for Year 2045.

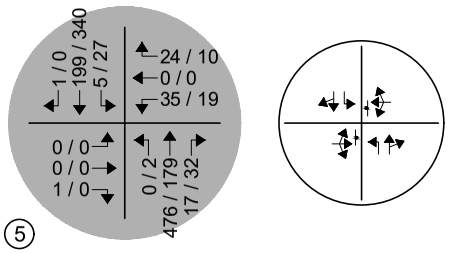


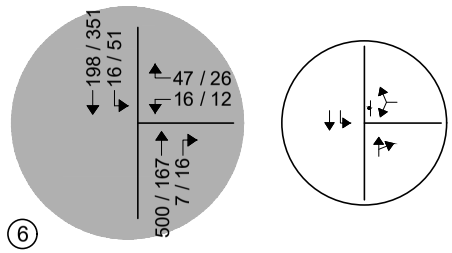


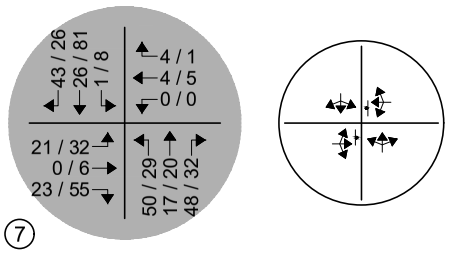


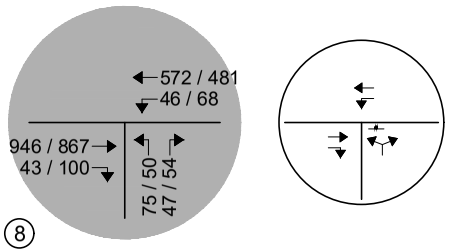


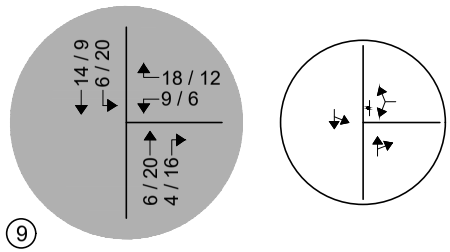


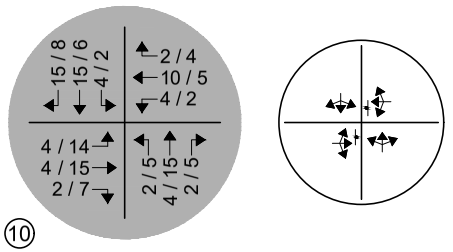


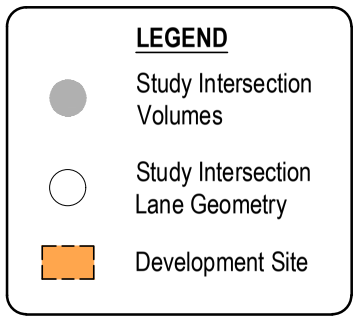












North

Not to Scale

Figure 7
TOTAL TRAFFIC - YEAR 2027
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

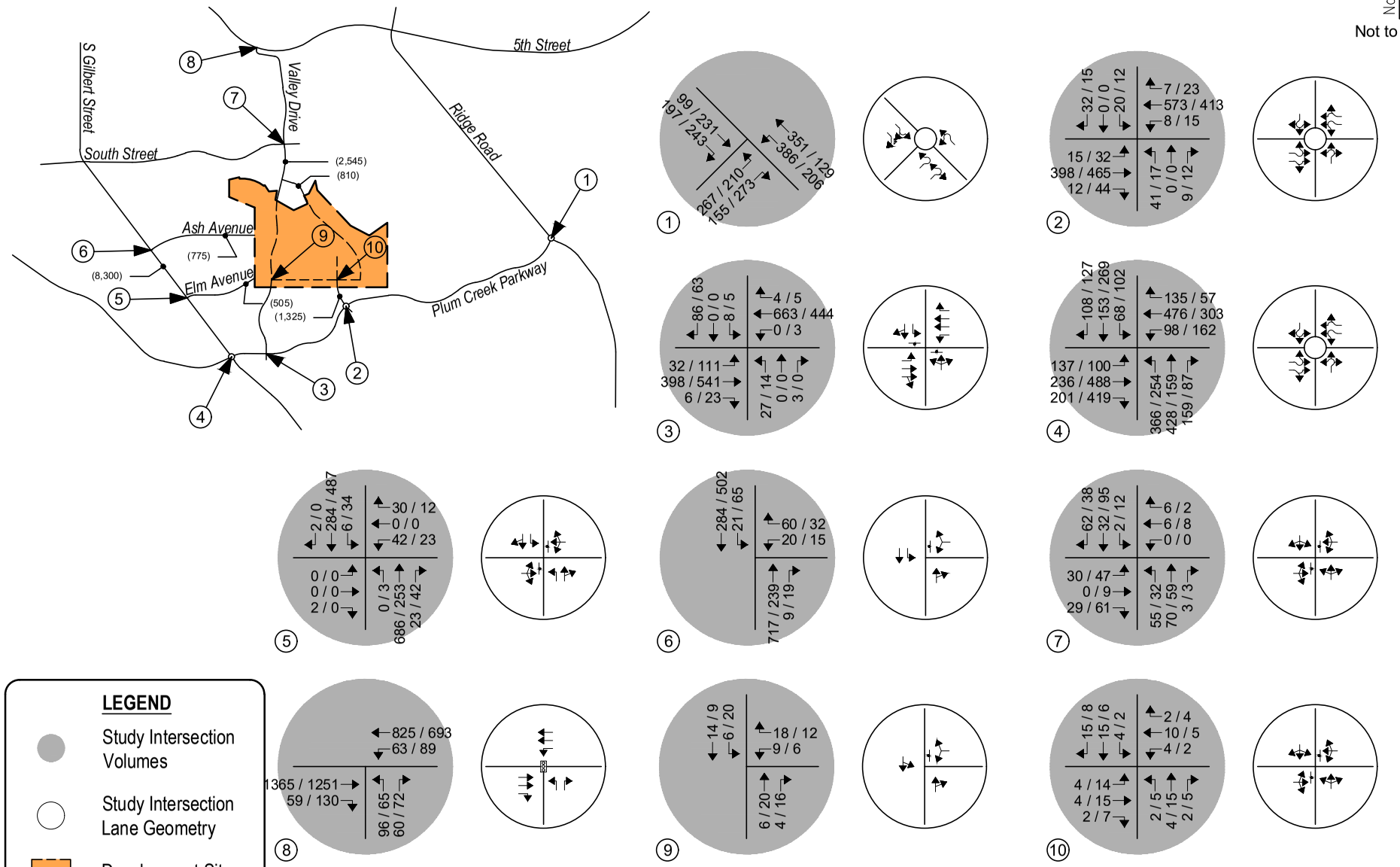


Figure 8
TOTAL TRAFFIC - YEAR 2045
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the Highway Capacity Manual (HCM) and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Peak Hour Intersection Levels of Service

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2027 and 2045 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Ridge Road / Plum Creek Parkway (Roundabout)		
Eastbound Left	A (4.1)	A (4.4)
Eastbound Left and Right	A (3.7)	A (4.5)
Northbound Left and Through	A (8.2)	A (4.8)
Southbound Through	A (3.9)	A (4.2)
Southbound Right	A (0.0)	A (0.0)
Eaton Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (3.7)	A (4.0)
Eastbound Through and Right	A (3.6)	A (3.9)
Westbound Left and Through	A (4.2)	A (3.9)
Westbound Through and Right	A (4.1)	A (3.8)
Northbound Left, Through and Right	A (3.8)	A (3.7)
Southbound Left, Through and Right	A (4.3)	A (3.6)
Valley Drive / Plum Creek Parkway (Stop-Controlled)		
Eastbound Left	A (8.5)	A (8.2)
Westbound Left	A (0.0)	A (8.2)
Northbound Left, Through and Right	C (15.9)	C (20.3)
Southbound Left	C (16.9)	C (18.0)
Southbound Through and Right	B (10.3)	A (9.5)
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (5.2)	A (8.7)
Eastbound Through and Right	A (5.0)	A (8.4)
Westbound Left and Through	B (10.2)	A (6.0)
Westbound Through and Right	A (9.6)	A (5.7)
Northbound Left, Through and Right	B (14.3)	A (9.5)
Southbound Left, Through and Right	A (9.0)	A (9.6)
S Gilbert Street / Elm Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.4)	A (0.0)
Westbound Left, Through and Right	C (16.1)	B (13.3)
Northbound Left	A (0.0)	A (8.0)
Southbound Left	A (8.5)	A (7.7)
S Gilbert Street / Ash Avenue (Stop-Controlled)		
Westbound Left and Right	B (13.9)	B (11.2)
Southbound Left	A (8.6)	A (7.7)
Valley Drive / South Street (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.4)	A (9.9)
Westbound Left, Through and Right	A (9.6)	B (10.3)
Northbound Left, Through and Right	A (7.4)	A (7.5)
Southbound Left, Through and Right	A (7.4)	A (7.3)
Valley Drive / 5th Street (Signalized)	B (12.2)	A (9.5)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Table 7 Continued – Intersection Capacity Analysis Summary – Total Traffic – Year 2027

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Valley Drive / Internal Drive (Stop-Controlled)		
Westbound Left and Right	A (8.6)	A (8.7)
Southbound Left and Through	A (7.2)	A (7.3)
Eaton Street / Santana Drive (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.0)	A (9.1)
Westbound Left, Through and Right	A (9.1)	A (8.9)
Northbound Left, Through and Right	A (7.3)	A (7.3)
Southbound Left, Through and Right	A (7.2)	A (7.3)

Key: Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)

Table 8 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Ridge Road / Plum Creek Parkway (Roundabout)		
Eastbound Left	A (4.8)	A (5.5)
Eastbound Left and Right	A (4.3)	A (5.7)
Northbound Left and Through	C (15.9)	A (6.2)
Southbound Through	A (4.7)	A (5.1)
Southbound Right	A (0.0)	A (0.0)
Eaton Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (4.2)	A (4.6)
Eastbound Through and Right	A (4.1)	A (4.6)
Westbound Left and Through	A (5.0)	A (4.4)
Westbound Through and Right	A (5.0)	A (4.3)
Northbound Left, Through and Right	A (4.4)	A (4.4)
Southbound Left, Through and Right	A (5.4)	A (4.1)
Valley Drive / Plum Creek Parkway (Stop-Controlled)		
Eastbound Left	A (9.3)	A (8.8)
Westbound Left	A (0.0)	A (8.8)
Northbound Left, Through and Right	C (24.3)	D (34.7)
Southbound Left	D (25.2)	D (27.2)
Southbound Through and Right	B (11.6)	B (10.2)
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (6.9)	C (17.0)
Eastbound Through and Right	A (6.7)	C (16.6)
Westbound Left and Through	D (25.7)	A (8.6)
Westbound Through and Right	C (23.3)	A (8.2)
Northbound Left, Through and Right	F (90.4)	C (21.9)
Southbound Left, Through and Right	C (19.0)	C (23.6)
S Gilbert Street / Elm Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.9)	A (0.0)
Westbound Left, Through and Right	D (26.1)	C (17.7)
Northbound Left	A (0.0)	A (8.5)
Southbound Left	A (9.3)	A (8.0)
S Gilbert Street / Ash Avenue (Stop-Controlled)		
Westbound Left and Right	C (20.0)	B (13.3)
Southbound Left	A (9.5)	A (8.0)
Valley Drive / South Street (Stop-Controlled)		
Eastbound Left, Through and Right	B (10.1)	B (10.7)
Westbound Left, Through and Right	B (10.0)	B (10.7)
Northbound Left, Through and Right	A (7.5)	A (7.6)
Southbound Left, Through and Right	A (7.4)	A (7.4)
Valley Drive / 5th Street (Signalized)	A (9.7)	A (7.8)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Table 9 Continued – Intersection Capacity Analysis Summary – Total Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Valley Drive / Internal Drive (Stop-Controlled)		
Westbound Left and Right	A (8.6)	A (8.7)
Southbound Left and Through	A (7.2)	A (7.3)
Eaton Street / Santana Drive (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.0)	A (9.1)
Westbound Left, Through and Right	A (9.1)	A (8.9)
Northbound Left, Through and Right	A (7.3)	A (7.3)
Southbound Left, Through and Right	A (7.2)	A (7.3)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2045 and upon development build-out, the study intersection of Ridge Road with Plum Creek Parkway has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The study intersection of Eaton Street with Plum Creek Parkway has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The study intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS D during both the morning and afternoon peak traffic hours.

The study intersection of S Gilbert Street with Plum Creek Parkway generally has turning movement operations at LOS D or better during the morning peak traffic hour and at or better than LOS C during the afternoon peak traffic hour. As with background conditions, exceptions still include the northbound turning movements which operate at LOS F during the AM peak traffic hour. The LOS F operation is attributed to the high through traffic volumes along Plum Creek Parkway and the high northbound left turning volume on S Gilbert Street.

As noted under background traffic conditions, provision for future widening of S Gilbert Street from two to four through lanes may provide mitigation to projected long-term intersection operations and would better accommodate future traffic volumes. Additional analysis of potential improvements is provided in Section VII.

The study intersection of S Gilbert Street with Elm Avenue has turning movement operations at or better than LOS D during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

The study intersection of S Gilbert Street with Ash Avenue has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

The study intersection of Valley Drive with South Street has turning movement operations at or better than LOS B during both the morning and afternoon peak traffic hours.

The study intersection of Valley Drive with 5th Street has overall operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The study intersection of Valley Drive with the southernmost Internal Drive has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The study intersection of Eaton Street with Santana Drive has turning movement operations at LOS A during both peak traffic hours. It is expected that other internal intersections to the development site will have operations comparable to or better than those projected for the adjacent study intersections.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours.

These intersection operations are noted to be similar to background conditions.

Queue Length Analysis - Synchro

Queue lengths for existing study intersections were analyzed using Year 2045 total traffic conditions. Synchro analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

Some queuing at study area intersections was observed, however it is noted that indicated queues may be better than shown due to the high probability of vehicles trips self-regulating upon experiencing any delay. The greatest queue anticipated occurs during the morning peak hour at the intersection of Valley Drive and 5th Street. The queue for the northbound left turning movement is projected at 131 feet, or approximately 5 to 6 vehicles.

VII. Additional Analysis

Additional analysis was conducted to further assess future roadway and intersection operations including pedestrian connectivity, vehicle queues, auxiliary lane requirements, and other improvements anticipated in order to meet Town operational goals.

Pedestrian Assessment

Due to location of the proposed subdivision and adjacent regional trails, an assessment to pedestrian connectivity was evaluated.

The proposed development is anticipated to accommodate pedestrians and bicyclists by providing connections to the existing pedestrian trials located north and south of the development area. This would also include trail connections to the South Ridge Elementary School. Additional pedestrian facilities as required by Town design standards are to be coordinated with Town Staff.

All-Way-Stop Warrant Analysis – Valley Drive & South Street

An All-Way-Stop control warrant analysis, considering existing, background and total traffic volumes, was conducted for the Valley Drive intersection with South Street in order to review potential for implementing STOP signs on all approaches. It is noted that the study intersection is a four-leg intersection with an existing stop-controlled condition including a STOP sign for the eastbound and westbound approaches on South Street. The northbound and southbound approaches along Valley Drive allow for free movements.

Placement of STOP signs at a given intersection is understood to be regulated by the Manual on Uniform Traffic Control Devices (MUTCD). All-Way, or Multi-Way, stop control is to be determined in accordance with Section 2B.07 of the MUTCD.

Consideration of the standards outlined in the MUTCD for All-Way-Stop control at the intersection of Valley Drive and South Street, with regard to collected hourly volumes at the study intersection, concludes that the study intersection does not meet sufficient warrants for the implementation of an All-Way-Stop control condition. It is noted that the addition of new STOP signs may not necessarily benefit an intersection where drivers are accustomed to there being a lack of STOP signs.

Auxiliary Lane Analysis

Auxiliary lanes for site development intersections are to be based on the Town's *Transportation Design Criteria Manual*. Pursuant to Section 2.8 of the Town's Design Criteria, the need for auxiliary lanes is based on the Colorado Department of Transportation (CDOT) *State Highway Access Code* (SHAC).

Considering development build-out, existing auxiliary lanes at study area intersections are generally determined to be adequate.

Plum Creek Parkway & S Gilbert Street – Roundabout Improvements

As previously discussed under both background and total conditions, by Year 2045 the intersection of Plum Creek Parkway with S Gilbert Street is projected to experience LOS F operations for the northbound turning movements during the morning peak traffic hour. These operations are primarily attributed to high through volumes along Plum Creek Parkway and high northbound left turning volumes. In order to improve these operations possible mitigation may include the widening of S Gilbert Street from two to four through lanes (two lanes in each direction). Applying this improved geometry to Year 2045 background and total traffic conditions provides the following improved level of service results. Intersection capacity worksheets are provided in Appendix E.

Table 8 – Plum Creek Parkway & S Gilbert Street – Year 2045 Improved LOS Results

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Year 2045 Background Traffic with Improvements		
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (6.7)	C (15.2)
Eastbound Through and Right	A (6.5)	B (14.8)
Westbound Left and Through	C (23.2)	A (8.1)
Westbound Through and Right	C (21.0)	A (7.8)
Northbound Left and Through	B (12.3)	B (10.5)
Northbound Through and Right	B (12.0)	A (8.7)
Southbound Left and Through	B (11.1)	B (10.7)
Southbound Through and Right	B (10.0)	A (9.9)
Year 2043 Total Traffic with Improvements		
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (6.9)	C (17.0)
Eastbound Through and Right	A (6.7)	C (16.6)
Westbound Left and Through	D (25.7)	A (8.6)
Westbound Through and Right	C (23.3)	A (8.2)
Northbound Left and Through	B (12.8)	B (11.6)
Northbound Through and Right	B (12.6)	A (9.7)
Southbound Left and Through	B (12.2)	B (11.4)
Southbound Through and Right	B (10.9)	B (10.6)

Key: Roundabout Intersection: Level of Service (Control Delay in sec/veh)

As Table 8 shows, the provision of additional entry lanes for the northbound and southbound approaches provides turning movement operations of LOS C or better during both peak traffic hours under background traffic conditions. Upon development build-out, operations are projected to support LOS D or better during the AM peak traffic hour, and LOS C or better during the PM peak traffic hour.

It is recommended that the Town continues to monitor the study intersection in order to determine what mitigation measures may be most beneficial and when it may be most appropriate to install them.

SimTraffic Analysis

Pursuant to Town review comments, additional analysis was conducted utilizing the SimTraffic software associated with Synchro. Where Synchro generally provides a macroscopic approach to traffic operational analysis by utilizing mathematical methods established by the Highway Capacity Manual (HCM), SimTraffic provides a more microscopic analysis through simulation of individual vehicle behaviors. This analysis method can be useful for further analyzing the effect of adjacent intersection operations on neighboring ones including queueing behavior, blocking effects, lane change difficulties, and other related issues. Simulations are created using established parameters for assumed typical driver behaviors. SimTraffic generates different driving patterns through use of random number generation to determine when a new vehicle may enter the roadway network. Following these methods, multiple simulation runs are performed to establish an average result. It is to be noted that SimTraffic analysis is not a replacement of the results obtained through the standard HCM calculations performed by Synchro in this report. Rather, this SimTraffic analysis is provided for comparison purposes and to give a more detailed perspective on adjacent intersection interactions in terms of typical driver behaviors. Actual conditions may vary considerably from simulation results due to unforeseen, or unconventional driver behaviors, particularly for long-term analysis periods.

SimTraffic simulation analysis was performed for Year 2045 background and total traffic conditions. Simulation parameters for each scenario include ten separate runs each for a 60-minute analysis period with the average of all runs being reported. Analysis results produced include intersection performances in terms of total delay per vehicle per movement, as well as queueing and blocking analysis. Simulation worksheets are provided for reference in Appendix F.

Year 2045 Background Traffic Simulation Analysis Results

By Year 2045 background traffic conditions, and without implementation of potential improvements, simulation analysis reports intersection performance results comparable to the operations indicated by Synchro level of service results.

Queueing and blocking analysis results generally indicate no significant blocking caused by the anticipated queue lengths. Exceptions include the northbound movements at the intersection of S Gilbert Street and Plum Creek Parkway which observed a simulated average 95th percentile queue of 696 feet during the morning peak traffic hour. This queue is further estimated to potentially block upstream access drives 94 percent of the time during the morning peak hour. No other blocking potential at study area intersections is indicated.

Year 2045 Background Traffic Simulation Analysis Results – With Improvements

Further analysis of Year 2045 background traffic conditions was conducted with implementation of various potential improvements as discussed previously in this report. These improvements include widening S Gilbert Street from two to four through lanes (two-lanes in each direction). Performance results from the simulation analysis indicate an overall improvement to intersection operations compared to results without the improvements listed.

The greatest projected 95th percentile queue length indicated for the northbound movements at the intersection of S Gilbert Street and Plum Creek Parkway include a queue of 295 feet during the morning peak traffic hour. Blocking potential for upstream access drives is expected to be eliminated during the morning peak traffic hour with improvement implementation.

It is recommended that as area development continues to occur, that Town Staff continues to monitor the study intersection in order to determine when or if specific mitigation methods may be feasible or necessary.

Year 2045 Total Traffic Simulation Analysis Results

By Year 2045 total traffic conditions upon build-out of the proposed development, and without implementation of potential improvements, simulation analysis reports intersection performance results comparable to the operations indicated by Synchro level of service results.

Queueing and blocking analysis results generally indicate no significant blocking caused by the anticipated queue lengths. Exceptions still include the northbound movements at the intersection of S Gilbert Street and Plum Creek Parkway which observed a simulated average 95th percentile queue of 669 feet during the morning peak traffic hour. This queue is further estimated to potentially block upstream access drives 95 percent of the time during the morning peak hour. Compared to background traffic analysis results, the addition of site-generated traffic from the proposed development is not expected to significantly impact projected vehicle queues or blocking potential. No other blocking potential at study area intersections is indicated.

Year 2045 Total Traffic Simulation Analysis Results – With Improvements

As with background conditions, further analysis of Year 2045 total traffic conditions upon build-out of the proposed development was conducted with implementation of various potential improvements as discussed previously in this report. Performance results from the simulation analysis indicate an overall improvement to intersection operations compared to results without the improvements listed.

The greatest projected 95th percentile queue lengths indicated for the northbound movements at the intersection of S Gilbert Street and Plum Creek Parkway include a queue of 348 feet during the morning peak traffic hour. Blocking potential for upstream access drives is expected to be eliminated during the morning peak traffic hour with improvement implementation. As with background conditions, the vehicle queues identified during the morning peak hour are primarily attributed to the high volume of northbound left turning vehicles. It is noted that with the addition of site-generated traffic, no volumes are added to the northbound left turning movement.

It is recommended that as area development continues to occur, that Town Staff continues to monitor the study intersection in order to determine when or if specific mitigation methods may be feasible or necessary.

Alternative Roadway Connectivity Assessment

Pursuant to Town review comments, additional analysis was performed to assess impacts associated with development site-generated traffic under an alternative roadway connectivity concept. This concept considers a scenario in which the proposed development is only provided connection to the existing roadway network via completion of Valley Drive, with no other connections to adjacent neighborhoods including Eaton Street, Elm Street, Ash Street, and Santana Drive.

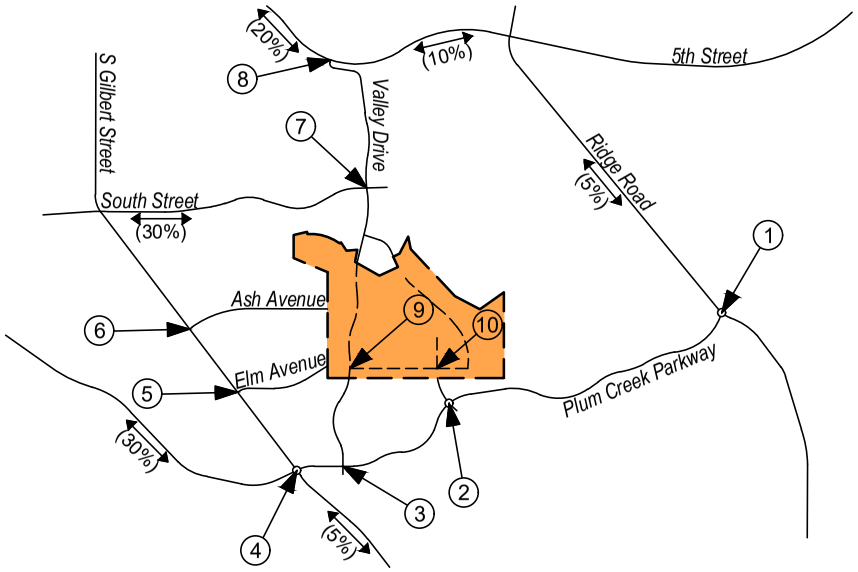
Applying the same methodologies used previously within this report to develop expected site trip distribution patterns and trip assignment results in an increase in trips expected to utilize Valley Drive. Modified site-generated distribution and trip assignments are shown on Figure 9.

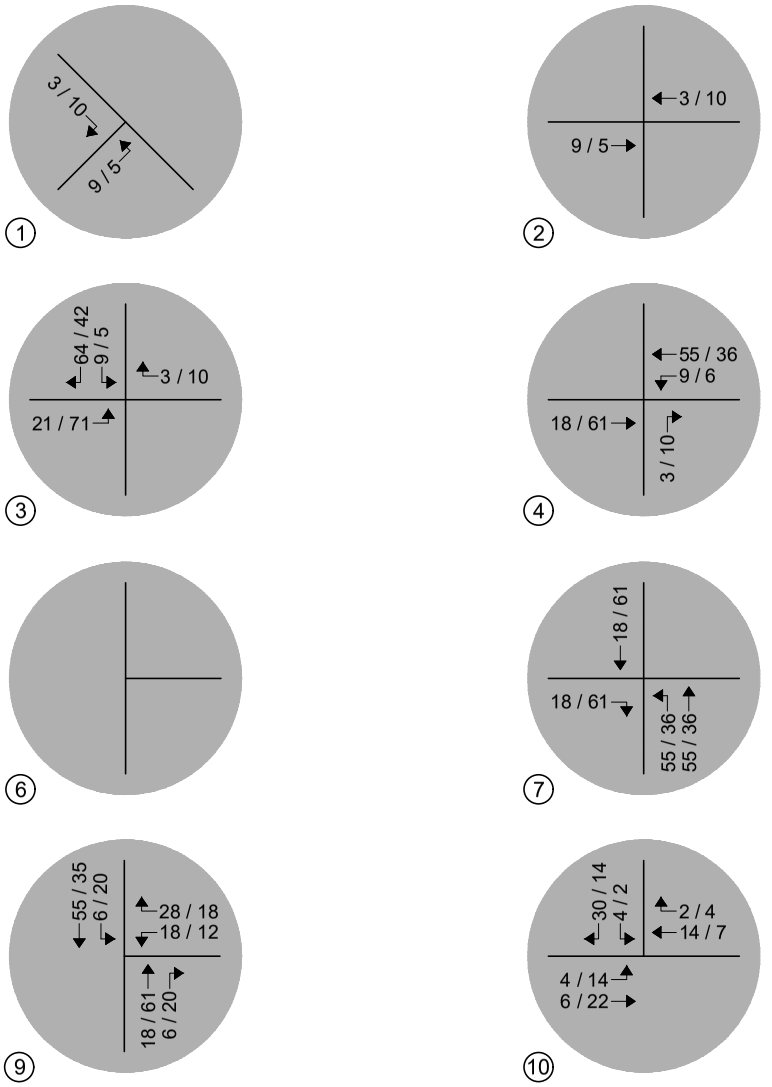
Site-generated trips were then added to Year 2045 background traffic volumes in order to develop Year 2045 total traffic conditions under the alternative connectivity scenario. These modified total traffic volumes are shown on Figure 10.

The operations of the study intersections were then analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Year 2045 under the applied alternative connectivity scenario are summarized in Table 9.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix G.

North
Not to Scale





LEGEND

Study Intersection Volumes

Development Site

Figure 9
SITE DEVELOPMENT DISTRIBUTION - ALTERNATIVE CONNECTIVITY
(%) : Overall
SITE-GENERATED
AM / PM Peak Hour

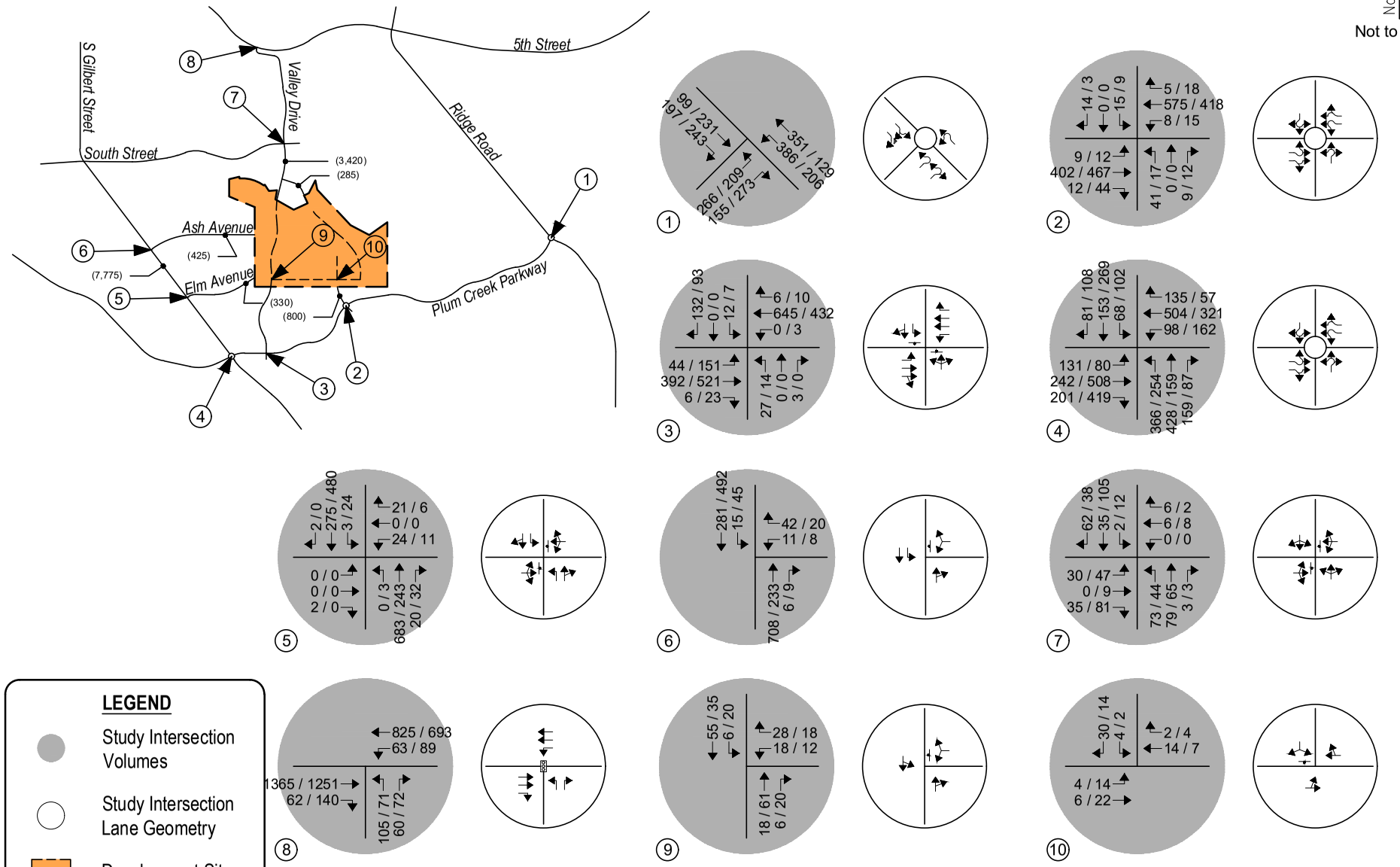


Figure 10
TOTAL TRAFFIC - YEAR 2045 - ALTERNATIVE CONNECTIVITY
Volumes & Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

Table 9 – Intersection Capacity Analysis Summary – Total Traffic Year 2045 - Alternative Connectivity

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Ridge Road / Plum Creek Parkway (Roundabout)		
Eastbound Left	A (4.8)	A (5.5)
Eastbound Left and Right	A (4.3)	A (5.7)
Northbound Left and Through	C (15.8)	A (6.2)
Southbound Through	A (4.7)	A (5.1)
Southbound Right	A (0.0)	A (0.0)
Eaton Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (4.2)	A (4.6)
Eastbound Through and Right	A (4.1)	A (4.5)
Westbound Left and Through	A (4.9)	A (4.3)
Westbound Through and Right	A (4.9)	A (4.2)
Northbound Left, Through and Right	A (4.4)	A (4.3)
Southbound Left, Through and Right	A (5.0)	A (4.0)
Valley Drive / Plum Creek Parkway (Stop-Controlled)		
Eastbound Left	A (9.3)	A (8.9)
Westbound Left	A (0.0)	A (8.7)
Northbound Left, Through and Right	D (27.3)	E (41.9)
Southbound Left	D (26.2)	D (31.4)
Southbound Through and Right	B (12.2)	B (10.4)
S Gilbert Street / Plum Creek Parkway (Roundabout)		
Eastbound Left and Through	A (6.9)	C (17.0)
Eastbound Through and Right	A (6.7)	C (16.6)
Westbound Left and Through	D (27.2)	A (8.6)
Westbound Through and Right	C (24.8)	A (8.1)
Northbound Left, Through and Right	F (90.0)	C (21.9)
Southbound Left, Through and Right	C (18.1)	C (22.6)
S Gilbert Street / Elm Avenue (Stop-Controlled)		
Eastbound Left, Through and Right	A (9.9)	A (0.0)
Westbound Left, Through and Right	C (21.7)	C (15.9)
Northbound Left	A (0.0)	A (8.5)
Southbound Left	A (9.3)	A (7.9)
S Gilbert Street / Ash Avenue (Stop-Controlled)		
Westbound Left and Right	C (17.5)	B (12.1)
Southbound Left	A (9.4)	A (7.9)
Valley Drive / South Street (Stop-Controlled)		
Eastbound Left, Through and Right	B (10.3)	B (11.1)
Westbound Left, Through and Right	B (10.3)	B (11.1)
Northbound Left, Through and Right	A (7.6)	A (7.6)
Southbound Left, Through and Right	A (7.4)	A (7.4)
Valley Drive / 5th Street (Signalized)	B (10.2)	A (8.1)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Table 9 Continued – Intersection Capacity Analysis Summary – Total Traffic Year 2045 - Alternative Connectivity

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Valley Drive / Internal Drive (Stop-Controlled)		
Westbound Left and Right	A (8.8)	A (9.1)
Southbound Left and Through	A (7.3)	A (7.4)
Eaton Street / Santana Drive (Stop-Controlled)		
Eastbound Left and Through	A (7.3)	A (7.3)
Westbound Through and Right	A (0.0)	A (0.0)
Southbound Left and Right	A (8.5)	A (8.5)

Key: Roundabout & Stop-Controlled Intersection: Level of Service (Control Delay in sec/veh)
Signalized Intersection: Level of Service (delay in veh/sec)

Total Traffic Analysis Year 2045 – Alternative Connectivity

Table 9 illustrates how, by Year 2045 upon development build-out, and with consideration for limited connectivity to the existing roadway network via Valley Drive, the study intersection of Ridge Road with Plum Creek Parkway has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The study intersection of Eaton Street with Plum Creek Parkway has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The study intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS D during both the morning and afternoon peak traffic hours. Exceptions would include the northbound turning movements which experience LOS E operations during the afternoon peak traffic hour. The LOS E operation is attributed to the high through volumes along Plum Creek Parkway and the stop-controlled nature of the intersection.

The study intersection of S Gilbert Street with Plum Creek Parkway generally has turning movement operations at LOS D or better during the morning peak traffic hour and at or better than LOS C during the afternoon peak traffic hour. As with background conditions, exceptions still include the northbound turning movements which operate at LOS F during the AM peak traffic hour. The LOS F operation is attributed to the high through traffic volumes along Plum Creek Parkway and the high northbound left turning volume on S Gilbert Street. As previously discussed, widening of S Gilbert Street is likely to improve this operation.

The study intersection of S Gilbert Street with Elm Avenue has turning movement operations at or better than LOS D during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

The study intersection of S Gilbert Street with Ash Avenue has turning movement operations at or better than LOS C during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

The study intersection of Valley Drive with South Street has turning movement operations at or better than LOS B during both the morning and afternoon peak traffic hours.

The study intersection of Valley Drive with 5th Street has overall operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The study intersection of Valley Drive with the southernmost Internal Drive has turning movement operations at LOS A during both the morning and afternoon peak traffic hours.

The study intersection of Eaton Street with Santana Drive has turning movement operations at LOS A during both peak traffic hours. It is expected that other internal intersections to the development site will have operations comparable to or better than those projected for the adjacent study intersections.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours.

Compared to previous analysis results, these intersection operations are generally similar, with a few notable exceptions. Restriction of the proposed development's connectivity to the adjacent neighborhoods is shown to likely increase delays at intersections located along Valley Drive. Such restrictions may interfere with the development's ability to equally distribute traffic within the site and out to available roadways, thus impacting existing and future traffic in the surrounding area and potentially cause the adjacent roadway network to be used in a manner not intended or cause additional delay that could impact emergency response times. Under such conditions delays at the intersection of Valley Drive and Plum Creek Parkway are likely to require additional mitigation measures under long-term conditions such as signalization, roundabout conversation, or restriction of turning movements.

VIII. Executive Summary & Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Chateau Valley. This proposed residential development consists of a mix of single family and multifamily housing units. The development is located along Valley Drive north of Plum Creek Parkway in Castle Rock, Colorado.

The study area examined in this analysis encompassed the intersections of Valley Drive with Plum Creek Parkway, South Street, and 5th Street, as well as the intersections of Plum Creek Parkway with Ridge Road, Eaton Street, S Gilbert Street, and S Gilbert Street with Elm Avenue, and Ash Avenue.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2027 and Year 2045 background traffic conditions, and Year 2027 and Year 2045 total traffic conditions.

Analysis of existing traffic conditions indicates that the study intersections generally experience turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours. Exceptions would include the northbound turning movements at the intersection of Valley Drive and 5th Street which operate at LOS F during the morning peak traffic period and LOS E during the afternoon peak traffic period. The LOS E and F operations indicated are attributed to the high through volumes along 5th Street and the stop-controlled nature of the intersection.

Without the proposed development, Year 2027 background operational analysis shows that the study intersections generally experience turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours. Pursuant to performed signal warrants and Town improvement plans, it is anticipated that installation of a traffic signal at the study intersection of Valley Drive and 5th Street will result in improved operations of LOS B or better compared to existing conditions.

By Year 2045 and without the proposed development, the study intersections generally experience turning movement operations at or better than LOS C during the morning peak traffic hour and LOS D or better during the afternoon peak traffic hour. Exceptions include the northbound turning movements at S Gilbert Street and Plum Creek Parkway. These movements operate at LOS F during the morning peak traffic period. LOS F operation indicated is generally attributed to the high through volumes along Plum Creek Parkway, as well as high northbound left turning volumes on S Gilbert Street. It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. Additional mitigation measures to study intersections may include the widening of S Gilbert Street from two to four through lanes in order to better accommodate future volumes.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon consideration of the various roadway and intersection control improvements assumed within this analysis. Although some delays are identified for the intersection of Plum Creek Parkway with S Gilbert Street, simulation analysis indicates that the majority of these delays are caused by high through and left turning volumes not associated with site-generated traffic. As with background traffic conditions, implementation of future roadway improvements including widening of S Gilbert Street to four through lanes, is expected to mitigate the delays identified. It is understood that as area development continues to occur, said development is expected to further coordinate with Town Staff regarding planned improvement projects and potential contributions as may be applicable. With all conservative assumptions defined in this analysis, the study intersections upon development build-out are projected to operate at future levels of service comparable to Year 2045 background traffic conditions.

A summary of key impact areas for which the proposed development may be subject to transportation impact fees or other contributions as required by the Town of Castle Rock are as follows:

1. Signalization of 5th Street and Valley Drive.
2. Roundabout expansion at Plum Creek Parkway and S Gilbert Street including potential addition of exclusive northbound and southbound left turn approach lanes.

With the implementation of these mitigation methods, in coordination with planned Town improvement projects, future roadway and intersection operations are projected to be within acceptable levels of service matching the growing urban character of the surrounding community. It is concluded that the proposed development can be accommodated while mitigating potential transportation impacts as described in this report through conformance with Town engineering design standards and procedures. All proposed roadway cross-sections and pedestrian connections proposed are expected to meet Town standard roadway design requirements.

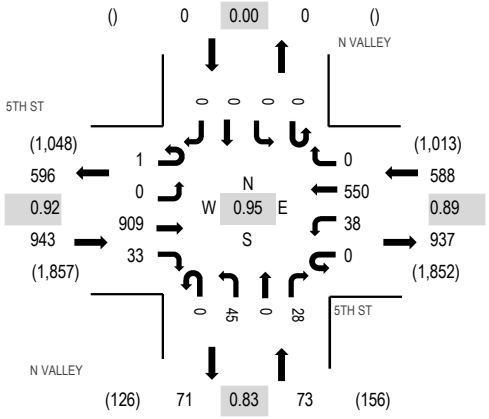
APPENDIX A

Traffic Count Data

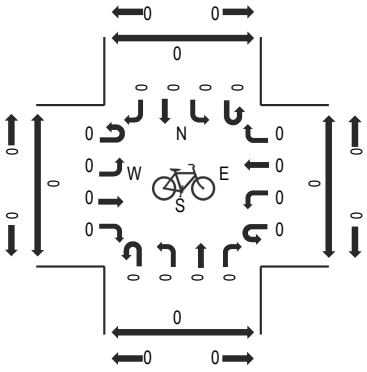
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N VALLEY & 5TH ST AM
Date: Thursday, January 9, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

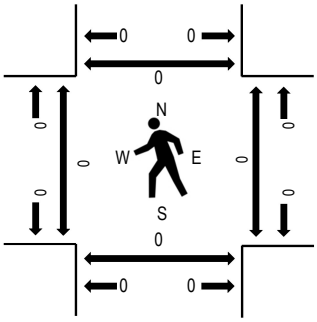
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

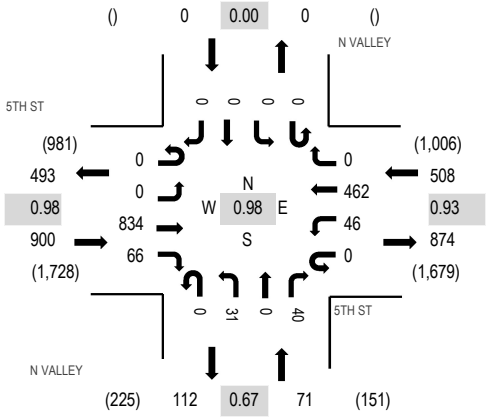
Traffic Counts - Motorized Vehicles

Interval Start Time	5TH ST Eastbound				5TH ST Westbound				N VALLEY Northbound				N VALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	192	7	0	3	94	0	0	10	0	6	0	0	0	0	312	1,422	0	0	0	0
7:15 AM	0	0	216	6	0	6	91	0	0	16	0	8	0	0	0	0	343	1,524	0	0	0	0
7:30 AM	0	0	238	8	0	9	89	0	0	11	0	7	0	0	0	0	362	1,602	0	0	0	0
7:45 AM	0	0	238	9	0	7	126	0	0	15	0	10	0	0	0	0	405	1,599	0	0	0	0
8:00 AM	0	0	270	9	0	7	114	0	0	8	0	6	0	0	0	0	414	1,604	0	0	0	0
8:15 AM	0	0	244	8	0	9	145	0	0	10	0	5	0	0	0	0	421		0	0	0	0
8:30 AM	1	0	163	7	0	7	159	0	0	13	0	9	0	0	0	0	359		0	0	0	0
8:45 AM	0	0	232	9	0	15	132	0	0	14	0	8	0	0	0	0	410		0	0	0	0
Count Total	1	0	1,793	63	0	63	950	0	0	97	0	59	0	0	0	0	3,026		0	0	0	0
Peak Hour	1	0	909	33	0	38	550	0	0	45	0	28	0	0	0	0	1,604		0	0	0	0

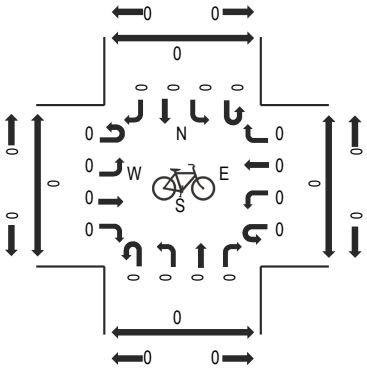
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N VALLEY & 5TH ST PM
Date: Thursday, January 9, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

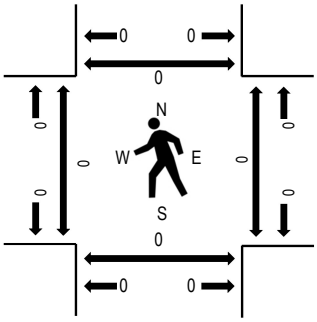
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

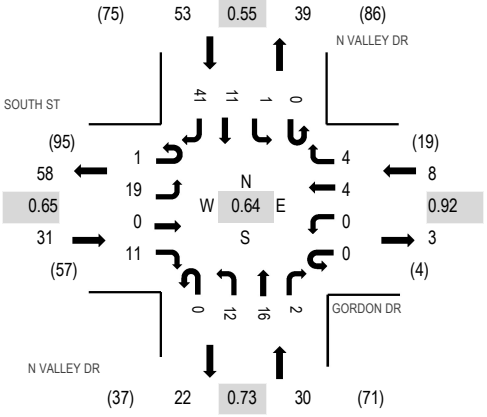
Traffic Counts - Motorized Vehicles

Interval Start Time	5TH ST Eastbound				5TH ST Westbound				N VALLEY Northbound				N VALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	191	9	0	11	107	0	0	18	0	15	0	0	0	0	351	1,464	0	0	0	0
4:15 PM	0	0	190	20	0	10	125	0	0	7	0	14	0	0	0	0	366	1,477	0	0	0	0
4:30 PM	0	0	217	13	0	15	106	0	0	8	0	9	0	0	0	0	368	1,479	0	0	0	0
4:45 PM	0	0	208	17	0	6	131	0	0	11	0	6	0	0	0	0	379	1,448	0	0	0	0
5:00 PM	0	0	210	18	0	15	101	0	0	5	0	15	0	0	0	0	364	1,421	0	0	0	0
5:15 PM	0	0	199	18	0	10	124	0	0	7	0	10	0	0	0	0	368		0	0	0	0
5:30 PM	0	0	188	17	0	14	103	0	0	9	0	6	0	0	0	0	337		0	0	0	0
5:45 PM	0	0	194	19	0	13	115	0	0	4	0	7	0	0	0	0	352		0	0	0	0
Count Total	0	0	1,597	131	0	94	912	0	0	69	0	82	0	0	0	0	2,885		0	0	0	0
Peak Hour	0	0	834	66	0	46	462	0	0	31	0	40	0	0	0	0	1,479		0	0	0	0

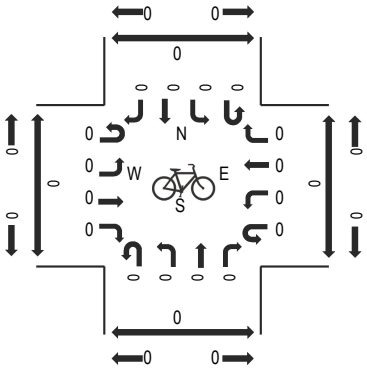
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N VALLEY DR & GORDON DR AM
Date: Thursday, January 9, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

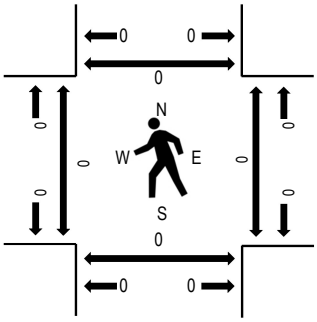
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

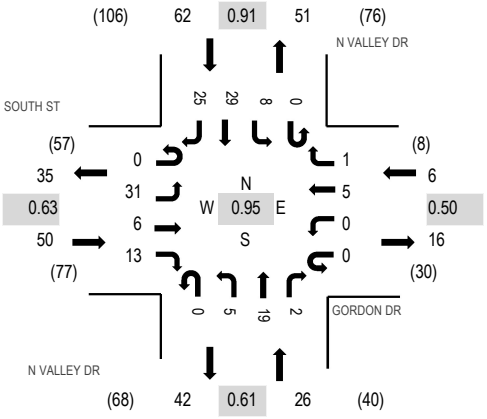
Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH ST Eastbound				GORDON DR Westbound				N VALLEY DR Northbound				N VALLEY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	0	1	0	0	3	0	0	3	4	0	0	0	2	0	19	100	0	0	0	0
7:15 AM	0	3	0	1	0	0	0	3	0	5	9	0	0	0	4	2	27	104	0	0	0	0
7:30 AM	0	5	0	3	0	0	2	1	0	5	2	0	0	0	0	9	27	98	0	0	0	0
7:45 AM	0	4	1	2	0	0	2	0	0	3	10	0	0	0	2	3	27	101	0	0	0	0
8:00 AM	0	1	0	2	0	0	0	2	0	1	3	1	0	1	4	8	23	122	0	0	0	0
8:15 AM	0	5	0	2	0	0	1	1	0	3	4	0	0	0	0	5	21		0	0	0	0
8:30 AM	1	7	0	1	0	0	2	0	0	3	5	0	0	0	4	7	30		0	0	0	0
8:45 AM	0	6	0	6	0	0	1	1	0	5	4	1	0	0	3	21	48		0	0	0	0
Count Total	1	37	1	18	0	0	11	8	0	28	41	2	0	1	19	55	222		0	0	0	0
Peak Hour	1	19	0	11	0	0	4	4	0	12	16	2	0	1	11	41	122		0	0	0	0

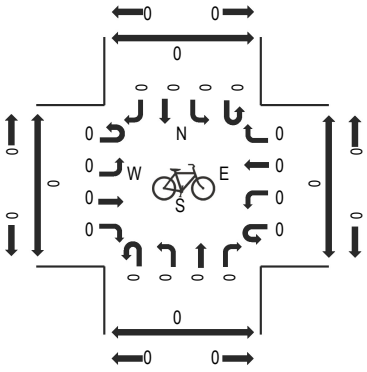
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Location: 2 N VALLEY DR & GORDON DR PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

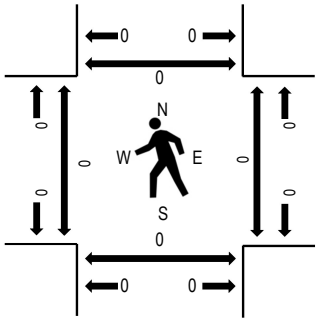
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

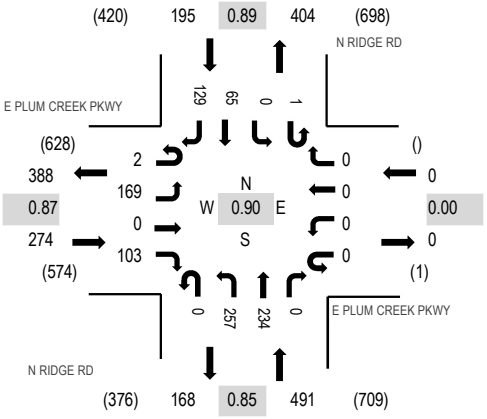
Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH ST Eastbound				GORDON DR Westbound				N VALLEY DR Northbound				N VALLEY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	3	5	0	0	1	0	0	0	3	0	0	3	6	5	38	144	0	0	0	0
4:15 PM	0	9	2	3	0	0	1	0	0	1	5	0	0	2	7	8	38	128	0	0	0	0
4:30 PM	0	5	0	3	0	0	2	1	0	2	8	1	0	2	7	6	37	112	0	0	0	0
4:45 PM	0	5	1	2	0	0	1	0	0	2	3	1	0	1	9	6	31	95	0	0	0	0
5:00 PM	0	3	1	3	0	0	0	0	0	1	3	0	0	3	2	6	22	87	0	0	0	0
5:15 PM	0	2	3	2	0	0	0	2	0	1	3	0	0	1	5	3	22		0	0	0	0
5:30 PM	0	5	4	1	0	0	0	0	0	0	3	0	0	0	5	2	20		0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	0	0	3	0	0	2	6	9	23		0	0	0	0
Count Total	0	42	14	21	0	0	5	3	0	7	31	2	0	14	47	45	231		0	0	0	0
Peak Hour	0	31	6	13	0	0	5	1	0	5	19	2	0	8	29	25	144		0	0	0	0

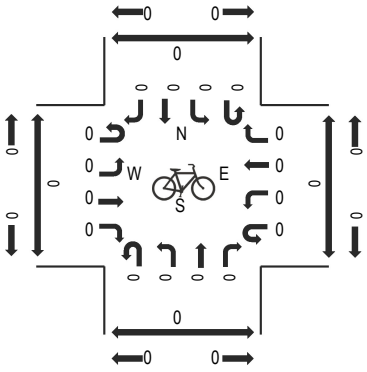
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 N RIDGE RD & E PLUM CREEK PKWY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

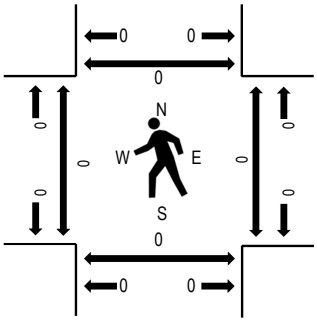
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

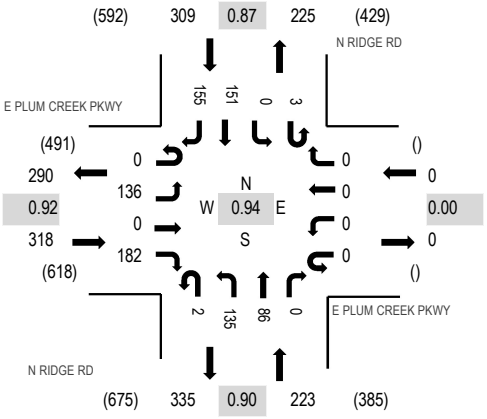
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				N RIDGE RD Northbound				N RIDGE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	38	0	41	0	0	0	0	0	62	60	0	0	0	15	19	237	960	0	0	0	0
7:15 AM	0	40	0	29	0	0	0	0	0	62	83	0	0	0	14	38	266	902	0	0	0	0
7:30 AM	0	45	0	18	0	0	0	0	0	80	50	0	1	0	15	35	244	846	0	0	0	0
7:45 AM	0	46	0	15	0	0	0	0	0	53	41	0	0	0	21	37	213	794	0	0	0	0
8:00 AM	1	49	0	33	0	0	0	0	0	23	29	0	0	0	20	24	179	743	0	0	0	0
8:15 AM	0	58	0	29	0	0	0	0	0	32	32	0	1	0	12	46	210		0	0	0	0
8:30 AM	0	34	0	37	0	0	0	0	0	26	32	0	0	1	20	42	192		0	0	0	0
8:45 AM	0	31	0	28	0	0	0	0	0	19	25	0	3	0	29	27	162		0	0	0	0
Count Total	3	341	0	230	0	0	0	0	0	357	352	0	5	1	146	268	1,703		0	0	0	0
Peak Hour	2	169	0	103	0	0	0	0	0	257	234	0	1	0	65	129	960		0	0	0	0

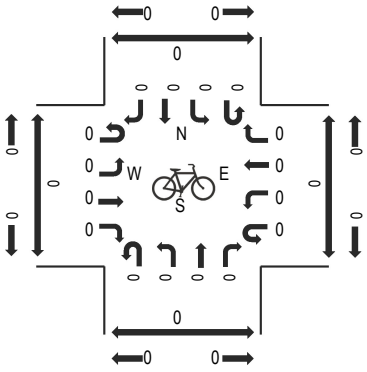
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 N RIDGE RD & E PLUM CREEK PKWY PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

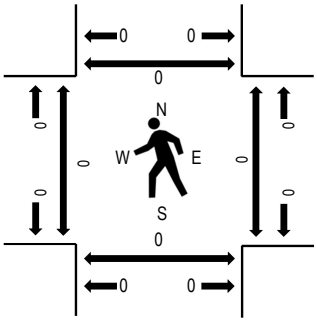
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

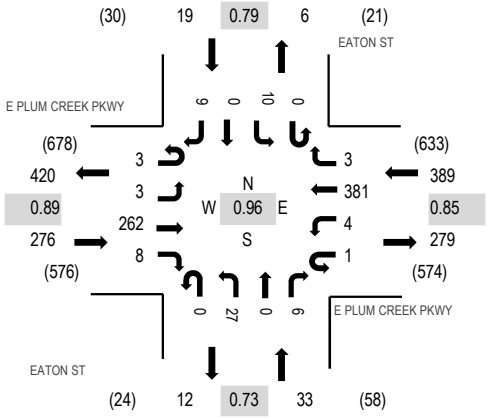
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				N RIDGE RD Northbound				N RIDGE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	27	0	44	0	0	0	0	1	32	26	0	2	0	34	48	214	850	0	0	0	0
4:15 PM	0	31	0	44	0	0	0	0	1	47	14	0	1	0	42	46	226	833	0	0	0	0
4:30 PM	0	39	0	47	0	0	0	0	0	30	22	0	0	0	32	27	197	786	0	0	0	0
4:45 PM	0	39	0	47	0	0	0	0	0	26	24	0	0	0	43	34	213	773	0	0	0	0
5:00 PM	0	44	0	48	0	0	0	0	0	18	24	0	2	0	39	22	197	745	0	0	0	0
5:15 PM	0	28	0	38	0	0	0	0	0	18	16	0	1	0	41	37	179		0	0	0	0
5:30 PM	0	26	0	46	0	0	0	0	0	20	23	0	1	0	36	32	184		0	0	0	0
5:45 PM	0	23	0	47	0	0	0	0	0	28	15	0	1	0	45	26	185		0	0	0	0
Count Total	0	257	0	361	0	0	0	0	2	219	164	0	8	0	312	272	1,595		0	0	0	0
Peak Hour	0	136	0	182	0	0	0	0	2	135	86	0	3	0	151	155	850		0	0	0	0

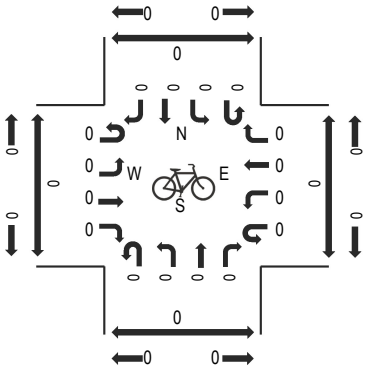
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 EATON ST & E PLUM CREEK PKWY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

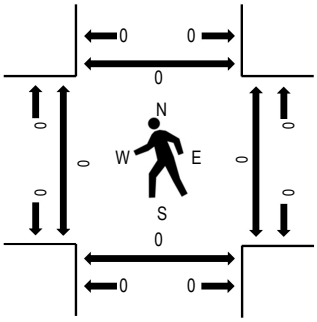
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

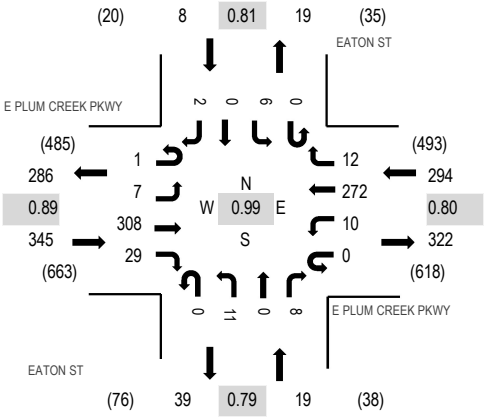
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				EATON ST Northbound				EATON ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	75	2	1	1	82	0	0	9	0	1	0	4	0	2	179	717	0	0	0	0
7:15 AM	1	0	65	5	0	1	97	1	0	10	0	1	0	3	0	3	187	683	0	0	0	0
7:30 AM	1	0	55	1	0	1	112	1	0	5	0	4	0	2	0	2	184	657	0	0	0	0
7:45 AM	1	1	67	0	0	1	90	1	0	3	0	0	0	1	0	2	167	628	0	0	0	0
8:00 AM	0	0	76	3	0	0	47	3	2	8	0	2	0	2	0	2	145	580	0	0	0	0
8:15 AM	0	0	84	2	0	0	69	0	0	3	0	0	0	2	1	0	161		0	0	0	0
8:30 AM	1	0	70	2	0	0	68	5	0	6	0	0	0	1	0	2	155		0	0	0	0
8:45 AM	0	4	57	1	1	1	47	3	0	4	0	0	0	0	0	1	119		1	0	0	0
Count Total	4	7	549	16	2	5	612	14	2	48	0	8	0	15	1	14	1,297		1	0	0	0
Peak Hour	3	3	262	8	1	4	381	3	0	27	0	6	0	10	0	9	717		0	0	0	0

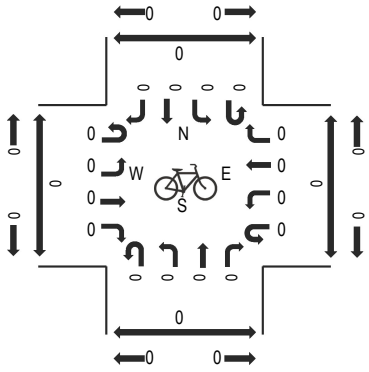
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 EATON ST & E PLUM CREEK PKWY PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

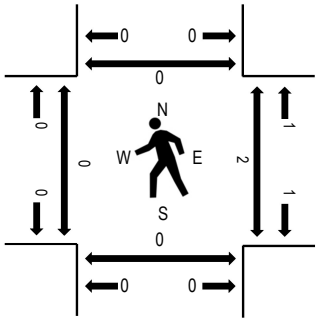
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

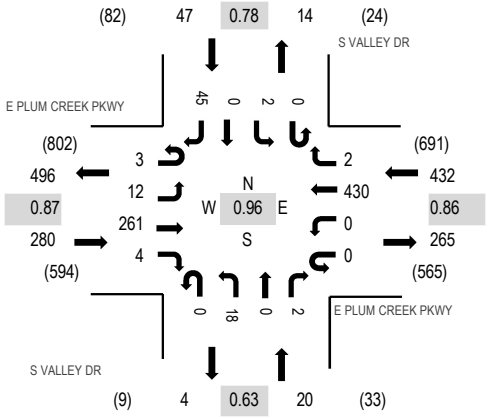
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				EATON ST Northbound				EATON ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	72	6	0	1	73	4	0	4	0	2	0	1	0	0	165	666	0	0	0	0
4:15 PM	0	2	63	6	0	3	85	4	0	2	0	3	0	0	0	1	169	642	0	0	0	0
4:30 PM	0	2	91	9	0	0	51	3	0	3	0	2	0	2	0	0	163	610	0	2	0	0
4:45 PM	1	1	82	8	0	6	63	1	0	2	0	1	0	3	0	1	169	579	0	0	0	0
5:00 PM	2	2	83	7	0	1	35	1	0	5	0	2	0	3	0	0	141	548	0	0	1	0
5:15 PM	0	1	68	8	0	3	43	3	0	4	0	3	0	2	0	2	137		0	0	0	0
5:30 PM	0	2	69	6	0	2	44	4	0	2	0	1	0	0	0	2	132		0	0	0	0
5:45 PM	0	0	63	7	0	3	57	3	0	1	0	1	0	1	0	2	138		0	1	0	0
Count Total	3	12	591	57	0	19	451	23	0	23	0	15	0	12	0	8	1,214		0	3	1	0
Peak Hour	1	7	308	29	0	10	272	12	0	11	0	8	0	6	0	2	666		0	2	0	0

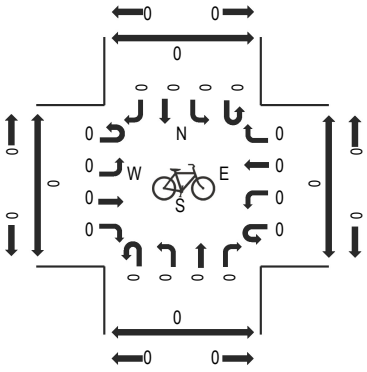
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S VALLEY DR & E PLUM CREEK PKWY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

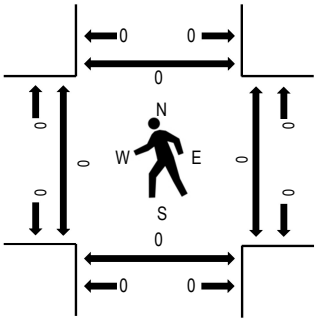
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

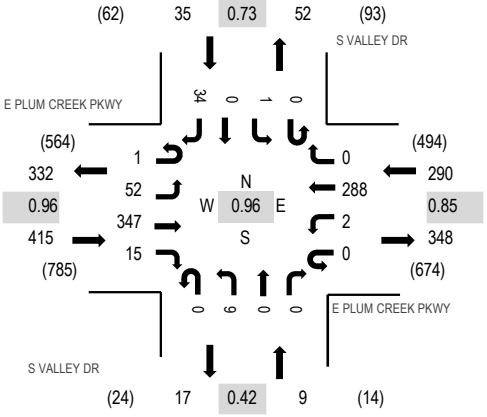
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				S VALLEY DR Northbound				S VALLEY DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	1	71	1	0	0	94	0	0	5	0	0	0	0	0	13	186	779	0	0	0	0
7:15 AM	0	3	71	2	0	0	106	1	0	3	0	1	0	0	0	15	202	749	0	0	0	0
7:30 AM	1	1	53	1	0	0	124	1	0	7	0	1	0	1	0	8	198	716	0	0	0	0
7:45 AM	1	7	66	0	0	0	106	0	0	3	0	0	0	1	0	9	193	676	0	0	0	0
8:00 AM	1	2	87	1	0	0	58	0	0	2	0	0	0	0	0	5	156	621	0	0	0	0
8:15 AM	1	2	82	2	0	0	68	0	0	3	0	0	0	1	0	10	169		0	0	2	0
8:30 AM	0	2	63	0	1	0	78	0	0	5	0	0	0	0	0	9	158		0	0	0	0
8:45 AM	0	4	66	1	0	1	53	0	0	3	0	0	0	0	0	10	138		0	0	0	0
Count Total	5	22	559	8	1	1	687	2	0	31	0	2	0	3	0	79	1,400		0	0	2	0
Peak Hour	3	12	261	4	0	0	430	2	0	18	0	2	0	2	0	45	779		0	0	0	0

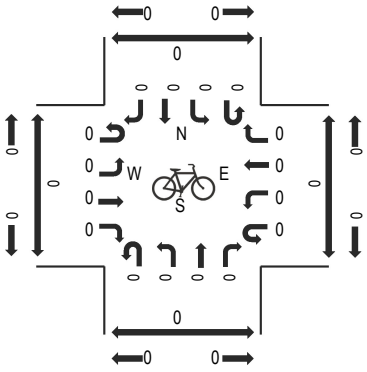
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S VALLEY DR & E PLUM CREEK PKWY PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

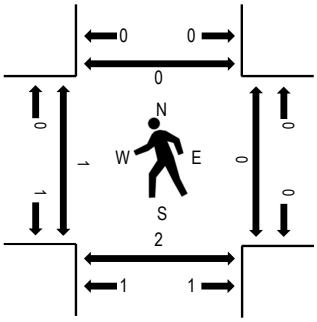
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

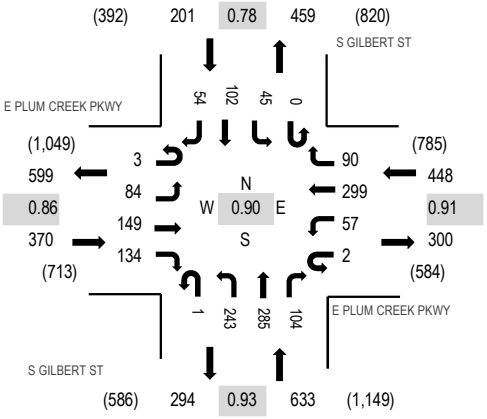
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				S VALLEY DR Northbound				S VALLEY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	15	80	5	0	1	77	0	0	1	0	0	0	0	0	3	183	749	0	0	0	0
4:15 PM	0	13	76	5	0	1	84	0	0	1	0	0	0	0	0	15	195	733	0	0	0	0
4:30 PM	0	9	99	3	0	0	59	0	0	1	0	0	0	0	0	7	178	687	0	0	0	0
4:45 PM	0	15	92	2	0	0	68	0	0	6	0	0	0	1	0	9	193	651	1	0	2	0
5:00 PM	0	11	96	4	0	0	44	0	0	0	0	0	0	0	0	12	167	606	0	0	0	0
5:15 PM	0	11	77	3	0	0	47	2	0	2	0	0	0	1	0	6	149		0	0	0	0
5:30 PM	0	11	75	0	0	0	49	0	0	2	0	0	0	0	0	5	142		0	0	0	0
5:45 PM	0	6	76	0	0	0	62	0	0	1	0	0	0	1	0	2	148		0	0	0	0
Count Total	1	91	671	22	0	2	490	2	0	14	0	0	0	3	0	59	1,355		1	0	2	0
Peak Hour	1	52	347	15	0	2	288	0	0	9	0	0	0	1	0	34	749		1	0	2	0

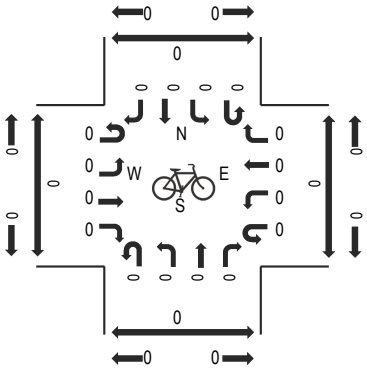
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S GILBERT ST & E PLUM CREEK PKWY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

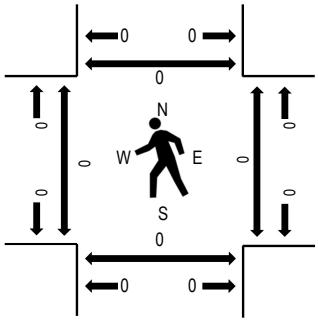
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

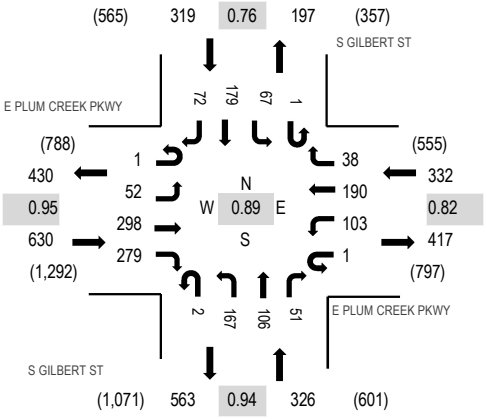
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				S GILBERT ST Northbound				S GILBERT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	32	11	0	12	70	17	0	87	62	29	0	8	9	14	358	1,624	0	0	0	0
7:15 AM	3	18	34	21	0	14	83	25	0	63	78	26	0	15	17	15	412	1,652	0	0	0	0
7:30 AM	0	23	28	20	1	13	94	20	0	69	63	21	0	7	20	17	396	1,604	0	0	0	0
7:45 AM	0	26	43	32	1	18	83	31	1	66	74	26	0	11	34	12	458	1,538	0	0	0	0
8:00 AM	0	17	44	61	0	12	39	14	0	45	70	31	0	12	31	10	386	1,415	0	0	0	0
8:15 AM	1	16	48	43	0	14	47	19	1	45	61	25	1	6	26	11	364		0	0	0	0
8:30 AM	0	18	37	32	0	24	49	20	0	24	53	25	0	3	31	14	330		0	0	0	0
8:45 AM	0	22	36	40	0	10	39	16	0	34	49	21	0	14	39	15	335		0	0	0	0
Count Total	4	147	302	260	2	117	504	162	2	433	510	204	1	76	207	108	3,039		0	0	0	0
Peak Hour	3	84	149	134	2	57	299	90	1	243	285	104	0	45	102	54	1,652		0	0	0	0

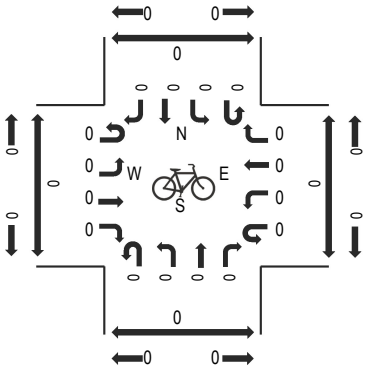
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S GILBERT ST & E PLUM CREEK PKWY PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

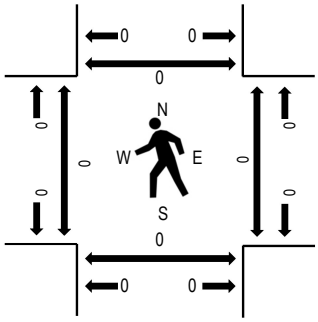
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

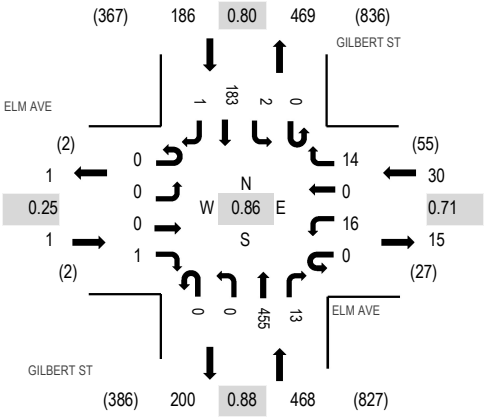
Traffic Counts - Motorized Vehicles

Interval Start Time	E PLUM CREEK PKWY Eastbound				E PLUM CREEK PKWY Westbound				S GILBERT ST Northbound				S GILBERT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	13	69	63	1	27	40	12	0	40	27	13	0	15	44	20	384	1,607	0	0	0	0
4:15 PM	0	15	69	82	0	33	55	13	0	38	33	10	1	25	53	26	453	1,595	0	0	0	0
4:30 PM	0	14	82	73	0	20	41	3	1	42	21	14	0	10	45	17	383	1,533	0	0	0	0
4:45 PM	1	10	78	61	0	23	54	10	1	47	25	14	0	17	37	9	387	1,491	0	0	0	0
5:00 PM	0	15	82	80	1	9	33	10	0	44	14	13	0	14	38	19	372	1,406	0	0	0	0
5:15 PM	0	17	72	87	0	14	32	8	1	46	27	9	0	16	45	17	391		0	0	0	0
5:30 PM	0	8	70	91	0	14	28	11	0	38	22	4	0	12	30	13	341		0	0	0	0
5:45 PM	1	6	71	62	0	14	41	8	0	34	14	9	0	7	23	12	302		0	0	0	0
Count Total	2	98	593	599	2	154	324	75	3	329	183	86	1	116	315	133	3,013		0	0	0	0
Peak Hour	1	52	298	279	1	103	190	38	2	167	106	51	1	67	179	72	1,607		0	0	0	0

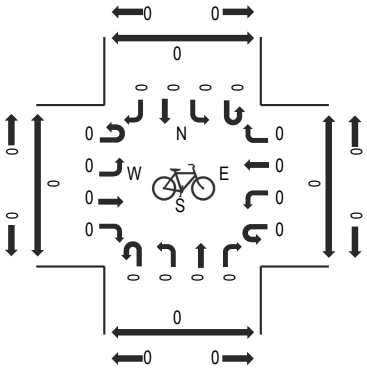
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 GILBERT ST & ELM AVE AM
Date: Thursday, January 9, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

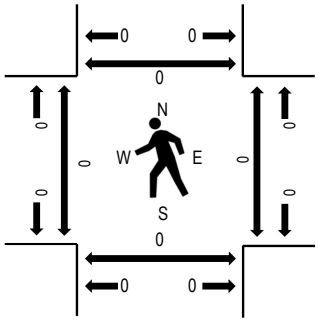
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

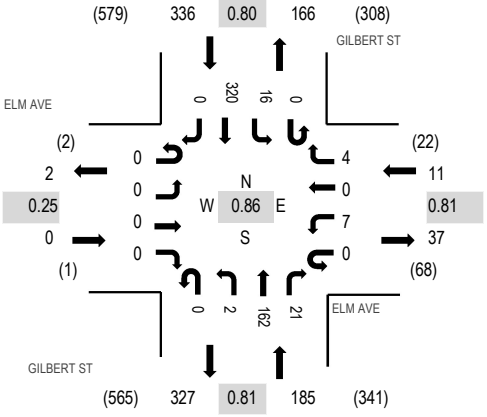
Traffic Counts - Motorized Vehicles

Interval Start Time	ELM AVE Eastbound				ELM AVE Westbound				GILBERT ST Northbound				GILBERT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	5	0	8	0	0	85	0	0	0	25	1	125	647	0	0	0	0
7:15 AM	0	0	0	0	0	4	0	3	0	0	125	2	0	0	40	0	174	685	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	8	0	0	101	2	0	0	36	0	148	655	0	0	0	0
7:45 AM	0	0	0	0	0	7	0	1	0	0	127	6	0	0	58	1	200	639	0	0	0	0
8:00 AM	0	0	0	1	0	4	0	2	0	0	102	3	0	2	49	0	163	604	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	96	1	0	3	42	0	144		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	80	5	0	1	45	0	132		0	0	0	0
8:45 AM	0	0	0	0	0	5	0	4	0	0	92	0	0	2	62	0	165		0	0	0	0
Count Total	0	0	0	2	0	27	0	28	0	0	808	19	0	8	357	2	1,251		0	0	0	0
Peak Hour	0	0	0	1	0	16	0	14	0	0	455	13	0	2	183	1	685		0	0	0	0

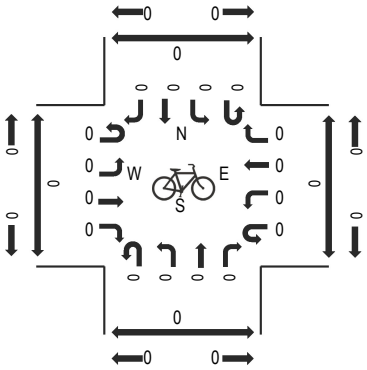
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 GILBERT ST & ELM AVE PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

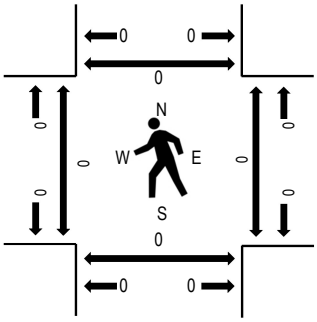
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

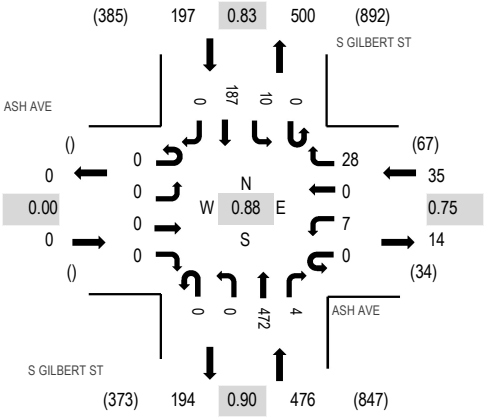
Traffic Counts - Motorized Vehicles

Interval Start Time	ELM AVE Eastbound				ELM AVE Westbound				GILBERT ST Northbound				GILBERT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	1	0	0	41	7	0	7	98	0	154	532	0	0	0	0
4:15 PM	0	0	0	0	0	3	0	1	0	1	50	6	0	5	84	0	150	491	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	1	0	1	34	3	0	2	68	0	111	469	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	1	0	0	37	5	0	2	70	0	117	461	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	0	30	9	0	3	69	0	113	411	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	3	0	0	42	5	0	4	73	0	128		0	0	0	0
5:30 PM	0	0	0	1	0	2	0	2	0	0	39	3	0	3	53	0	103		0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	26	2	0	2	36	0	67		0	0	0	0
Count Total	0	0	0	1	0	13	0	9	0	2	299	40	0	28	551	0	943		0	0	0	0
Peak Hour	0	0	0	0	0	7	0	4	0	2	162	21	0	16	320	0	532		0	0	0	0

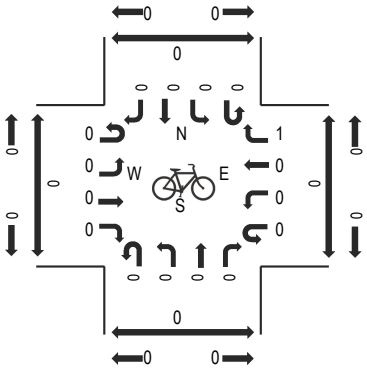
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 S GILBERT ST & ASH AVE AM
Date: Thursday, January 9, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

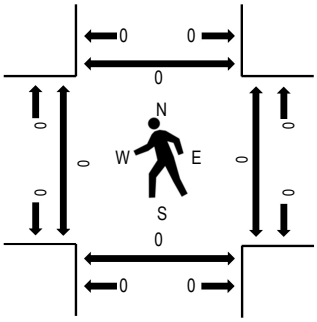
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

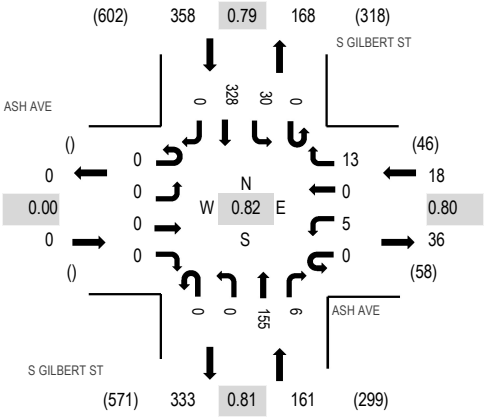
Traffic Counts - Motorized Vehicles

Interval Start Time	ASH AVE Eastbound				ASH AVE Westbound				S GILBERT ST Northbound				S GILBERT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	9	0	0	93	1	0	1	25	0	130	671	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	5	0	0	131	1	0	1	42	0	183	708	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	6	0	0	111	0	0	4	35	0	156	680	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	10	0	0	127	1	0	4	58	0	202	658	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	7	0	0	103	2	0	1	52	0	167	628	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	6	0	0	100	1	0	5	41	0	155		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	6	0	0	74	3	0	3	48	0	134		0	0	0	0
8:45 AM	0	0	0	0	0	2	0	6	0	0	98	1	0	5	60	0	172		0	0	0	0
Count Total	0	0	0	0	0	12	0	55	0	0	837	10	0	24	361	0	1,299		0	0	0	0
Peak Hour	0	0	0	0	0	7	0	28	0	0	472	4	0	10	187	0	708		0	0	0	0

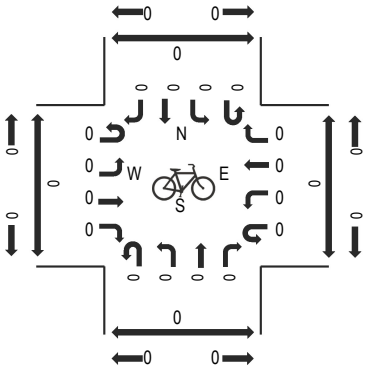
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 S GILBERT ST & ASH AVE PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

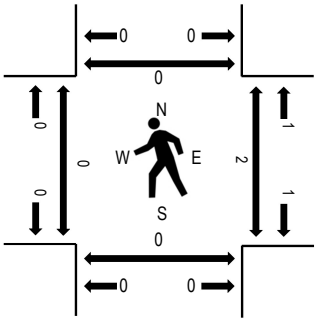
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASH AVE Eastbound				ASH AVE Westbound				S GILBERT ST Northbound				S GILBERT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	2	0	4	0	0	43	1	0	7	107	0	164	537	0	2	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	48	2	0	10	84	0	145	481	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	31	1	0	5	70	0	110	462	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	6	0	0	33	2	0	8	67	0	118	456	0	0	0	0
5:00 PM	0	0	0	0	0	3	0	2	0	0	28	2	0	3	70	0	108	410	0	0	0	0
5:15 PM	0	0	0	0	0	6	0	3	0	0	42	0	0	8	67	0	126		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	7	0	0	39	1	0	2	52	0	104		0	0	0	0
5:45 PM	0	0	0	0	0	1	0	3	0	0	26	0	0	6	36	0	72		0	0	0	0
Count Total	0	0	0	0	0	18	0	28	0	0	290	9	0	49	553	0	947		0	2	0	0
Peak Hour	0	0	0	0	0	5	0	13	0	0	155	6	0	30	328	0	537		0	2	0	0

All Traffic Data Services
12200 W 52nd Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

Site Code: 9
Station ID: 9
VALLEY DR S.O. SOUTH ST

Start Time	09-Jan-25 Thu	NB	SB							Total
12:00 AM		2	2							4
01:00		0	2							2
02:00		1	0							1
03:00		1	0							1
04:00		6	0							6
05:00		12	0							12
06:00		32	4							36
07:00		**41**	15							**56**
08:00		30	**22**							52
09:00		21	14							35
10:00		12	15							27
11:00		14	11							25
12:00 PM		11	16							27
01:00		10	21							31
02:00		**26**	19							45
03:00		26	38							64
04:00		26	**42**							**68**
05:00		14	26							40
06:00		17	28							45
07:00		11	21							32
08:00		4	11							15
09:00		3	9							12
10:00		2	3							5
11:00		1	6							7
Total		323	325							648
Percent		49.8%	50.2%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	07:00
Vol.	-	41	22	-	-	-	-	-	-	56
PM Peak	-	14:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	26	42	-	-	-	-	-	-	68
Grand Total		323	325							648
Percent		49.8%	50.2%							
ADT		ADT 648		AADT 648						

All Traffic Data Services
12200 W 52nd Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

Site Code: 10
Station ID: 10
GILBERT ST N.O. ELM AVE

Start Time	09-Jan-25 Thu	NB	SB							Total
12:00 AM		4	11							15
01:00		2	3							5
02:00		1	2							3
03:00		3	1							4
04:00		23	7							30
05:00		56	16							72
06:00		200	50							250
07:00		**458**	161							**619**
08:00		378	206							584
09:00		173	**211**							384
10:00		115	117							232
11:00		115	114							229
12:00 PM		85	116							201
01:00		122	114							236
02:00		157	146							303
03:00		**239**	274							**513**
04:00		166	**336**							502
05:00		142	243							385
06:00		66	121							187
07:00		69	84							153
08:00		44	83							127
09:00		17	51							68
10:00		14	35							49
11:00		12	20							32
Total		2661	2522							5183
Percent		51.3%	48.7%							
AM Peak	-	07:00	09:00	-	-	-	-	-	-	07:00
Vol.	-	458	211	-	-	-	-	-	-	619
PM Peak	-	15:00	16:00	-	-	-	-	-	-	15:00
Vol.	-	239	336	-	-	-	-	-	-	513
Grand Total		2661	2522							5183
Percent		51.3%	48.7%							
ADT		ADT 5,183		AADT 5,183						

APPENDIX B

Level of Service Definitions

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 6th Edition, Transportation Research Board, 2016: Chapter 19 – Signalized Intersections.

Motorized Vehicle Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

LOS A Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Note: [a] For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 6th Edition, Transportation Research Board, 2016: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler's perspective.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[a] For approaches and intersectionwide assessment, LOS is defined solely by control delay.

APPENDIX C

Capacity Worksheets

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	298	533	212
Demand Flow Rate, veh/h	304	544	216
Vehicles Circulating, veh/h	73	190	285
Vehicles Exiting, veh/h	285	187	449
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.8	7.8	1.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	LTR	LT	T	
RT Channelized					Free
Lane Util	0.530	0.470	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	161	143	544	73	143
Cap Entry Lane, veh/h	1262	1335	1208	1115	1938
Entry HV Adj Factor	0.981	0.979	0.980	0.980	0.980
Flow Entry, veh/h	158	140	533	72	140
Cap Entry, veh/h	1238	1307	1184	1093	1900
V/C Ratio	0.128	0.107	0.450	0.065	0.074
Control Delay, s/veh	4.0	3.6	7.8	3.9	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	2	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	301	422	36	21
Demand Flow Rate, veh/h	307	430	37	21
Vehicles Circulating, veh/h	16	37	309	457
Vehicles Exiting, veh/h	462	309	14	10
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.1	3.7	3.9
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	144	163	202	228	37	21
Cap Entry Lane, veh/h	1330	1401	1305	1376	1092	963
Entry HV Adj Factor	0.983	0.980	0.981	0.980	0.973	1.000
Flow Entry, veh/h	142	160	198	224	36	21
Cap Entry, veh/h	1308	1372	1280	1349	1063	963
V/C Ratio	0.108	0.116	0.155	0.166	0.034	0.022
Control Delay, s/veh	3.6	3.5	4.1	4.0	3.7	3.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	261	4	0	430	2	18	0	2	2	0	45
Future Vol, veh/h	15	261	4	0	430	2	18	0	2	2	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	284	4	0	467	2	20	0	2	2	0	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	288	0	0	552	788	144	642	788	234
Stage 1	-	-	-	-	-	-	318	318	-	467	467	-
Stage 2	-	-	-	-	-	-	234	470	-	174	321	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1088	-	-	1271	-	-	416	322	877	359	322	768
Stage 1	-	-	-	-	-	-	667	652	-	545	560	-
Stage 2	-	-	-	-	-	-	748	559	-	810	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1271	-	-	384	317	877	353	317	768
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	317	-	353	317	-
Stage 1	-	-	-	-	-	-	657	642	-	545	560	-
Stage 2	-	-	-	-	-	-	701	559	-	796	641	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.45	0	14.35	10.23
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	407	1088	-	-	1271	-	-	353	768
HCM Lane V/C Ratio	0.053	0.015	-	-	-	-	-	0.006	0.064
HCM Control Delay (s/veh)	14.3	8.4	-	-	0	-	-	15.3	10
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0	0.2

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	403	487	688	219
Demand Flow Rate, veh/h	411	497	701	223
Vehicles Circulating, veh/h	228	683	312	667
Vehicles Exiting, veh/h	662	330	327	513
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	8.8	12.5	7.7
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	193	218	234	263	701	223
Cap Entry Lane, veh/h	1094	1170	720	795	1089	805
Entry HV Adj Factor	0.981	0.979	0.979	0.982	0.981	0.981
Flow Entry, veh/h	189	213	229	258	688	219
Cap Entry, veh/h	1073	1146	705	781	1069	790
V/C Ratio	0.176	0.186	0.325	0.331	0.644	0.277
Control Delay, s/veh	5.0	4.8	9.2	8.5	12.5	7.7
LOS	A	A	A	A	B	A
95th %tile Queue, veh	1	1	1	1	5	1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	0	1	16	0	14	0	455	13	2	183	1
Future Vol, veh/h	0	0	1	16	0	14	0	455	13	2	183	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	17	0	15	0	495	14	2	199	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	713	199	705	706	502	200	0	0	509	0	0
Stage 1	204	204	-	502	502	-	-	-	-	-	-	-
Stage 2	495	509	-	203	204	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	355	357	842	351	361	570	1372	-	-	1056	-	-
Stage 1	798	733	-	552	542	-	-	-	-	-	-	-
Stage 2	557	538	-	799	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	345	357	842	350	360	570	1372	-	-	1056	-	-
Mov Cap-2 Maneuver	345	357	-	350	360	-	-	-	-	-	-	-
Stage 1	796	731	-	552	542	-	-	-	-	-	-	-
Stage 2	542	538	-	796	731	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.28	14.13	0	0.09
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	842	427	1056	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.076	0.002	-	-
HCM Control Delay (s/veh)	0	-	-	9.3	14.1	8.4	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	28	472	4	10	187
Future Vol, veh/h	7	28	472	4	10	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	30	513	4	11	203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	740	515	0	0	517	0
Stage 1	515	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	384	560	-	-	1048	-
Stage 1	600	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	380	560	-	-	1048	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.61	0	0.43
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1048	-
HCM Lane V/C Ratio	-	-	0.074	0.01	-
HCM Control Delay (s/veh)	-	-	12.6	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	0	11	0	4	4	12	16	2	1	11	41
Future Vol, veh/h	20	0	11	0	4	4	12	16	2	1	11	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	12	0	4	4	13	17	2	1	12	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	82	82	34	59	103	18	57	0	0	20	0	0
Stage 1	36	36	-	45	45	-	-	-	-	-	-	-
Stage 2	46	46	-	14	59	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	905	808	1039	938	787	1060	1548	-	-	1597	-	-
Stage 1	979	865	-	969	858	-	-	-	-	-	-	-
Stage 2	968	857	-	1006	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	888	801	1039	918	780	1060	1548	-	-	1597	-	-
Mov Cap-2 Maneuver	888	801	-	918	780	-	-	-	-	-	-	-
Stage 1	978	864	-	961	850	-	-	-	-	-	-	-
Stage 2	951	850	-	994	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.99	9.05	2.94	0.14
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	704	-	-	937	898	29	-	-
HCM Lane V/C Ratio	0.008	-	-	0.036	0.01	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	910	33	38	550	45	28
Future Vol, veh/h	910	33	38	550	45	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	120	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	989	36	41	598	49	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1025	0	1670	989
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	677	-	106	299
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	677	-	99	299
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	472	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.69	65.38
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	133	-	-	677	-
HCM Lane V/C Ratio	0.594	-	-	0.061	-
HCM Control Delay (s/veh)	65.4	-	-	10.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	346	242	335
Demand Flow Rate, veh/h	353	247	341
Vehicles Circulating, veh/h	170	151	152
Vehicles Exiting, veh/h	152	372	246
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.7	2.0
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	TR	LT	T	
RT Channelized					Free
Lane Util	0.428	0.572	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	151	202	247	170	171
Cap Entry Lane, veh/h	1154	1229	1249	1248	1938
Entry HV Adj Factor	0.980	0.980	0.980	0.980	0.980
Flow Entry, veh/h	148	198	242	167	168
Cap Entry, veh/h	1131	1205	1224	1224	1900
V/C Ratio	0.131	0.164	0.198	0.136	0.088
Control Delay, s/veh	4.3	4.4	4.7	4.1	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	376	320	21	9
Demand Flow Rate, veh/h	384	326	21	9
Vehicles Circulating, veh/h	18	21	358	325
Vehicles Exiting, veh/h	316	358	44	22
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	3.7	3.6	3.4
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	180	204	153	173	21	9
Cap Entry Lane, veh/h	1328	1399	1324	1395	1047	1077
Entry HV Adj Factor	0.983	0.978	0.983	0.981	1.000	1.000
Flow Entry, veh/h	177	199	150	170	21	9
Cap Entry, veh/h	1304	1367	1302	1368	1047	1077
V/C Ratio	0.136	0.146	0.116	0.124	0.020	0.008
Control Delay, s/veh	3.9	3.8	3.7	3.6	3.6	3.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	1	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	347	15	2	288	0	9	0	0	1	0	34
Future Vol, veh/h	53	347	15	2	288	0	9	0	0	1	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	377	16	2	313	0	10	0	0	1	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	313	0	0	393	0	0	661	818	197	621	826	157
Stage 1	-	-	-	-	-	-	501	501	-	317	317	-
Stage 2	-	-	-	-	-	-	161	317	-	304	509	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1244	-	-	1162	-	-	348	309	811	371	306	861
Stage 1	-	-	-	-	-	-	521	541	-	668	653	-
Stage 2	-	-	-	-	-	-	825	653	-	681	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1244	-	-	1162	-	-	317	294	811	354	291	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	294	-	354	291	-
Stage 1	-	-	-	-	-	-	497	516	-	667	651	-
Stage 2	-	-	-	-	-	-	788	651	-	649	512	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.03	0.06	16.73	9.53
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	317	1244	-	-	1162	-	-	354	861
HCM Lane V/C Ratio	0.031	0.046	-	-	0.002	-	-	0.003	0.043
HCM Control Delay (s/veh)	16.7	8	-	-	8.1	-	-	15.2	9.4
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0	0.1

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	685	361	354	347
Demand Flow Rate, veh/h	698	368	361	354
Vehicles Circulating, veh/h	389	364	464	514
Vehicles Exiting, veh/h	479	461	623	218
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.6	5.4	8.0	8.4
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	328	370	173	195	361	354
Cap Entry Lane, veh/h	944	1020	966	1042	957	917
Entry HV Adj Factor	0.981	0.981	0.980	0.981	0.980	0.981
Flow Entry, veh/h	322	363	170	191	354	347
Cap Entry, veh/h	926	1000	947	1022	938	899
V/C Ratio	0.348	0.363	0.179	0.187	0.377	0.386
Control Delay, s/veh	7.7	7.4	5.5	5.3	8.0	8.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	2	2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	0	0	7	0	4	2	162	21	16	320	0
Future Vol, veh/h	0	0	0	7	0	4	2	162	21	16	320	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	0	4	2	176	23	17	348	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	563	586	348	574	574	188	348	0	0	199	0	0
Stage 1	383	383	-	192	192	-	-	-	-	-	-	-
Stage 2	180	203	-	383	383	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	422	695	429	429	855	1211	-	-	1373	-	-
Stage 1	640	612	-	810	742	-	-	-	-	-	-	-
Stage 2	821	733	-	640	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	428	416	695	423	423	855	1211	-	-	1373	-	-
Mov Cap-2 Maneuver	428	416	-	423	423	-	-	-	-	-	-	-
Stage 1	632	605	-	808	740	-	-	-	-	-	-	-
Stage 2	816	732	-	632	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.11	0.09	0.36
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1211	-	-	-	518	1373	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.023	0.013	-	-
HCM Control Delay (s/veh)	8	-	-	0	12.1	7.7	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	13	155	6	30	328
Future Vol, veh/h	5	13	155	6	30	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	14	168	7	33	357

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	593	172	0	0	175	0
Stage 1	172	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	468	872	-	-	1401	-
Stage 1	858	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	457	872	-	-	1401	-
Mov Cap-2 Maneuver	457	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.32	0	0.64
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	696	1401	-
HCM Lane V/C Ratio	-	-	0.028	0.023	-
HCM Control Delay (s/veh)	-	-	10.3	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	6	13	0	5	1	5	19	2	8	29	25
Future Vol, veh/h	31	6	13	0	5	1	5	19	2	8	29	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	7	14	0	5	1	5	21	2	9	32	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	97	96	45	85	109	22	59	0	0	23	0	0
Stage 1	63	63	-	33	33	-	-	-	-	-	-	-
Stage 2	34	34	-	52	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	886	794	1025	902	781	1055	1545	-	-	1592	-	-
Stage 1	949	843	-	984	868	-	-	-	-	-	-	-
Stage 2	982	867	-	961	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	787	1025	874	774	1055	1545	-	-	1592	-	-
Mov Cap-2 Maneuver	871	787	-	874	774	-	-	-	-	-	-	-
Stage 1	943	838	-	980	865	-	-	-	-	-	-	-
Stage 2	971	864	-	935	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.29	9.48	1.41	0.94
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	340	-	-	894	810	213	-	-
HCM Lane V/C Ratio	0.004	-	-	0.061	0.008	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.3	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	834	66	46	462	31	40
Future Vol, veh/h	834	66	46	462	31	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	120	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	907	72	50	502	34	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	978	0	1509	907
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	705	-	133	334
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	705	-	123	334
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.95	35.97
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	191	-	-	705	-
HCM Lane V/C Ratio	0.403	-	-	0.071	-
HCM Control Delay (s/veh)	36	-	-	10.5	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	309	554	221
Demand Flow Rate, veh/h	315	565	226
Vehicles Circulating, veh/h	76	197	296
Vehicles Exiting, veh/h	296	195	466
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	8.1	1.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	LTR	LT	T	
RT Channelized					Free
Lane Util	0.530	0.470	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	167	148	565	77	149
Cap Entry Lane, veh/h	1259	1331	1201	1104	1938
Entry HV Adj Factor	0.981	0.981	0.980	0.980	0.980
Flow Entry, veh/h	164	145	554	75	146
Cap Entry, veh/h	1234	1306	1177	1083	1900
V/C Ratio	0.133	0.111	0.470	0.070	0.077
Control Delay, s/veh	4.0	3.7	8.1	3.9	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	3	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	313	438	37	21
Demand Flow Rate, veh/h	319	447	38	21
Vehicles Circulating, veh/h	16	38	321	475
Vehicles Exiting, veh/h	480	321	14	10
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.1	3.7	4.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	150	169	210	237	38	21
Cap Entry Lane, veh/h	1330	1401	1303	1375	1081	948
Entry HV Adj Factor	0.981	0.982	0.981	0.980	0.974	1.000
Flow Entry, veh/h	147	166	206	232	37	21
Cap Entry, veh/h	1305	1375	1279	1348	1053	948
V/C Ratio	0.113	0.121	0.161	0.172	0.035	0.022
Control Delay, s/veh	3.7	3.6	4.2	4.1	3.7	4.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	271	4	0	447	2	19	0	2	2	0	47
Future Vol, veh/h	16	271	4	0	447	2	19	0	2	2	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	295	4	0	486	2	21	0	2	2	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	488	0	0	299	0	0	574	820	149	668	820	243
Stage 1	-	-	-	-	-	-	332	332	-	486	486	-
Stage 2	-	-	-	-	-	-	243	488	-	182	334	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1071	-	-	1259	-	-	401	308	870	344	308	758
Stage 1	-	-	-	-	-	-	656	643	-	532	549	-
Stage 2	-	-	-	-	-	-	739	548	-	802	642	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1071	-	-	1259	-	-	368	303	870	337	303	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	303	-	337	303	-
Stage 1	-	-	-	-	-	-	645	633	-	532	549	-
Stage 2	-	-	-	-	-	-	689	548	-	787	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.46	0	14.81	10.32
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	390	1071	-	-	1259	-	-	337	758
HCM Lane V/C Ratio	0.059	0.016	-	-	-	-	-	0.006	0.067
HCM Control Delay (s/veh)	14.8	8.4	-	-	0	-	-	15.7	10.1
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0	0.2

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	418	506	715	227
Demand Flow Rate, veh/h	426	516	729	231
Vehicles Circulating, veh/h	236	711	324	694
Vehicles Exiting, veh/h	689	342	338	533
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	9.3	13.6	8.1
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	200	226	243	273	729	231
Cap Entry Lane, veh/h	1086	1162	702	776	1078	787
Entry HV Adj Factor	0.981	0.979	0.979	0.983	0.980	0.981
Flow Entry, veh/h	196	221	238	268	715	227
Cap Entry, veh/h	1066	1138	687	763	1057	773
V/C Ratio	0.184	0.194	0.346	0.352	0.676	0.293
Control Delay, s/veh	5.1	4.9	9.7	9.0	13.6	8.1
LOS	A	A	A	A	B	A
95th %tile Queue, veh	1	1	2	2	6	1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	17	0	15	0	473	14	2	190	1
Future Vol, veh/h	1	0	0	17	0	15	0	473	14	2	190	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	18	0	16	0	514	15	2	207	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	726	741	207	733	734	522	208	0	0	529	0	0
Stage 1	211	211	-	522	522	-	-	-	-	-	-	-
Stage 2	514	529	-	211	212	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	340	344	833	336	347	555	1363	-	-	1038	-	-
Stage 1	791	727	-	538	531	-	-	-	-	-	-	-
Stage 2	543	527	-	791	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	344	833	336	347	555	1363	-	-	1038	-	-
Mov Cap-2 Maneuver	329	344	-	336	347	-	-	-	-	-	-	-
Stage 1	789	726	-	538	531	-	-	-	-	-	-	-
Stage 2	527	527	-	790	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.96	14.54	0	0.09
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	329	412	1038	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.084	0.002	-	-
HCM Control Delay (s/veh)	0	-	-	16	14.5	8.5	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	29	491	4	10	195
Future Vol, veh/h	7	29	491	4	10	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	32	534	4	11	212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	770	536	0	0	538	0
Stage 1	536	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	545	-	-	1030	-
Stage 1	587	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	545	-	-	1030	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.86	0	0.42
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1030	-
HCM Lane V/C Ratio	-	-	0.079	0.011	-
HCM Control Delay (s/veh)	-	-	12.9	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	0	11	0	4	4	13	17	2	1	11	43
Future Vol, veh/h	21	0	11	0	4	4	13	17	2	1	11	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	12	0	4	4	14	18	2	1	12	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	86	35	62	109	20	59	0	0	21	0	0
Stage 1	38	38	-	48	48	-	-	-	-	-	-	-
Stage 2	49	49	-	14	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	899	804	1037	933	781	1058	1545	-	-	1595	-	-
Stage 1	978	864	-	966	855	-	-	-	-	-	-	-
Stage 2	964	854	-	1006	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	882	796	1037	913	774	1058	1545	-	-	1595	-	-
Mov Cap-2 Maneuver	882	796	-	913	774	-	-	-	-	-	-	-
Stage 1	977	863	-	957	847	-	-	-	-	-	-	-
Stage 2	947	846	-	994	844	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.02	9.07	2.99	0.13
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	716	-	-	930	894	28	-	-
HCM Lane V/C Ratio	0.009	-	-	0.037	0.01	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

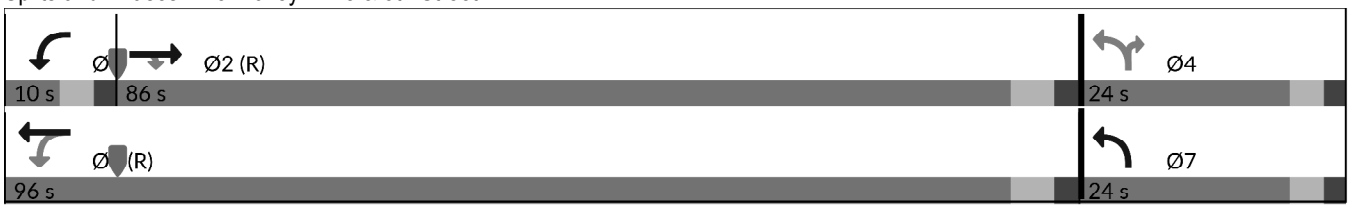
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	946	34	40	572	47	29
Future Volume (vph)	946	34	40	572	47	29
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.180		0.950	
Satd. Flow (perm)	1863	1583	335	1863	1770	1583
Satd. Flow (RTOR)		12				32
Lane Group Flow (vph)	1028	37	43	622	51	32
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	86.0	86.0	10.0	96.0	24.0	24.0
Total Split (%)	71.7%	71.7%	8.3%	80.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	94.6	94.6	103.3	103.5	8.8	8.8
Actuated g/C Ratio	0.79	0.79	0.86	0.86	0.07	0.07
v/c Ratio	0.70	0.02	0.11	0.38	0.39	0.22
Control Delay (s/veh)	11.9	3.5	2.5	3.2	60.9	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	3.5	2.5	3.2	60.9	20.1
LOS	B	A	A	A	E	C
Approach Delay (s/veh)	11.7			3.2	45.2	
Approach LOS	B			A	D	
Queue Length 50th (ft)	394	4	4	90	38	0
Queue Length 95th (ft)	652	15	11	154	78	31
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	1468	1250	359	1606	280	277
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.03	0.12	0.39	0.18	0.12

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	252	349
Demand Flow Rate, veh/h	365	257	356
Vehicles Circulating, veh/h	177	156	158
Vehicles Exiting, veh/h	158	386	255
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.8	2.1
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	TR	LT	T	
RT Channelized					Free
Lane Util	0.427	0.573	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	156	209	257	177	179
Cap Entry Lane, veh/h	1147	1222	1244	1242	1938
Entry HV Adj Factor	0.981	0.981	0.981	0.980	0.980
Flow Entry, veh/h	153	205	252	174	175
Cap Entry, veh/h	1125	1198	1220	1217	1900
V/C Ratio	0.136	0.171	0.207	0.143	0.092
Control Delay, s/veh	4.4	4.5	4.8	4.2	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	390	333	21	9
Demand Flow Rate, veh/h	398	339	21	9
Vehicles Circulating, veh/h	18	21	371	337
Vehicles Exiting, veh/h	328	371	45	23
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	3.7	3.6	3.4
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	187	211	159	180	21	9
Cap Entry Lane, veh/h	1328	1399	1324	1395	1036	1066
Entry HV Adj Factor	0.980	0.980	0.984	0.980	1.000	1.000
Flow Entry, veh/h	183	207	156	176	21	9
Cap Entry, veh/h	1302	1370	1303	1367	1036	1066
V/C Ratio	0.141	0.151	0.120	0.129	0.020	0.008
Control Delay, s/veh	3.9	3.8	3.7	3.7	3.6	3.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	1	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	361	16	2	300	0	9	0	0	1	0	35
Future Vol, veh/h	55	361	16	2	300	0	9	0	0	1	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	392	17	2	326	0	10	0	0	1	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	410	0	0	688	851	205	646	860	163
Stage 1	-	-	-	-	-	-	521	521	-	330	330	-
Stage 2	-	-	-	-	-	-	167	330	-	316	529	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1230	-	-	1146	-	-	333	296	802	356	292	853
Stage 1	-	-	-	-	-	-	507	530	-	657	644	-
Stage 2	-	-	-	-	-	-	818	644	-	670	525	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1230	-	-	1146	-	-	302	281	802	338	277	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	281	-	338	277	-
Stage 1	-	-	-	-	-	-	482	504	-	655	643	-
Stage 2	-	-	-	-	-	-	780	643	-	637	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.03	0.05	17.33	9.59
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	302	1230	-	-	1146	-	-	338	853
HCM Lane V/C Ratio	0.032	0.049	-	-	0.002	-	-	0.003	0.045
HCM Control Delay (s/veh)	17.3	8.1	-	-	8.1	-	-	15.7	9.4
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	712	375	369	361
Demand Flow Rate, veh/h	726	382	376	369
Vehicles Circulating, veh/h	404	378	484	533
Vehicles Exiting, veh/h	498	482	646	227
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.9	5.5	8.5	8.9
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	341	385	180	202	376	369
Cap Entry Lane, veh/h	931	1007	953	1030	941	903
Entry HV Adj Factor	0.982	0.981	0.978	0.983	0.980	0.978
Flow Entry, veh/h	335	377	176	199	369	361
Cap Entry, veh/h	914	988	933	1012	923	883
V/C Ratio	0.366	0.382	0.189	0.196	0.400	0.409
Control Delay, s/veh	8.0	7.8	5.7	5.4	8.5	8.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	2	2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	7	0	4	2	169	22	17	333	0
Future Vol, veh/h	0	0	0	7	0	4	2	169	22	17	333	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	0	4	2	184	24	18	362	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	587	611	362	599	599	196	362	0	0	208	0	0
Stage 1	399	399	-	200	200	-	-	-	-	-	-	-
Stage 2	188	212	-	399	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	421	409	683	414	415	846	1197	-	-	1363	-	-
Stage 1	627	602	-	802	736	-	-	-	-	-	-	-
Stage 2	814	727	-	627	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	413	402	683	407	409	846	1197	-	-	1363	-	-
Mov Cap-2 Maneuver	413	402	-	407	409	-	-	-	-	-	-	-
Stage 1	619	594	-	800	734	-	-	-	-	-	-	-
Stage 2	808	726	-	619	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.35	0.08	0.37
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	-	502	1363	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.024	0.014	-	-
HCM Control Delay (s/veh)	8	-	-	0	12.3	7.7	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	14	161	6	31	341
Future Vol, veh/h	5	14	161	6	31	341
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	15	175	7	34	371

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	178	0	0	182	0
Stage 1	178	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	454	865	-	-	1394	-
Stage 1	853	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	443	865	-	-	1394	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.37	0	0.64
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1394	-
HCM Lane V/C Ratio	-	-	0.03	0.024	-
HCM Control Delay (s/veh)	-	-	10.4	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	6	14	0	5	1	5	20	2	8	30	26
Future Vol, veh/h	32	6	14	0	5	1	5	20	2	8	30	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	7	15	0	5	1	5	22	2	9	33	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	99	99	47	87	112	23	61	0	0	24	0	0
Stage 1	64	64	-	34	34	-	-	-	-	-	-	-
Stage 2	35	35	-	53	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	882	791	1023	899	778	1054	1542	-	-	1591	-	-
Stage 1	947	841	-	982	867	-	-	-	-	-	-	-
Stage 2	980	866	-	959	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	784	1023	870	771	1054	1542	-	-	1591	-	-
Mov Cap-2 Maneuver	867	784	-	870	771	-	-	-	-	-	-	-
Stage 1	941	837	-	979	864	-	-	-	-	-	-	-
Stage 2	970	863	-	932	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.31	9.5	1.36	0.91
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	327	-	-	893	807	206	-	-
HCM Lane V/C Ratio	0.004	-	-	0.063	0.008	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.3	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

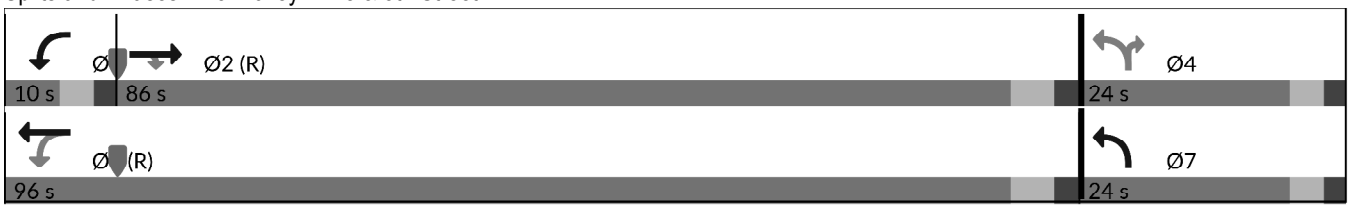
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	867	69	48	481	32	42
Future Volume (vph)	867	69	48	481	32	42
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.222		0.950	
Satd. Flow (perm)	1863	1583	414	1863	1770	1583
Satd. Flow (RTOR)		26				46
Lane Group Flow (vph)	942	75	52	523	35	46
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	86.0	86.0	10.0	96.0	24.0	24.0
Total Split (%)	71.7%	71.7%	8.3%	80.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	95.5	95.5	104.2	104.4	7.9	7.9
Actuated g/C Ratio	0.80	0.80	0.87	0.87	0.07	0.07
v/c Ratio	0.63	0.05	0.12	0.32	0.30	0.31
Control Delay (s/veh)	9.6	3.0	2.1	2.5	59.4	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	3.0	2.1	2.5	59.4	20.7
LOS	A	A	A	A	E	C
Approach Delay (s/veh)	9.2			2.5	37.5	
Approach LOS	A			A	D	
Queue Length 50th (ft)	315	8	4	65	26	0
Queue Length 95th (ft)	505	23	11	109	59	37
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	1482	1265	427	1621	280	289
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.06	0.12	0.32	0.13	0.16

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 8.3	Intersection LOS: A
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	447	802	319
Demand Flow Rate, veh/h	456	818	325
Vehicles Circulating, veh/h	110	285	428
Vehicles Exiting, veh/h	428	281	675
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	15.4	1.6
Approach LOS	A	C	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	LTR	LT	T	
RT Channelized					Free
Lane Util	0.531	0.469	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	242	214	818	110	215
Cap Entry Lane, veh/h	1220	1293	1115	987	1938
Entry HV Adj Factor	0.979	0.982	0.981	0.980	0.980
Flow Entry, veh/h	237	210	802	108	211
Cap Entry, veh/h	1194	1270	1093	968	1900
V/C Ratio	0.198	0.165	0.734	0.111	0.111
Control Delay, s/veh	4.8	4.2	15.4	4.7	0.0
LOS	A	A	C	A	A
95th %tile Queue, veh	1	1	7	0	0

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	450	636	55	31
Demand Flow Rate, veh/h	459	648	56	31
Vehicles Circulating, veh/h	25	56	462	689
Vehicles Exiting, veh/h	695	462	22	15
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	4.9	4.4	4.9
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.471	0.529	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	216	243	305	343	56	31
Cap Entry Lane, veh/h	1319	1390	1282	1354	959	791
Entry HV Adj Factor	0.980	0.982	0.979	0.982	0.982	1.000
Flow Entry, veh/h	212	239	299	337	55	31
Cap Entry, veh/h	1293	1366	1256	1330	942	791
V/C Ratio	0.164	0.175	0.238	0.253	0.058	0.039
Control Delay, s/veh	4.1	4.1	4.9	4.9	4.4	4.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	392	6	0	645	3	27	0	3	3	0	68
Future Vol, veh/h	23	392	6	0	645	3	27	0	3	3	0	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	426	7	0	701	3	29	0	3	3	0	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	704	0	0	433	0	0	830	1184	216	964	1184	351
Stage 1	-	-	-	-	-	-	479	479	-	701	701	-
Stage 2	-	-	-	-	-	-	351	704	-	263	483	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	889	-	-	1123	-	-	263	188	788	210	188	646
Stage 1	-	-	-	-	-	-	536	553	-	395	439	-
Stage 2	-	-	-	-	-	-	639	438	-	719	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	889	-	-	1123	-	-	226	183	788	203	183	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	183	-	203	183	-
Stage 1	-	-	-	-	-	-	521	538	-	395	439	-
Stage 2	-	-	-	-	-	-	566	438	-	696	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0	22.07	11.79
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	243	889	-	-	1123	-	-	203	646
HCM Lane V/C Ratio	0.134	0.028	-	-	-	-	-	0.016	0.114
HCM Control Delay (s/veh)	22.1	9.2	-	-	0	-	-	23	11.3
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0	0.4

Intersection	
Intersection Delay, s/veh	40.7
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	603	732	1033	328
Demand Flow Rate, veh/h	615	747	1053	334
Vehicles Circulating, veh/h	343	1025	468	1003
Vehicles Exiting, veh/h	994	496	490	769
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	22.0	81.8	16.0
Approach LOS	A	C	F	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	289	326	351	396	1053	334
Cap Entry Lane, veh/h	985	1061	526	594	954	605
Entry HV Adj Factor	0.981	0.981	0.980	0.980	0.981	0.981
Flow Entry, veh/h	283	320	344	388	1033	328
Cap Entry, veh/h	966	1040	516	582	936	594
V/C Ratio	0.294	0.307	0.668	0.667	1.104	0.552
Control Delay, s/veh	6.7	6.5	23.2	21.0	81.8	16.0
LOS	A	A	C	C	F	C
95th %tile Queue, veh	1	1	5	5	27	3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑			↑	
Traffic Vol, veh/h	0	0	2	24	0	21	0	683	20	3	275	2
Future Vol, veh/h	0	0	2	24	0	21	0	683	20	3	275	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	26	0	23	0	742	22	3	299	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1049	1071	300	1059	1061	753	301	0	0	764	0	0
Stage 1	307	307	-	753	753	-	-	-	-	-	-	-
Stage 2	742	764	-	305	308	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	221	740	202	224	410	1260	-	-	849	-	-
Stage 1	703	661	-	402	417	-	-	-	-	-	-	-
Stage 2	407	413	-	704	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	220	740	201	223	410	1260	-	-	849	-	-
Mov Cap-2 Maneuver	193	220	-	201	223	-	-	-	-	-	-	-
Stage 1	701	659	-	402	417	-	-	-	-	-	-	-
Stage 2	385	413	-	699	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.88	21.74	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	740	264	849	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.186	0.004	-	-
HCM Control Delay (s/veh)	0	-	-	9.9	21.7	9.3	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	42	708	6	15	281
Future Vol, veh/h	11	42	708	6	15	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	46	770	7	16	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1111	773	0	0	776	0
Stage 1	773	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	399	-	-	840	-
Stage 1	455	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	399	-	-	840	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.53	0	0.47
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	840	-
HCM Lane V/C Ratio	-	-	0.167	0.019	-
HCM Control Delay (s/veh)	-	-	17.5	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	17	0	6	6	18	24	3	2	17	62
Future Vol, veh/h	30	0	17	0	6	6	18	24	3	2	17	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	0	18	0	7	7	20	26	3	2	18	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	125	125	52	90	157	28	86	0	0	29	0	0
Stage 1	57	57	-	67	67	-	-	-	-	-	-	-
Stage 2	68	68	-	23	90	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	765	1015	895	735	1048	1510	-	-	1584	-	-
Stage 1	955	848	-	944	839	-	-	-	-	-	-	-
Stage 2	942	838	-	995	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	824	754	1015	866	724	1048	1510	-	-	1584	-	-
Mov Cap-2 Maneuver	824	754	-	866	724	-	-	-	-	-	-	-
Stage 1	954	847	-	931	828	-	-	-	-	-	-	-
Stage 2	916	827	-	976	819	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.32	9.27	2.97	0.18
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	704	-	-	884	856	38	-	-
HCM Lane V/C Ratio	0.013	-	-	0.058	0.015	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.3	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

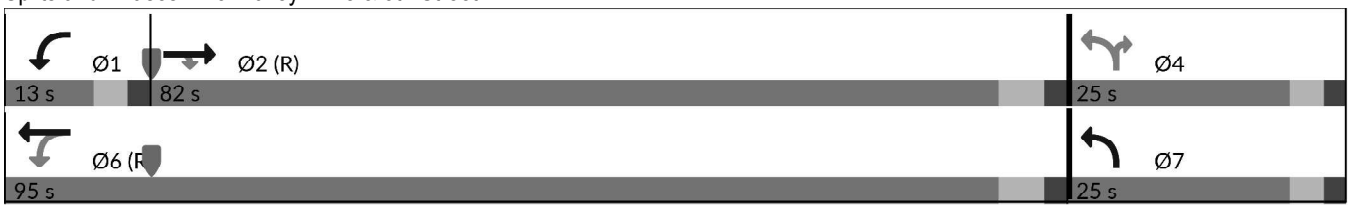
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1365	50	57	825	68	42
Future Volume (vph)	1365	50	57	825	68	42
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.135		0.950	
Satd. Flow (perm)	3539	1583	251	3539	1770	1583
Satd. Flow (RTOR)		20				46
Lane Group Flow (vph)	1484	54	62	897	74	46
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	82.0	82.0	13.0	95.0	25.0	25.0
Total Split (%)	68.3%	68.3%	10.8%	79.2%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	92.9	92.9	101.9	102.1	10.4	10.2
Actuated g/C Ratio	0.77	0.77	0.85	0.85	0.09	0.09
v/c Ratio	0.54	0.04	0.21	0.29	0.48	0.26
Control Delay (s/veh)	8.1	3.8	3.7	2.7	62.0	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	3.8	3.7	2.7	62.0	17.7
LOS	A	A	A	A	E	B
Approach Delay (s/veh)	8.0			2.8	45.1	
Approach LOS	A			A	D	
Queue Length 50th (ft)	248	6	6	67	56	0
Queue Length 95th (ft)	356	20	16	106	103	36
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	2740	1230	314	3011	295	302
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.04	0.20	0.30	0.25	0.15

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	519	364	504
Demand Flow Rate, veh/h	529	371	514
Vehicles Circulating, veh/h	256	226	228
Vehicles Exiting, veh/h	228	559	369
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	6.2	2.5
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	TR	LT	T	
RT Channelized					Free
Lane Util	0.427	0.573	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	226	303	371	256	258
Cap Entry Lane, veh/h	1067	1142	1172	1170	1938
Entry HV Adj Factor	0.982	0.980	0.982	0.980	0.980
Flow Entry, veh/h	222	297	364	251	253
Cap Entry, veh/h	1048	1120	1150	1147	1900
V/C Ratio	0.212	0.265	0.317	0.219	0.133
Control Delay, s/veh	5.4	5.7	6.2	5.1	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0

Intersection	
Intersection Delay, s/veh	4.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	563	479	31	13
Demand Flow Rate, veh/h	574	488	31	13
Vehicles Circulating, veh/h	26	31	535	486
Vehicles Exiting, veh/h	473	535	65	33
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.2	4.3	4.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	270	304	229	259	31	13
Cap Entry Lane, veh/h	1318	1389	1312	1383	901	939
Entry HV Adj Factor	0.980	0.981	0.983	0.980	1.000	1.000
Flow Entry, veh/h	265	298	225	254	31	13
Cap Entry, veh/h	1292	1363	1290	1356	901	939
V/C Ratio	0.205	0.219	0.175	0.187	0.034	0.014
Control Delay, s/veh	4.5	4.5	4.3	4.2	4.3	4.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	521	23	3	432	0	14	0	0	2	0	51
Future Vol, veh/h	80	521	23	3	432	0	14	0	0	2	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	566	25	3	470	0	15	0	0	2	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	591	0	0	994	1229	296	933	1241	235
Stage 1	-	-	-	-	-	-	753	753	-	476	476	-
Stage 2	-	-	-	-	-	-	241	476	-	457	765	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1088	-	-	980	-	-	199	177	701	221	174	767
Stage 1	-	-	-	-	-	-	368	416	-	539	555	-
Stage 2	-	-	-	-	-	-	741	555	-	553	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	980	-	-	170	162	701	203	159	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	162	-	203	159	-
Stage 1	-	-	-	-	-	-	339	383	-	537	553	-
Stage 2	-	-	-	-	-	-	685	553	-	509	377	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.1	0.06	28.3	10.55
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	170	1088	-	-	980	-	-	203	767
HCM Lane V/C Ratio	0.09	0.08	-	-	0.003	-	-	0.011	0.072
HCM Control Delay (s/veh)	28.3	8.6	-	-	8.7	-	-	23	10.1
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0	-	-	0	0.2

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1028	542	533	520
Demand Flow Rate, veh/h	1049	552	544	530
Vehicles Circulating, veh/h	584	547	698	771
Vehicles Exiting, veh/h	717	695	935	328
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.0	7.9	18.0	20.2
Approach LOS	B	A	C	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	493	556	259	293	544	530
Cap Entry Lane, veh/h	789	864	816	892	785	737
Entry HV Adj Factor	0.980	0.980	0.983	0.980	0.979	0.981
Flow Entry, veh/h	483	545	255	287	533	520
Cap Entry, veh/h	773	847	802	874	768	724
V/C Ratio	0.625	0.643	0.317	0.328	0.693	0.719
Control Delay, s/veh	15.2	14.8	8.1	7.8	18.0	20.2
LOS	C	B	A	A	C	C
95th %tile Queue, veh	4	5	1	1	6	6

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	0	6	3	243	32	24	480	0
Future Vol, veh/h	0	0	0	11	0	6	3	243	32	24	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	7	3	264	35	26	522	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	879	522	862	862	282	522	0	0	299	0	0
Stage 1	574	574	-	288	288	-	-	-	-	-	-	-
Stage 2	271	305	-	574	574	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	283	286	555	275	293	757	1045	-	-	1262	-	-
Stage 1	504	503	-	720	674	-	-	-	-	-	-	-
Stage 2	735	662	-	504	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	279	555	269	286	757	1045	-	-	1262	-	-
Mov Cap-2 Maneuver	274	279	-	269	286	-	-	-	-	-	-	-
Stage 1	494	493	-	717	672	-	-	-	-	-	-	-
Stage 2	727	660	-	494	493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	15.92	0.09	0.38
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1045	-	-	-	348	1262	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.053	0.021	-	-
HCM Control Delay (s/veh)	8.5	-	-	0	15.9	7.9	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	20	233	9	45	492
Future Vol, veh/h	8	20	233	9	45	492
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	22	253	10	49	535

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	891	258	0	0	263	0
Stage 1	258	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	313	780	-	-	1301	-
Stage 1	785	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	780	-	-	1301	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.11	0	0.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1301	-
HCM Lane V/C Ratio	-	-	0.057	0.038	-
HCM Control Delay (s/veh)	-	-	12.1	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	9	20	0	8	2	8	29	3	12	44	38
Future Vol, veh/h	47	9	20	0	8	2	8	29	3	12	44	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	10	22	0	9	2	9	32	3	13	48	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	148	147	68	129	166	33	89	0	0	35	0	0
Stage 1	95	95	-	51	51	-	-	-	-	-	-	-
Stage 2	53	52	-	79	115	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	820	745	995	843	727	1040	1506	-	-	1577	-	-
Stage 1	912	817	-	962	853	-	-	-	-	-	-	-
Stage 2	959	851	-	930	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	797	734	995	802	716	1040	1506	-	-	1577	-	-
Mov Cap-2 Maneuver	797	734	-	802	716	-	-	-	-	-	-	-
Stage 1	904	810	-	957	848	-	-	-	-	-	-	-
Stage 2	942	846	-	891	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.8	9.78	1.48	0.93
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	353	-	-	832	764	210	-	-
HCM Lane V/C Ratio	0.006	-	-	0.099	0.014	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

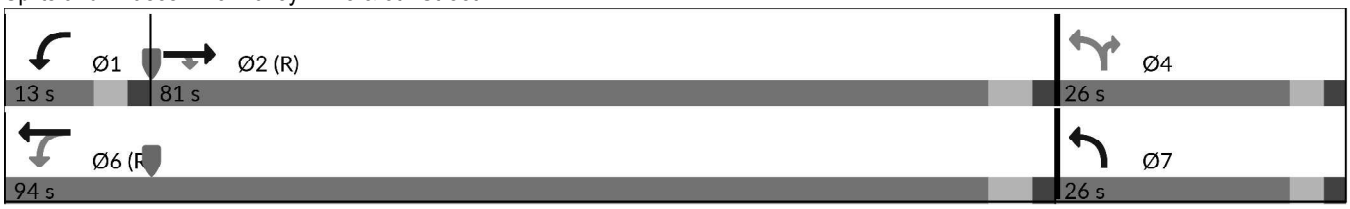
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1251	99	69	693	47	60
Future Volume (vph)	1251	99	69	693	47	60
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.162		0.950	
Satd. Flow (perm)	3539	1583	302	3539	1770	1583
Satd. Flow (RTOR)		43				65
Lane Group Flow (vph)	1360	108	75	753	51	65
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	81.0	81.0	13.0	94.0	26.0	26.0
Total Split (%)	67.5%	67.5%	10.8%	78.3%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	94.2	94.2	103.3	103.5	8.8	8.8
Actuated g/C Ratio	0.79	0.79	0.86	0.86	0.07	0.07
v/c Ratio	0.48	0.08	0.22	0.24	0.39	0.36
Control Delay (s/veh)	6.9	3.1	3.2	2.2	61.0	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	3.1	3.2	2.2	61.0	18.3
LOS	A	A	A	A	E	B
Approach Delay (s/veh)	6.6			2.3	37.1	
Approach LOS	A			A	D	
Queue Length 50th (ft)	203	12	7	48	38	0
Queue Length 95th (ft)	287	31	17	75	78	43
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	2779	1252	358	3052	309	330
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.09	0.21	0.25	0.17	0.20

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay (s/veh): 6.6	Intersection LOS: A
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	320	554	224
Demand Flow Rate, veh/h	326	565	229
Vehicles Circulating, veh/h	76	208	296
Vehicles Exiting, veh/h	296	195	477
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	8.2	1.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	LTR	LT	T	
RT Channelized					Free
Lane Util	0.531	0.469	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	173	153	565	77	152
Cap Entry Lane, veh/h	1259	1331	1190	1104	1938
Entry HV Adj Factor	0.980	0.983	0.980	0.980	0.980
Flow Entry, veh/h	170	150	554	75	149
Cap Entry, veh/h	1234	1309	1166	1083	1900
V/C Ratio	0.137	0.115	0.475	0.070	0.078
Control Delay, s/veh	4.1	3.7	8.2	3.9	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	3	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	324	442	37	45
Demand Flow Rate, veh/h	330	451	38	46
Vehicles Circulating, veh/h	21	44	337	477
Vehicles Exiting, veh/h	502	331	14	18
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	4.2	3.8	4.3
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	155	175	212	239	38	46
Cap Entry Lane, veh/h	1324	1395	1296	1368	1066	947
Entry HV Adj Factor	0.982	0.981	0.981	0.981	0.974	0.978
Flow Entry, veh/h	152	172	208	234	37	45
Cap Entry, veh/h	1301	1369	1271	1342	1038	926
V/C Ratio	0.117	0.125	0.164	0.175	0.036	0.049
Control Delay, s/veh	3.7	3.6	4.2	4.1	3.8	4.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	277	4	0	465	3	19	0	2	7	0	65
Future Vol, veh/h	25	277	4	0	465	3	19	0	2	7	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	301	4	0	505	3	21	0	2	8	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	509	0	0	305	0	0	610	866	153	710	865	253
Stage 1	-	-	-	-	-	-	358	358	-	505	505	-
Stage 2	-	-	-	-	-	-	253	509	-	205	360	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1053	-	-	1252	-	-	378	290	866	320	290	747
Stage 1	-	-	-	-	-	-	633	626	-	517	538	-
Stage 2	-	-	-	-	-	-	729	537	-	778	625	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1053	-	-	1252	-	-	334	282	866	311	283	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	282	-	311	283	-
Stage 1	-	-	-	-	-	-	617	610	-	517	538	-
Stage 2	-	-	-	-	-	-	660	537	-	756	609	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	15.86	10.96
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	354	1053	-	-	1252	-	-	311	747
HCM Lane V/C Ratio	0.064	0.026	-	-	-	-	-	0.024	0.095
HCM Control Delay (s/veh)	15.9	8.5	-	-	0	-	-	16.9	10.3
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1	0.3

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	438	545	719	256
Demand Flow Rate, veh/h	447	556	733	261
Vehicles Circulating, veh/h	247	717	345	734
Vehicles Exiting, veh/h	748	361	349	539
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	9.9	14.3	9.0
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	210	237	261	295	733	261
Cap Entry Lane, veh/h	1075	1151	698	772	1059	761
Entry HV Adj Factor	0.981	0.980	0.981	0.979	0.980	0.980
Flow Entry, veh/h	206	232	256	289	719	256
Cap Entry, veh/h	1055	1128	685	755	1038	745
V/C Ratio	0.195	0.206	0.374	0.382	0.692	0.343
Control Delay, s/veh	5.2	5.0	10.2	9.6	14.3	9.0
LOS	A	A	B	A	B	A
95th %tile Queue, veh	1	1	2	2	6	2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	35	0	24	0	476	17	5	199	1
Future Vol, veh/h	0	0	1	35	0	24	0	476	17	5	199	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	38	0	26	0	517	18	5	216	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	764	217	754	755	527	217	0	0	536	0	0
Stage 1	228	228	-	527	527	-	-	-	-	-	-	-
Stage 2	517	536	-	227	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	330	334	823	326	338	551	1352	-	-	1032	-	-
Stage 1	775	716	-	535	528	-	-	-	-	-	-	-
Stage 2	541	523	-	776	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	313	332	823	323	336	551	1352	-	-	1032	-	-
Mov Cap-2 Maneuver	313	332	-	323	336	-	-	-	-	-	-	-
Stage 1	771	712	-	535	528	-	-	-	-	-	-	-
Stage 2	515	523	-	770	711	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.38	16.08	0	0.21
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	823	389	1032	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.165	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	9.4	16.1	8.5	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	47	500	7	16	198
Future Vol, veh/h	16	47	500	7	16	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	51	543	8	17	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	797	547	0	0	551	0
Stage 1	547	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	355	537	-	-	1019	-
Stage 1	580	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	537	-	-	1019	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.91	0	0.64
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1019	-
HCM Lane V/C Ratio	-	-	0.145	0.017	-
HCM Control Delay (s/veh)	-	-	13.9	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	0	23	0	4	4	50	17	48	1	26	43
Future Vol, veh/h	21	0	23	0	4	4	50	17	48	1	26	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	25	0	4	4	54	18	52	1	28	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	183	233	52	184	230	45	75	0	0	71	0	0
Stage 1	54	54	-	153	153	-	-	-	-	-	-	-
Stage 2	129	179	-	30	77	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	778	667	1016	777	669	1025	1524	-	-	1530	-	-
Stage 1	959	850	-	849	771	-	-	-	-	-	-	-
Stage 2	874	751	-	986	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	642	1016	729	644	1025	1524	-	-	1530	-	-
Mov Cap-2 Maneuver	740	642	-	729	644	-	-	-	-	-	-	-
Stage 1	958	849	-	817	742	-	-	-	-	-	-	-
Stage 2	833	723	-	961	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.42	9.6	3.24	0.11
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	682	-	-	863	791	23	-	-
HCM Lane V/C Ratio	0.036	-	-	0.055	0.011	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.4	9.6	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

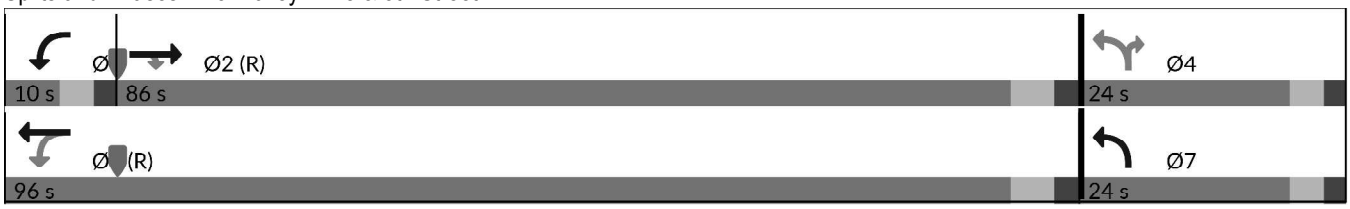
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	946	43	46	572	75	47
Future Volume (vph)	946	43	46	572	75	47
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.169		0.950	
Satd. Flow (perm)	1863	1583	315	1863	1770	1583
Satd. Flow (RTOR)		15				51
Lane Group Flow (vph)	1028	47	50	622	82	51
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	86.0	86.0	10.0	96.0	24.0	24.0
Total Split (%)	71.7%	71.7%	8.3%	80.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	92.6	92.6	101.4	101.6	10.9	10.7
Actuated g/C Ratio	0.77	0.77	0.85	0.85	0.09	0.09
v/c Ratio	0.71	0.03	0.14	0.39	0.51	0.27
Control Delay (s/veh)	13.8	4.2	3.2	3.8	62.4	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.8	4.2	3.2	3.8	62.4	16.8
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	13.5			3.8	45.0	
Approach LOS	B			A	D	
Queue Length 50th (ft)	431	6	5	103	62	0
Queue Length 95th (ft)	729	20	15	181	111	38
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	1436	1224	340	1577	280	293
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.04	0.15	0.39	0.29	0.17

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 12.2	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	18	6	4	6	14
Future Vol, veh/h	9	18	6	4	6	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	20	7	4	7	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	9	0	0	11	0
Stage 1	9	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	975	1073	-	-	1608	-
Stage 1	1014	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1073	-	-	1608	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.57	0	2.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	540	-
HCM Lane V/C Ratio	-	-	0.028	0.004	-
HCM Control Delay (s/veh)	-	-	8.6	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	2	4	10	2	2	4	2	4	15	15
Future Vol, veh/h	4	4	2	4	10	2	2	4	2	4	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	2	4	11	2	2	4	2	4	16	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	44	24	37	51	5	33	0	0	7	0	0
Stage 1	33	33	-	10	10	-	-	-	-	-	-	-
Stage 2	14	11	-	27	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	954	848	1052	968	840	1078	1579	-	-	1614	-	-
Stage 1	983	867	-	1011	887	-	-	-	-	-	-	-
Stage 2	1006	887	-	990	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	936	844	1052	958	837	1078	1579	-	-	1614	-	-
Mov Cap-2 Maneuver	936	844	-	958	837	-	-	-	-	-	-	-
Stage 1	980	865	-	1010	886	-	-	-	-	-	-	-
Stage 2	990	885	-	980	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.98	9.13	1.82	0.85
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	916	890	193	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.02	0.003	-	-
HCM Control Delay (s/veh)	7.3	0	-	9	9.1	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	365	252	360
Demand Flow Rate, veh/h	372	257	367
Vehicles Circulating, veh/h	177	163	158
Vehicles Exiting, veh/h	158	386	262
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.8	2.0
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	TR	LT	T	
RT Channelized					Free
Lane Util	0.438	0.562	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	163	209	257	177	190
Cap Entry Lane, veh/h	1147	1222	1236	1242	1938
Entry HV Adj Factor	0.982	0.981	0.981	0.980	0.980
Flow Entry, veh/h	160	205	252	174	186
Cap Entry, veh/h	1126	1198	1213	1217	1900
V/C Ratio	0.142	0.171	0.208	0.143	0.098
Control Delay, s/veh	4.4	4.5	4.8	4.2	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	414	344	21	25
Demand Flow Rate, veh/h	423	350	21	25
Vehicles Circulating, veh/h	21	43	399	342
Vehicles Exiting, veh/h	346	377	45	51
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	3.8	3.7	3.6
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	199	224	165	185	21	25
Cap Entry Lane, veh/h	1324	1395	1297	1369	1012	1062
Entry HV Adj Factor	0.978	0.980	0.979	0.985	1.000	1.000
Flow Entry, veh/h	195	219	162	182	21	25
Cap Entry, veh/h	1295	1366	1270	1348	1012	1062
V/C Ratio	0.150	0.161	0.127	0.135	0.021	0.024
Control Delay, s/veh	4.0	3.9	3.9	3.8	3.7	3.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	0	0	0	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	381	16	2	312	5	9	0	0	4	0	47
Future Vol, veh/h	86	381	16	2	312	5	9	0	0	4	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	414	17	2	339	5	10	0	0	4	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	432	0	0	784	959	216	738	962	170
Stage 1	-	-	-	-	-	-	610	610	-	343	343	-
Stage 2	-	-	-	-	-	-	174	349	-	394	618	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1211	-	-	1124	-	-	284	256	789	306	255	845
Stage 1	-	-	-	-	-	-	448	483	-	645	636	-
Stage 2	-	-	-	-	-	-	811	632	-	602	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1211	-	-	1124	-	-	245	235	789	282	234	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	235	-	282	234	-
Stage 1	-	-	-	-	-	-	414	446	-	644	634	-
Stage 2	-	-	-	-	-	-	760	631	-	556	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.46	0.05	20.28	10.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	245	1211	-	-	1124	-	-	282	845
HCM Lane V/C Ratio	0.04	0.077	-	-	0.002	-	-	0.015	0.06
HCM Control Delay (s/veh)	20.3	8.2	-	-	8.2	-	-	18	9.5
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0	0.2

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	779	402	379	381
Demand Flow Rate, veh/h	795	410	386	389
Vehicles Circulating, veh/h	411	401	553	561
Vehicles Exiting, veh/h	539	538	653	250
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	5.8	9.5	9.6
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	374	421	193	217	386	389
Cap Entry Lane, veh/h	925	1001	933	1010	887	881
Entry HV Adj Factor	0.979	0.981	0.980	0.983	0.981	0.979
Flow Entry, veh/h	366	413	189	213	379	381
Cap Entry, veh/h	906	982	914	992	870	863
V/C Ratio	0.404	0.420	0.207	0.215	0.435	0.441
Control Delay, s/veh	8.7	8.4	6.0	5.7	9.5	9.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	2	2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	0	0	19	0	10	2	179	32	27	340	0
Future Vol, veh/h	0	0	0	19	0	10	2	179	32	27	340	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	21	0	11	2	195	35	29	370	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	627	662	370	645	645	212	370	0	0	229	0	0
Stage 1	428	428	-	216	216	-	-	-	-	-	-	-
Stage 2	199	234	-	428	428	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	396	382	676	385	391	828	1189	-	-	1339	-	-
Stage 1	605	584	-	786	724	-	-	-	-	-	-	-
Stage 2	803	711	-	605	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	381	373	676	376	382	828	1189	-	-	1339	-	-
Mov Cap-2 Maneuver	381	373	-	376	382	-	-	-	-	-	-	-
Stage 1	591	572	-	785	722	-	-	-	-	-	-	-
Stage 2	791	710	-	591	572	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.33	0.08	0.57
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	-	464	1339	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.068	0.022	-	-
HCM Control Delay (s/veh)	8	-	-	0	13.3	7.7	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	26	167	16	51	351
Future Vol, veh/h	12	26	167	16	51	351
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	28	182	17	55	382

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	683	190	0	0	199	0
Stage 1	190	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	415	852	-	-	1373	-
Stage 1	842	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	398	852	-	-	1373	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.15	0	0.98
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	626	1373	-
HCM Lane V/C Ratio	-	-	0.066	0.04	-
HCM Control Delay (s/veh)	-	-	11.2	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	6	55	0	5	1	29	20	32	8	81	26
Future Vol, veh/h	32	6	55	0	5	1	29	20	32	8	81	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	7	60	0	5	1	32	22	35	9	88	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	207	239	102	211	236	39	116	0	0	57	0	0
Stage 1	120	120	-	102	102	-	-	-	-	-	-	-
Stage 2	88	120	-	109	134	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	750	662	953	746	665	1032	1472	-	-	1548	-	-
Stage 1	885	797	-	904	811	-	-	-	-	-	-	-
Stage 2	920	797	-	897	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	643	953	673	646	1032	1472	-	-	1548	-	-
Mov Cap-2 Maneuver	723	643	-	673	646	-	-	-	-	-	-	-
Stage 1	879	792	-	884	793	-	-	-	-	-	-	-
Stage 2	893	779	-	828	781	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.9	10.27	2.68	0.51
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	835	689	119	-	-
HCM Lane V/C Ratio	0.021	-	-	0.121	0.009	0.006	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.9	10.3	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

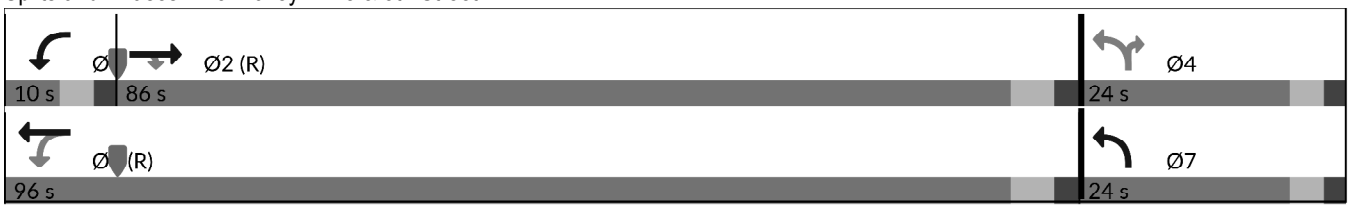
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	867	100	68	481	50	54
Future Volume (vph)	867	100	68	481	50	54
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.215		0.950	
Satd. Flow (perm)	1863	1583	400	1863	1770	1583
Satd. Flow (RTOR)		37				59
Lane Group Flow (vph)	942	109	74	523	54	59
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	86.0	86.0	10.0	96.0	24.0	24.0
Total Split (%)	71.7%	71.7%	8.3%	80.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	94.0	94.0	103.1	103.3	9.0	9.0
Actuated g/C Ratio	0.78	0.78	0.86	0.86	0.08	0.08
v/c Ratio	0.64	0.08	0.17	0.32	0.40	0.34
Control Delay (s/veh)	10.7	3.4	2.7	2.9	61.1	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	3.4	2.7	2.9	61.1	18.2
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	10.0			2.9	38.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	335	13	7	71	41	0
Queue Length 95th (ft)	553	33	17	123	81	41
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	1460	1248	416	1603	280	300
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.09	0.18	0.33	0.19	0.20

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 9.5	Intersection LOS: A
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	12	20	16	20	9
Future Vol, veh/h	6	12	20	16	20	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	22	17	22	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	84	30	0	0	39	0
Stage 1	30	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	918	1044	-	-	1571	-
Stage 1	992	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	905	1044	-	-	1571	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.7	0	5.05
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1241	-
HCM Lane V/C Ratio	-	-	0.02	0.014	-
HCM Control Delay (s/veh)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	15	7	2	5	4	5	15	5	2	6	8
Future Vol, veh/h	14	15	7	2	5	4	5	15	5	2	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	16	8	2	5	4	5	16	5	2	7	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	45	48	11	49	49	19	15	0	0	22	0	0
Stage 1	15	15	-	30	30	-	-	-	-	-	-	-
Stage 2	30	33	-	19	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	957	844	1070	951	842	1059	1603	-	-	1594	-	-
Stage 1	1005	883	-	987	870	-	-	-	-	-	-	-
Stage 2	987	868	-	1000	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	942	840	1070	922	838	1059	1603	-	-	1594	-	-
Mov Cap-2 Maneuver	942	840	-	922	838	-	-	-	-	-	-	-
Stage 1	1003	882	-	983	867	-	-	-	-	-	-	-
Stage 2	973	865	-	973	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	8.95	1.45	0.91
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	343	-	-	917	923	202	-	-
HCM Lane V/C Ratio	0.003	-	-	0.043	0.013	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	458	802	322
Demand Flow Rate, veh/h	467	818	328
Vehicles Circulating, veh/h	110	296	428
Vehicles Exiting, veh/h	428	281	686
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	15.9	1.6
Approach LOS	A	C	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	LTR	LT	T	
RT Channelized					Free
Lane Util	0.531	0.469	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	248	219	818	110	218
Cap Entry Lane, veh/h	1220	1293	1104	987	1938
Entry HV Adj Factor	0.979	0.983	0.981	0.980	0.980
Flow Entry, veh/h	243	215	802	108	214
Cap Entry, veh/h	1194	1271	1083	968	1900
V/C Ratio	0.203	0.169	0.741	0.111	0.113
Control Delay, s/veh	4.8	4.3	15.9	4.7	0.0
LOS	A	A	C	A	A
95th %tile Queue, veh	1	1	7	0	0

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	462	640	55	57
Demand Flow Rate, veh/h	471	652	56	58
Vehicles Circulating, veh/h	31	62	480	690
Vehicles Exiting, veh/h	717	474	22	24
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	5.0	4.4	5.4
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	221	250	306	346	56	58
Cap Entry Lane, veh/h	1312	1383	1275	1347	944	790
Entry HV Adj Factor	0.983	0.980	0.982	0.980	0.982	0.983
Flow Entry, veh/h	217	245	301	339	55	57
Cap Entry, veh/h	1290	1356	1252	1320	927	776
V/C Ratio	0.168	0.181	0.240	0.257	0.059	0.073
Control Delay, s/veh	4.2	4.1	5.0	5.0	4.4	5.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	398	6	0	663	4	27	0	3	8	0	86
Future Vol, veh/h	32	398	6	0	663	4	27	0	3	8	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	433	7	0	721	4	29	0	3	9	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	439	0	0	866	1230	220	1007	1229	360
Stage 1	-	-	-	-	-	-	505	505	-	721	721	-
Stage 2	-	-	-	-	-	-	360	725	-	286	509	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	1117	-	-	247	176	784	195	176	636
Stage 1	-	-	-	-	-	-	517	538	-	385	430	-
Stage 2	-	-	-	-	-	-	631	428	-	697	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	1117	-	-	203	169	784	187	169	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	169	-	187	169	-
Stage 1	-	-	-	-	-	-	497	517	-	385	430	-
Stage 2	-	-	-	-	-	-	538	428	-	667	515	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.68	0	24.32	12.79
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	219	874	-	-	1117	-	-	187	636
HCM Lane V/C Ratio	0.149	0.04	-	-	-	-	-	0.047	0.147
HCM Control Delay (s/veh)	24.3	9.3	-	-	0	-	-	25.2	11.6
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1	0.5

Intersection	
Intersection Delay, s/veh	44.3
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	624	771	1036	357
Demand Flow Rate, veh/h	636	786	1056	363
Vehicles Circulating, veh/h	353	1032	489	1042
Vehicles Exiting, veh/h	1052	513	500	776
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	24.4	90.4	19.0
Approach LOS	A	C	F	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	299	337	369	417	1056	363
Cap Entry Lane, veh/h	976	1052	522	591	937	586
Entry HV Adj Factor	0.981	0.981	0.982	0.980	0.981	0.983
Flow Entry, veh/h	293	331	362	408	1036	357
Cap Entry, veh/h	957	1032	513	579	919	575
V/C Ratio	0.306	0.320	0.706	0.706	1.127	0.620
Control Delay, s/veh	6.9	6.7	25.7	23.3	90.4	19.0
LOS	A	A	D	C	F	C
95th %tile Queue, veh	1	1	6	6	28	4

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	0	2	42	0	30	0	686	23	6	284	2
Future Vol, veh/h	0	0	2	42	0	30	0	686	23	6	284	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	46	0	33	0	746	25	7	309	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1068	1093	310	1080	1082	758	311	0	0	771	0	0
Stage 1	323	323	-	758	758	-	-	-	-	-	-	-
Stage 2	746	771	-	322	324	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	199	214	730	196	217	407	1250	-	-	844	-	-
Stage 1	689	650	-	399	415	-	-	-	-	-	-	-
Stage 2	406	410	-	690	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	212	730	194	216	407	1250	-	-	844	-	-
Mov Cap-2 Maneuver	182	212	-	194	216	-	-	-	-	-	-	-
Stage 1	684	645	-	399	415	-	-	-	-	-	-	-
Stage 2	373	410	-	683	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.94	26.1	0	0.19
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	730	248	844	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.316	0.008	-	-
HCM Control Delay (s/veh)	0	-	-	9.9	26.1	9.3	-	-
HCM Lane LOS	A	-	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	60	717	9	21	284
Future Vol, veh/h	20	60	717	9	21	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	65	779	10	23	309

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1139	784	0	0	789	0
Stage 1	784	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	223	393	-	-	831	-
Stage 1	450	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	217	393	-	-	831	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.98	0	0.65
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	831	-
HCM Lane V/C Ratio	-	-	0.266	0.027	-
HCM Control Delay (s/veh)	-	-	20	9.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	29	0	6	6	55	70	3	2	32	62
Future Vol, veh/h	30	0	29	0	6	6	55	70	3	2	32	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	0	32	0	7	7	60	76	3	2	35	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	272	272	68	236	304	78	102	0	0	79	0	0
Stage 1	73	73	-	197	197	-	-	-	-	-	-	-
Stage 2	199	199	-	39	107	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	681	635	995	718	609	983	1490	-	-	1519	-	-
Stage 1	937	834	-	805	738	-	-	-	-	-	-	-
Stage 2	803	736	-	976	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	640	607	995	665	583	983	1490	-	-	1519	-	-
Mov Cap-2 Maneuver	640	607	-	665	583	-	-	-	-	-	-	-
Stage 1	935	833	-	771	707	-	-	-	-	-	-	-
Stage 2	757	706	-	944	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.06	10.01	3.23	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	767	-	-	776	732	33	-	-
HCM Lane V/C Ratio	0.04	-	-	0.083	0.018	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.1	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-



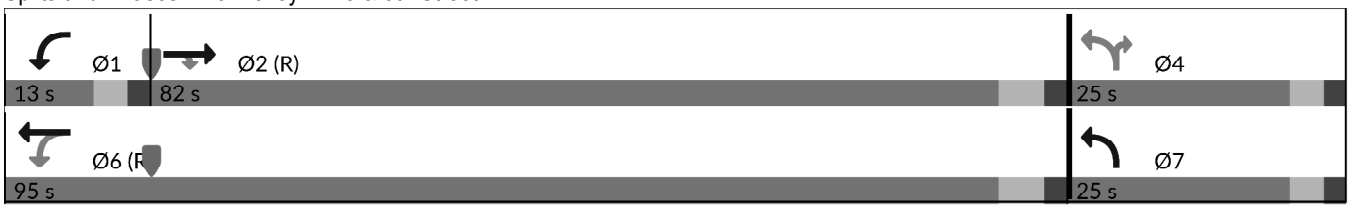
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1365	59	63	825	96	60
Future Volume (vph)	1365	59	63	825	96	60
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.128		0.950	
Satd. Flow (perm)	3539	1583	238	3539	1770	1583
Satd. Flow (RTOR)		24				65
Lane Group Flow (vph)	1484	64	68	897	104	65
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	82.0	82.0	13.0	95.0	25.0	25.0
Total Split (%)	68.3%	68.3%	10.8%	79.2%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	87.3	87.3	97.6	96.6	12.4	12.4
Actuated g/C Ratio	0.73	0.73	0.81	0.81	0.10	0.10
v/c Ratio	0.57	0.05	0.24	0.31	0.57	0.29
Control Delay (s/veh)	9.8	4.3	4.7	3.6	62.8	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	4.3	4.7	3.6	62.8	14.7
LOS	A	A	A	A	E	B
Approach Delay (s/veh)	9.6			3.7	44.4	
Approach LOS	A			A	D	
Queue Length 50th (ft)	268	8	8	76	78	0
Queue Length 95th (ft)	391	25	20	121	131	41
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	2574	1158	295	2849	295	318
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.06	0.23	0.31	0.35	0.20

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 9.7	Intersection LOS: A
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	18	6	4	6	14
Future Vol, veh/h	9	18	6	4	6	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	20	7	4	7	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	9	0	0	11	0
Stage 1	9	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	975	1073	-	-	1608	-
Stage 1	1014	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1073	-	-	1608	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.57	0	2.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	540	-
HCM Lane V/C Ratio	-	-	0.028	0.004	-
HCM Control Delay (s/veh)	-	-	8.6	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	2	4	10	2	2	4	2	4	15	15
Future Vol, veh/h	4	4	2	4	10	2	2	4	2	4	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	2	4	11	2	2	4	2	4	16	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	44	24	37	51	5	33	0	0	7	0	0
Stage 1	33	33	-	10	10	-	-	-	-	-	-	-
Stage 2	14	11	-	27	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	954	848	1052	968	840	1078	1579	-	-	1614	-	-
Stage 1	983	867	-	1011	887	-	-	-	-	-	-	-
Stage 2	1006	887	-	990	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	936	844	1052	958	837	1078	1579	-	-	1614	-	-
Mov Cap-2 Maneuver	936	844	-	958	837	-	-	-	-	-	-	-
Stage 1	980	865	-	1010	886	-	-	-	-	-	-	-
Stage 2	990	885	-	980	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.98	9.13	1.82	0.85
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	916	890	193	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.02	0.003	-	-
HCM Control Delay (s/veh)	7.3	0	-	9	9.1	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	525	364	515
Demand Flow Rate, veh/h	536	371	525
Vehicles Circulating, veh/h	256	233	228
Vehicles Exiting, veh/h	228	559	376
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	6.2	2.5
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	TR	LT	T	
RT Channelized					Free
Lane Util	0.435	0.565	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	233	303	371	256	269
Cap Entry Lane, veh/h	1067	1142	1165	1170	1938
Entry HV Adj Factor	0.979	0.980	0.982	0.980	0.980
Flow Entry, veh/h	228	297	364	251	264
Cap Entry, veh/h	1044	1120	1144	1147	1900
V/C Ratio	0.218	0.265	0.318	0.219	0.139
Control Delay, s/veh	5.5	5.7	6.2	5.1	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	588	490	31	29
Demand Flow Rate, veh/h	600	500	31	29
Vehicles Circulating, veh/h	29	54	564	492
Vehicles Exiting, veh/h	492	541	65	62
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.4	4.4	4.1
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	282	318	235	265	31	29
Cap Entry Lane, veh/h	1314	1386	1284	1356	879	935
Entry HV Adj Factor	0.980	0.980	0.980	0.980	1.000	1.000
Flow Entry, veh/h	276	312	230	260	31	29
Cap Entry, veh/h	1288	1358	1259	1329	879	935
V/C Ratio	0.215	0.230	0.183	0.195	0.035	0.031
Control Delay, s/veh	4.6	4.6	4.4	4.3	4.4	4.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	541	23	3	444	5	14	0	0	5	0	63
Future Vol, veh/h	111	541	23	3	444	5	14	0	0	5	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	121	588	25	3	483	5	15	0	0	5	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	488	0	0	613	0	0	1090	1336	307	1024	1343	241
Stage 1	-	-	-	-	-	-	842	842	-	489	489	-
Stage 2	-	-	-	-	-	-	248	495	-	535	854	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1071	-	-	962	-	-	170	152	689	189	151	760
Stage 1	-	-	-	-	-	-	325	378	-	529	548	-
Stage 2	-	-	-	-	-	-	734	544	-	497	373	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1071	-	-	962	-	-	137	135	689	168	133	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	135	-	168	133	-
Stage 1	-	-	-	-	-	-	289	336	-	527	546	-
Stage 2	-	-	-	-	-	-	666	543	-	441	331	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.44	0.06	34.65	11.46
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	137	1071	-	-	962	-	-	168	760
HCM Lane V/C Ratio	0.111	0.113	-	-	0.003	-	-	0.032	0.09
HCM Control Delay (s/veh)	34.7	8.8	-	-	8.8	-	-	27.2	10.2
HCM Lane LOS	D	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	0.1	0.3

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1094	567	544	541
Demand Flow Rate, veh/h	1116	579	555	552
Vehicles Circulating, veh/h	591	569	765	798
Vehicles Exiting, veh/h	759	751	942	350
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.8	8.4	21.9	23.6
Approach LOS	C	A	C	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	525	591	272	307	555	552
Cap Entry Lane, veh/h	784	859	800	875	741	721
Entry HV Adj Factor	0.980	0.981	0.980	0.980	0.979	0.980
Flow Entry, veh/h	514	580	267	301	544	541
Cap Entry, veh/h	768	843	784	858	726	706
V/C Ratio	0.670	0.688	0.340	0.351	0.749	0.766
Control Delay, s/veh	17.0	16.6	8.6	8.2	21.9	23.6
LOS	C	C	A	A	C	C
95th %tile Queue, veh	5	6	2	2	7	7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	23	0	12	3	253	42	34	487	0
Future Vol, veh/h	0	0	0	23	0	12	3	253	42	34	487	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	13	3	275	46	37	529	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	885	930	529	908	908	298	529	0	0	321	0	0
Stage 1	603	603	-	304	304	-	-	-	-	-	-	-
Stage 2	282	327	-	603	603	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	266	267	549	256	275	742	1038	-	-	1239	-	-
Stage 1	486	488	-	705	663	-	-	-	-	-	-	-
Stage 2	725	648	-	486	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	252	258	549	248	266	742	1038	-	-	1239	-	-
Mov Cap-2 Maneuver	252	258	-	248	266	-	-	-	-	-	-	-
Stage 1	471	474	-	703	661	-	-	-	-	-	-	-
Stage 2	710	646	-	471	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	17.7	0.09	0.52
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1038	-	-	-	321	1239	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.118	0.03	-	-
HCM Control Delay (s/veh)	8.5	-	-	0	17.7	8	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	32	239	19	65	502
Future Vol, veh/h	15	32	239	19	65	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	35	260	21	71	546

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	957	270	0	0	280	0
Stage 1	270	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	286	769	-	-	1282	-
Stage 1	775	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	270	769	-	-	1282	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.32	0	0.91
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	484	1282	-
HCM Lane V/C Ratio	-	-	0.106	0.055	-
HCM Control Delay (s/veh)	-	-	13.3	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	9	61	0	8	2	32	59	3	12	95	38
Future Vol, veh/h	47	9	61	0	8	2	32	59	3	12	95	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	10	66	0	9	2	35	64	3	13	103	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	288	287	124	270	306	66	145	0	0	67	0	0
Stage 1	150	150	-	135	135	-	-	-	-	-	-	-
Stage 2	138	137	-	134	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	664	623	927	683	608	998	1438	-	-	1534	-	-
Stage 1	853	773	-	868	784	-	-	-	-	-	-	-
Stage 2	865	783	-	869	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	631	601	927	603	587	998	1438	-	-	1534	-	-
Mov Cap-2 Maneuver	631	601	-	603	587	-	-	-	-	-	-	-
Stage 1	845	766	-	846	765	-	-	-	-	-	-	-
Stage 2	832	763	-	789	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.75	10.73	2.58	0.61
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	607	-	-	753	640	141	-	-
HCM Lane V/C Ratio	0.024	-	-	0.169	0.017	0.009	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.7	10.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

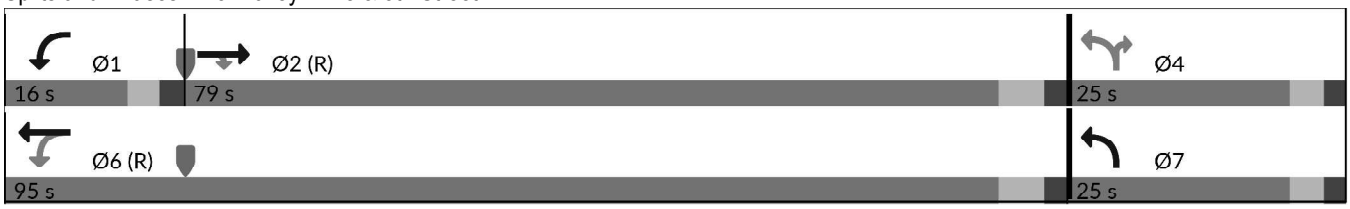
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1251	130	89	693	65	72
Future Volume (vph)	1251	130	89	693	65	72
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.157		0.950	
Satd. Flow (perm)	3539	1583	292	3539	1770	1583
Satd. Flow (RTOR)		54				78
Lane Group Flow (vph)	1360	141	97	753	71	78
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	79.0	79.0	16.0	95.0	25.0	25.0
Total Split (%)	65.8%	65.8%	13.3%	79.2%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	89.4	89.4	102.1	102.3	10.2	10.0
Actuated g/C Ratio	0.75	0.75	0.85	0.85	0.09	0.08
v/c Ratio	0.51	0.11	0.29	0.24	0.47	0.38
Control Delay (s/veh)	8.0	3.6	4.2	2.5	61.9	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	3.6	4.2	2.5	61.9	16.3
LOS	A	A	A	A	E	B
Approach Delay (s/veh)	7.7			2.7	38.1	
Approach LOS	A			A	D	
Queue Length 50th (ft)	216	17	10	53	53	0
Queue Length 95th (ft)	313	42	23	84	99	46
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	2636	1193	383	3015	295	328
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.12	0.25	0.25	0.24	0.24

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	12	20	16	20	9
Future Vol, veh/h	6	12	20	16	20	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	22	17	22	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	84	30	0	0	39	0
Stage 1	30	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	918	1044	-	-	1571	-
Stage 1	992	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	905	1044	-	-	1571	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.7	0	5.05
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1241	-
HCM Lane V/C Ratio	-	-	0.02	0.014	-
HCM Control Delay (s/veh)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	15	7	2	5	4	5	15	5	2	6	8
Future Vol, veh/h	14	15	7	2	5	4	5	15	5	2	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	16	8	2	5	4	5	16	5	2	7	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	45	48	11	49	49	19	15	0	0	22	0	0
Stage 1	15	15	-	30	30	-	-	-	-	-	-	-
Stage 2	30	33	-	19	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	957	844	1070	951	842	1059	1603	-	-	1594	-	-
Stage 1	1005	883	-	987	870	-	-	-	-	-	-	-
Stage 2	987	868	-	1000	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	942	840	1070	922	838	1059	1603	-	-	1594	-	-
Mov Cap-2 Maneuver	942	840	-	922	838	-	-	-	-	-	-	-
Stage 1	1003	882	-	983	867	-	-	-	-	-	-	-
Stage 2	973	865	-	973	878	-	-	-	-	-	-	-

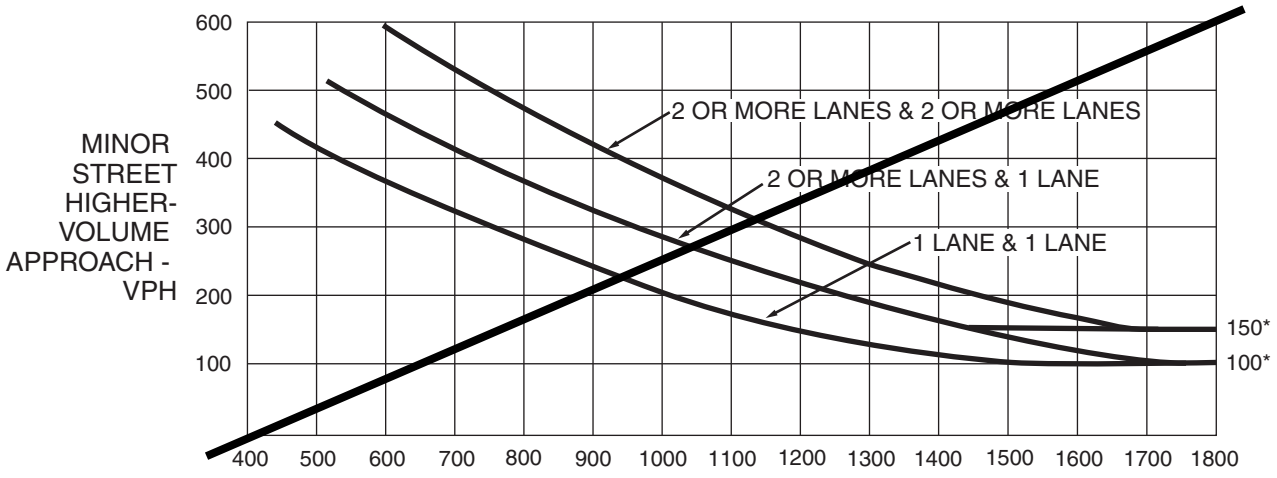
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	8.95	1.45	0.91
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	343	-	-	917	923	202	-	-
HCM Lane V/C Ratio	0.003	-	-	0.043	0.013	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

APPENDIX D

Warrant Analysis Forms

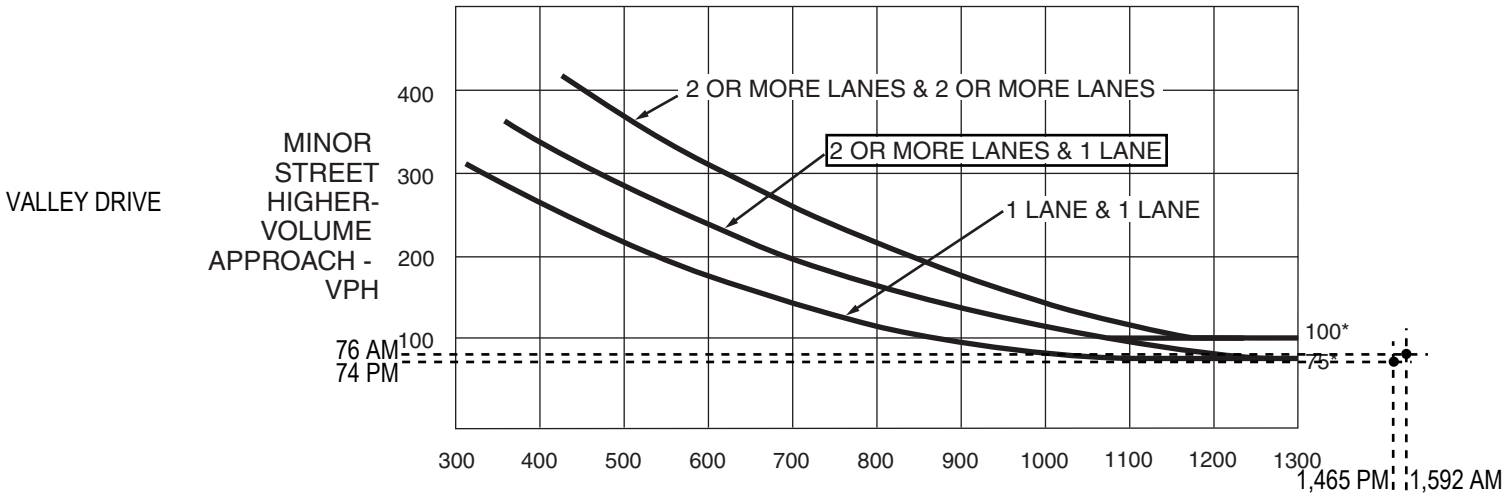
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

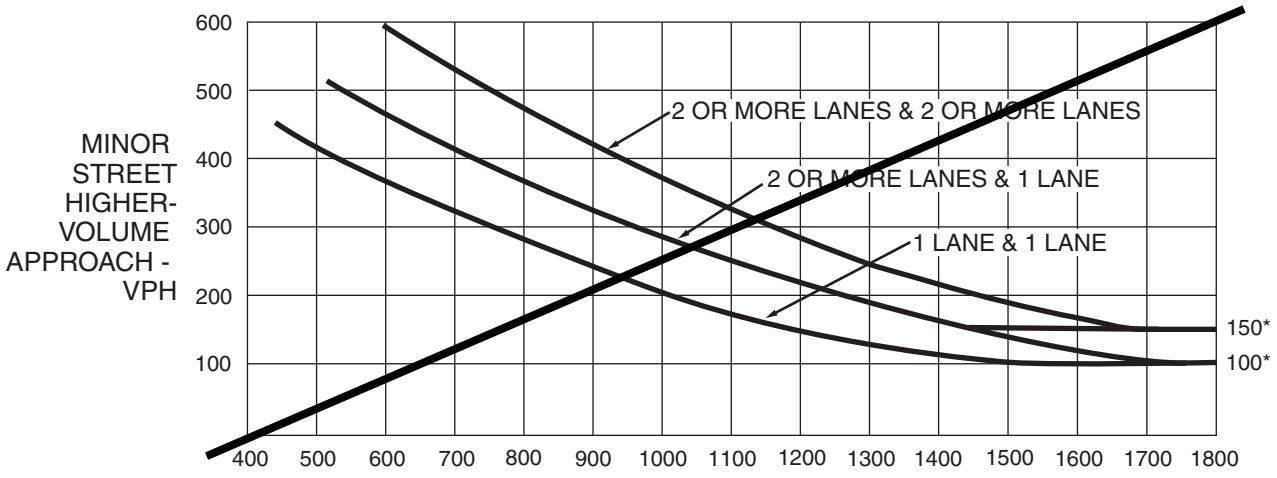
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

5TH STREET (45 MPH)

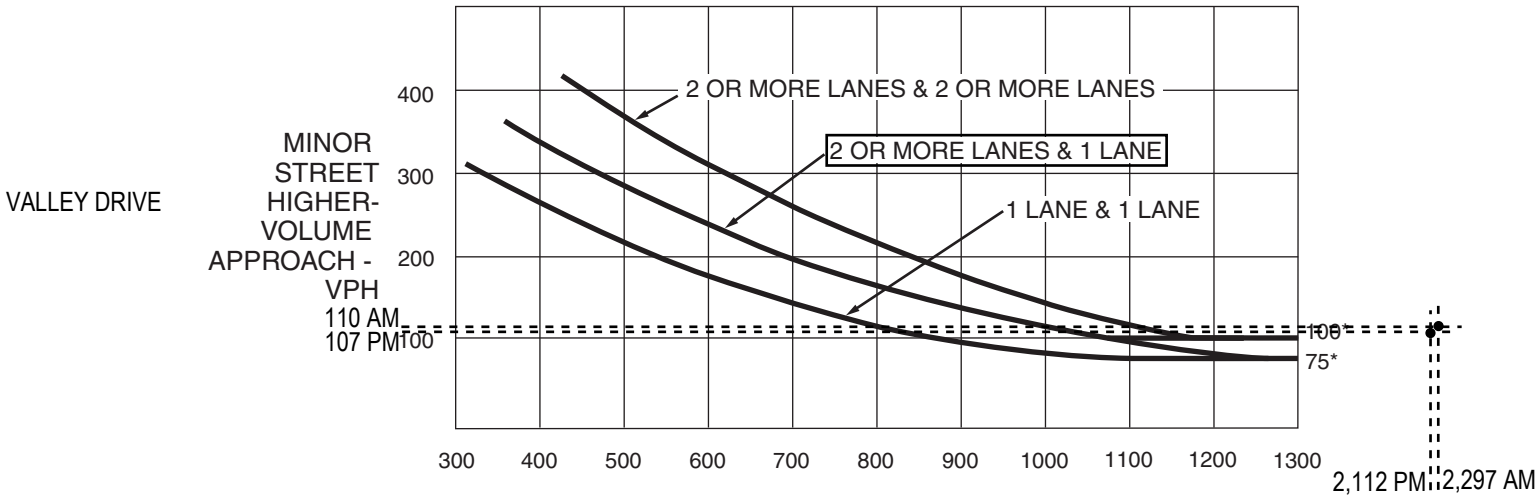
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

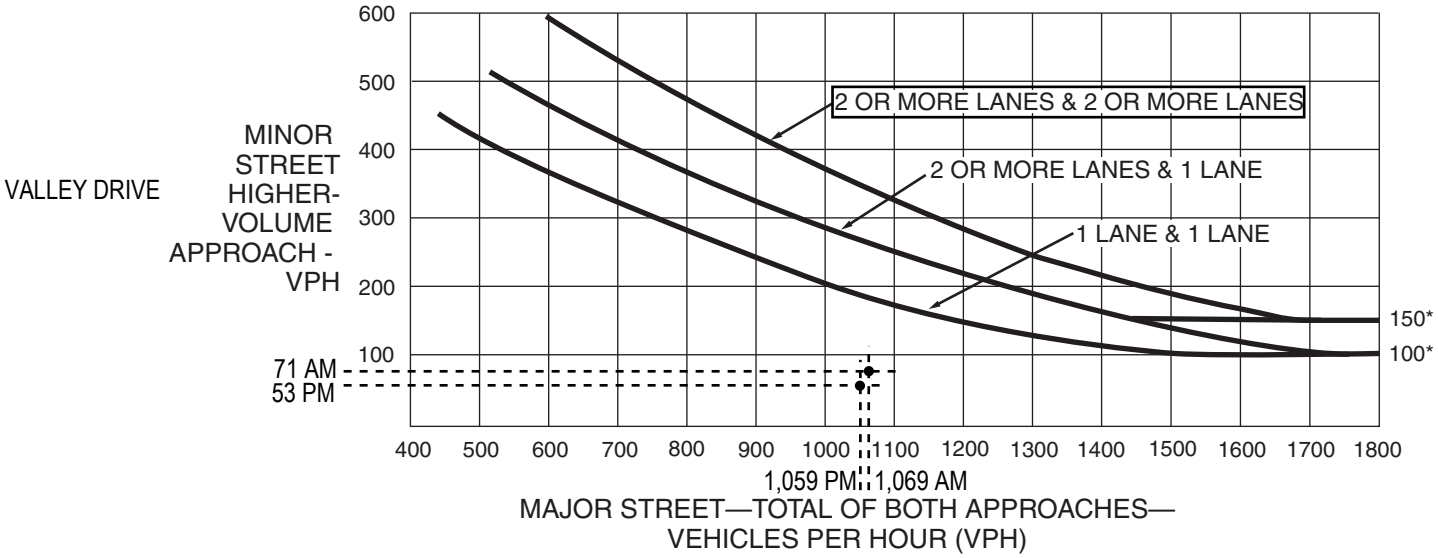
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

5TH STREET (45 MPH)

Figure 4C-3. Warrant 3, Peak Hour

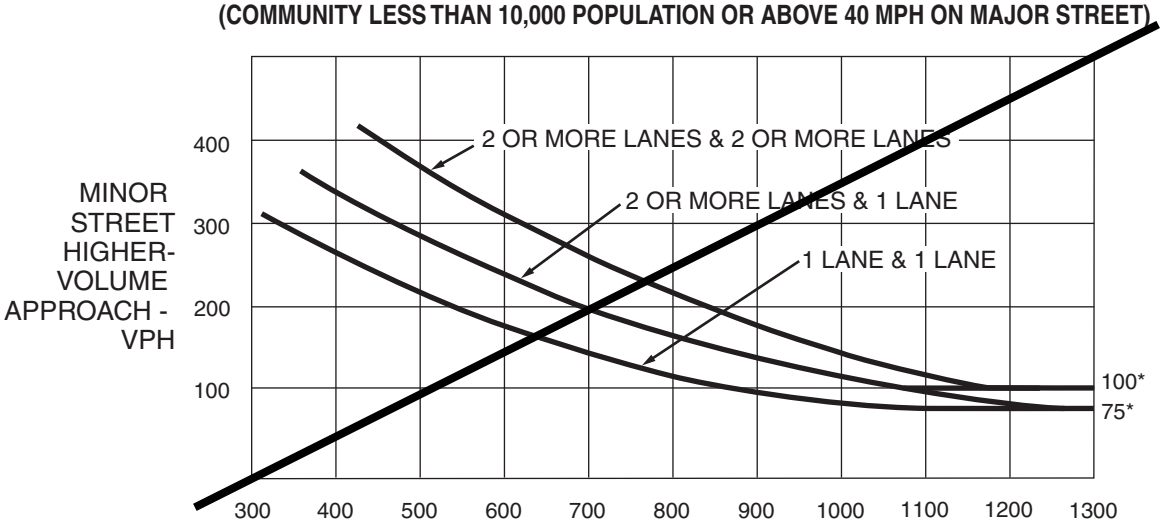


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PLUM CREEK PARKWAY (35 MPH)

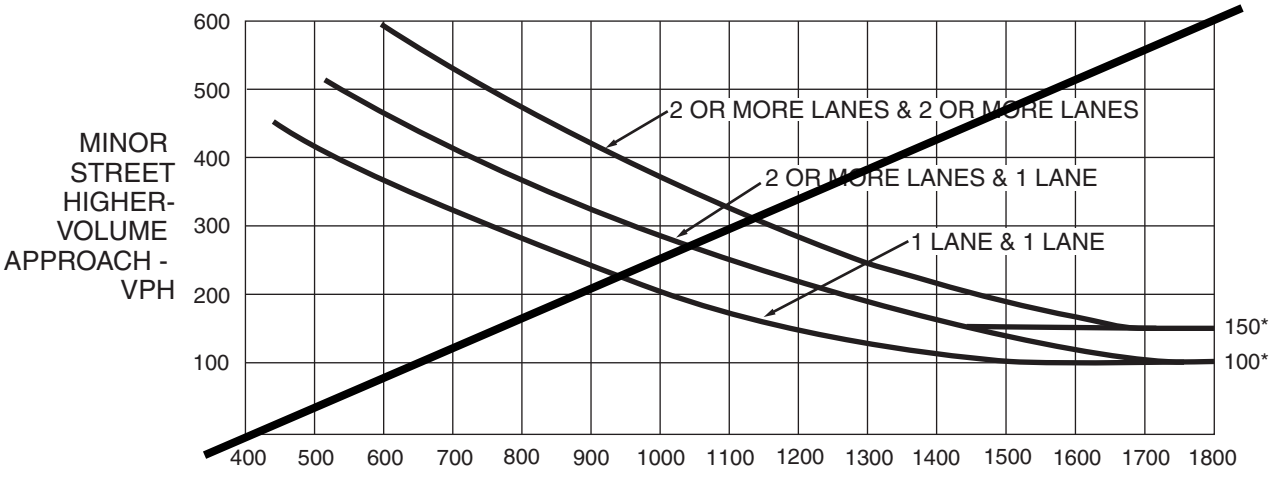
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

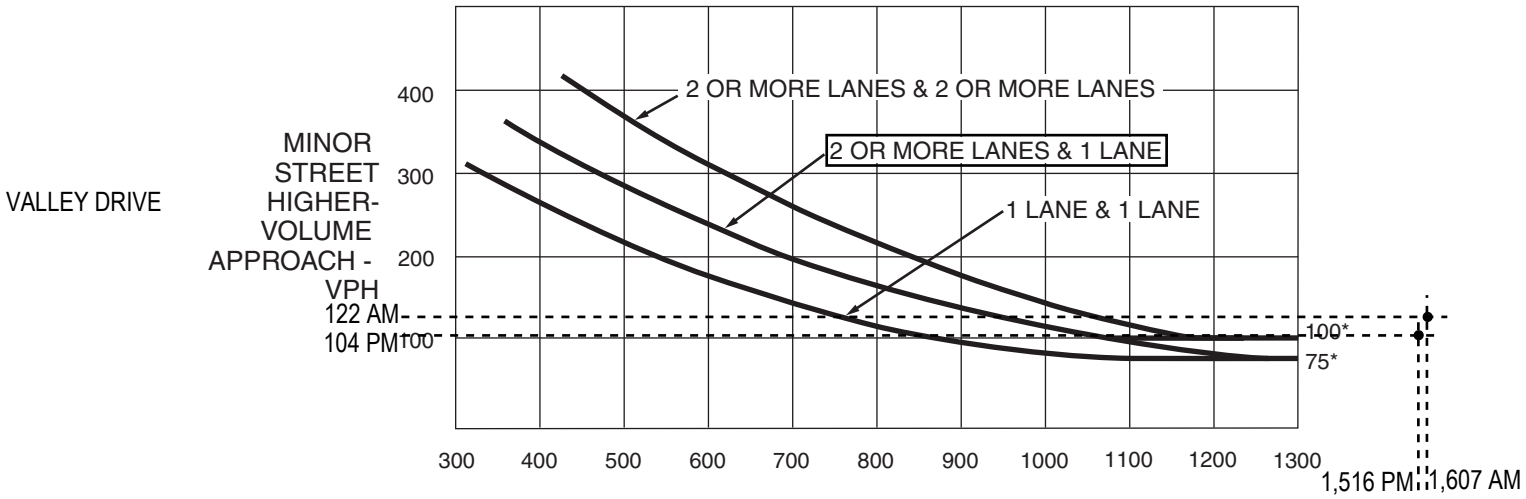
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

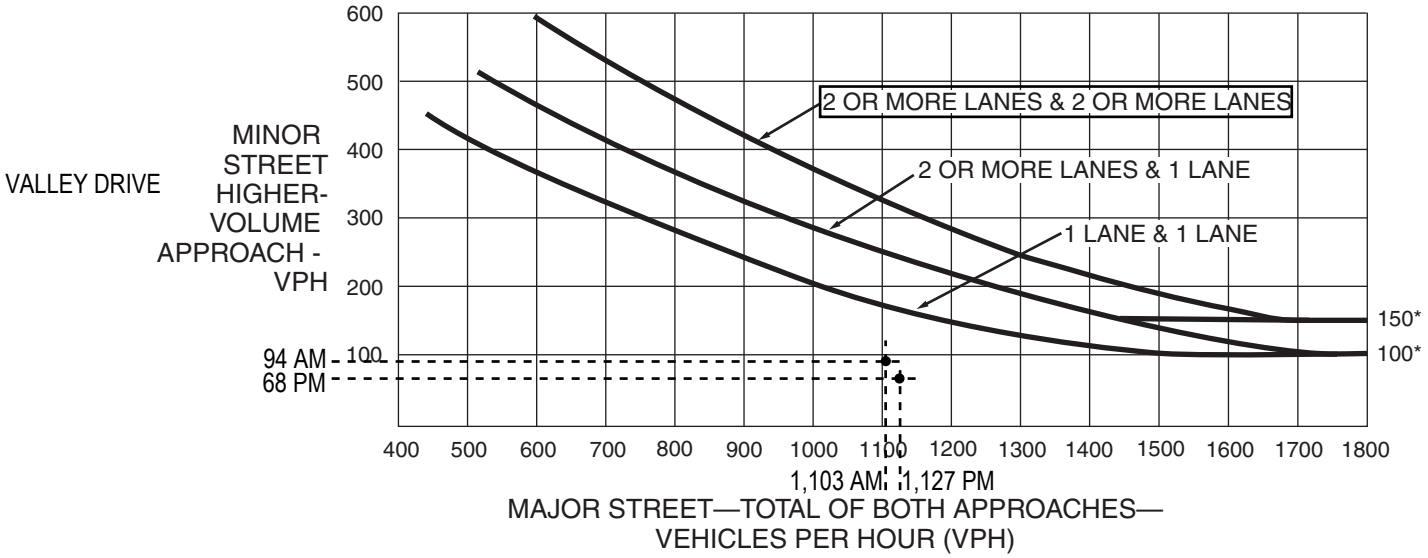
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

5TH STREET (45 MPH)

Figure 4C-3. Warrant 3, Peak Hour

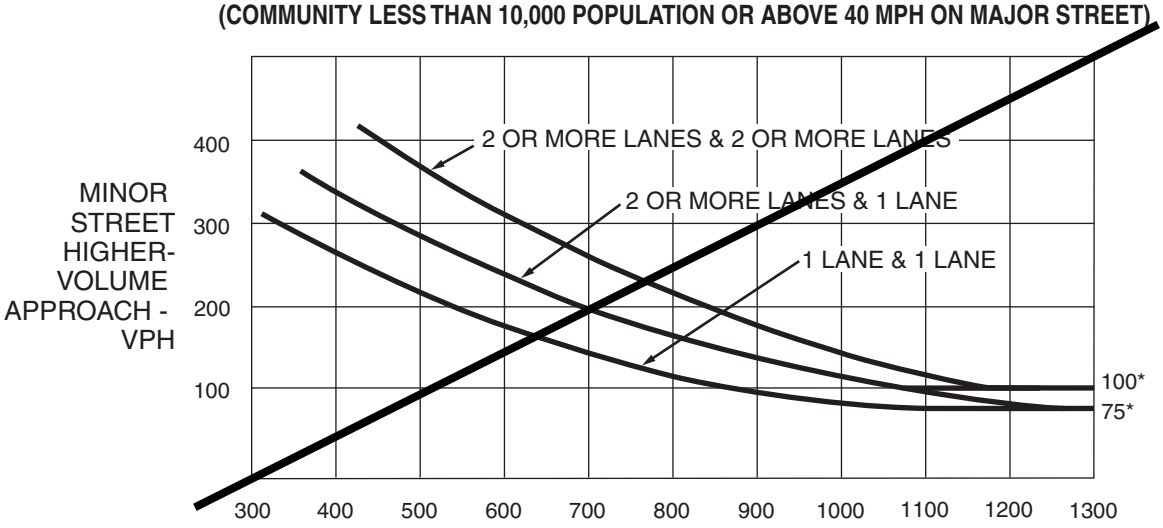


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PLUM CREEK PARKWAY (35 MPH)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

APPENDIX E

Capacity Worksheets – Plum Creek Parkway & S Gilbert Street with Improvements

Intersection								
Intersection Delay, s/veh	13.4							
Intersection LOS	B							

Approach	EB		WB		NB		SB	
Entry Lanes	2		2		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	603		732		1033		328	
Demand Flow Rate, veh/h	615		747		1053		334	
Vehicles Circulating, veh/h	343		1025		468		1003	
Vehicles Exiting, veh/h	994		496		490		769	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	6.6		22.0		12.2		10.5	
Approach LOS	A		C		B		B	

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	289	326	351	396	495	558	157	177
Cap Entry Lane, veh/h	985	1061	526	594	878	954	537	605
Entry HV Adj Factor	0.981	0.981	0.980	0.980	0.981	0.981	0.981	0.981
Flow Entry, veh/h	283	320	344	388	485	547	154	174
Cap Entry, veh/h	966	1040	516	582	861	936	526	594
V/C Ratio	0.294	0.307	0.668	0.667	0.564	0.585	0.293	0.292
Control Delay, s/veh	6.7	6.5	23.2	21.0	12.3	12.0	11.1	10.0
LOS	A	A	C	C	B	B	B	B
95th %tile Queue, veh	1	1	5	5	4	4	1	1

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1028	542	533	520
Demand Flow Rate, veh/h	1049	552	544	530
Vehicles Circulating, veh/h	584	547	698	771
Vehicles Exiting, veh/h	717	695	935	328
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.0	7.9	9.6	10.3
Approach LOS	B	A	A	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	L	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.469	0.531	0.518	0.482	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	493	556	259	293	282	262	249	281
Cap Entry Lane, veh/h	789	864	816	892	710	785	664	737
Entry HV Adj Factor	0.980	0.980	0.983	0.980	0.979	0.979	0.982	0.981
Flow Entry, veh/h	483	545	255	287	276	257	244	276
Cap Entry, veh/h	773	847	802	874	695	768	652	723
V/C Ratio	0.625	0.643	0.317	0.328	0.397	0.334	0.375	0.381
Control Delay, s/veh	15.2	14.8	8.1	7.8	10.5	8.7	10.7	9.9
LOS	C	B	A	A	B	A	B	A
95th %tile Queue, veh	4	5	1	1	2	1	2	2

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	624	771	1036	357
Demand Flow Rate, veh/h	636	786	1056	363
Vehicles Circulating, veh/h	353	1032	489	1042
Vehicles Exiting, veh/h	1052	513	500	776
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	24.4	12.7	11.5
Approach LOS	A	C	B	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.469	0.531	0.470	0.530	0.471	0.529
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	299	337	369	417	496	560	171	192
Cap Entry Lane, veh/h	976	1052	522	591	861	937	518	586
Entry HV Adj Factor	0.981	0.981	0.982	0.980	0.981	0.980	0.980	0.985
Flow Entry, veh/h	293	331	362	408	487	549	168	189
Cap Entry, veh/h	957	1032	513	579	845	919	507	577
V/C Ratio	0.306	0.320	0.706	0.706	0.576	0.598	0.330	0.328
Control Delay, s/veh	6.9	6.7	25.7	23.3	12.8	12.6	12.2	10.9
LOS	A	A	D	C	B	B	B	B
95th %tile Queue, veh	1	1	6	6	4	4	1	1

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1094	567	544	541
Demand Flow Rate, veh/h	1116	579	555	552
Vehicles Circulating, veh/h	591	569	765	798
Vehicles Exiting, veh/h	759	751	942	350
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.8	8.4	10.6	11.0
Approach LOS	C	A	B	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	L	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.508	0.492	0.469	0.531
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	525	591	272	307	282	273	259	293
Cap Entry Lane, veh/h	784	859	800	875	668	741	648	721
Entry HV Adj Factor	0.980	0.981	0.980	0.980	0.979	0.980	0.982	0.979
Flow Entry, veh/h	514	580	267	301	276	268	254	287
Cap Entry, veh/h	768	843	784	858	654	726	636	705
V/C Ratio	0.670	0.688	0.340	0.351	0.422	0.368	0.400	0.407
Control Delay, s/veh	17.0	16.6	8.6	8.2	11.6	9.7	11.4	10.6
LOS	C	C	A	A	B	A	B	B
95th %tile Queue, veh	5	6	2	2	2	2	2	2

APPENDIX F

SimTraffic Analysis Reports

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5434	5345	5331	5397	5350	5363	5279
Vehs Exited	5416	5321	5291	5332	5290	5350	5240
Starting Vehs	120	129	127	106	117	139	125
Ending Vehs	138	153	167	171	177	152	164
Travel Distance (mi)	4151	4124	4150	4129	4132	4139	4165
Travel Time (hr)	267.5	278.3	268.6	243.4	273.0	264.2	249.6
Total Delay (hr)	154.8	166.5	155.9	131.0	161.4	152.0	136.5
Total Stops	1695	1798	1742	1846	1926	1664	1698
Fuel Used (gal)	166.2	169.0	166.1	160.7	166.6	165.8	162.6

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5349	5396	5393	5359
Vehs Exited	5307	5350	5356	5327
Starting Vehs	128	115	125	119
Ending Vehs	170	161	162	155
Travel Distance (mi)	4140	4165	4226	4152
Travel Time (hr)	254.0	269.1	240.2	260.8
Total Delay (hr)	141.9	156.3	126.1	148.2
Total Stops	1612	1717	1802	1748
Fuel Used (gal)	163.3	166.9	162.6	165.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5434	5345	5331	5397	5350	5363	5279
Vehs Exited	5416	5321	5291	5332	5290	5350	5240
Starting Vehs	120	129	127	106	117	139	125
Ending Vehs	138	153	167	171	177	152	164
Travel Distance (mi)	4151	4124	4150	4129	4132	4139	4165
Travel Time (hr)	267.5	278.3	268.6	243.4	273.0	264.2	249.6
Total Delay (hr)	154.8	166.5	155.9	131.0	161.4	152.0	136.5
Total Stops	1695	1798	1742	1846	1926	1664	1698
Fuel Used (gal)	166.2	169.0	166.1	160.7	166.6	165.8	162.6

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5349	5396	5393	5359
Vehs Exited	5307	5350	5356	5327
Starting Vehs	128	115	125	119
Ending Vehs	170	161	162	155
Travel Distance (mi)	4140	4165	4226	4152
Travel Time (hr)	254.0	269.1	240.2	260.8
Total Delay (hr)	141.9	156.3	126.1	148.2
Total Stops	1612	1717	1802	1748
Fuel Used (gal)	163.3	166.9	162.6	165.0

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.6	0.2	0.1	0.4
Total Del/Veh (s)	5.8	0.8	6.0	25.2	27.1	6.1	4.2	16.1

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.0
Total Del/Veh (s)	3.3	4.5	3.1	7.1	8.0	6.1	3.1	2.2	3.7	2.5	6.3

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	5.2	0.1	0.0
Total Del/Veh (s)	7.4	2.6	1.1	1.3	1.3	10.8	3.6	15.8	4.7	2.3

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	0.0	0.0	0.0	419.4	407.6	420.5	0.0	0.0	0.0
Total Del/Veh (s)	7.2	6.5	4.4	7.8	5.2	4.9	107.0	107.6	106.2	8.9	9.8	7.5

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	153.6
Total Del/Veh (s)	37.6

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	9.9	5.8	4.1	3.8	4.6	0.7	0.8	3.2

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.6	0.3	0.2
Total Del/Veh (s)	9.7	5.5	1.7	1.3	3.9	0.4	1.6

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.5	2.8	5.1	3.2	2.1	0.1	0.0	2.5	0.8	0.8	1.8

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	2.2	2.8	0.2	1.9	0.1	0.4
Total Del/Veh (s)	4.4	2.0	15.6	2.7	51.6	7.8	5.4

Total Network Performance

Denied Del/Veh (s)	69.4
Total Del/Veh (s)	26.6

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB
Directions Served	L	LR	LT	T
Maximum Queue (ft)	50	58	479	44
Average Queue (ft)	13	10	180	12
95th Queue (ft)	38	38	415	36
Link Distance (ft)	4772	4772	1075	2384
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	37	56	24	49	35
Average Queue (ft)	2	11	1	13	9
95th Queue (ft)	17	40	13	40	32
Link Distance (ft)	2163	4772	4772	155	341
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	T	LTR	L	TR
Maximum Queue (ft)	31	2	2	47	20	47
Average Queue (ft)	9	0	0	21	2	23
95th Queue (ft)	31	2	2	48	13	41
Link Distance (ft)		636	2163	216		377
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	140				60	
Storage Blk Time (%)						0
Queuing Penalty (veh)						0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	107	55	87	62	631	152
Average Queue (ft)	42	7	43	13	590	56
95th Queue (ft)	84	36	76	47	696	110
Link Distance (ft)	749	749	636	636	578	1506
Upstream Blk Time (%)					94	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	22	67	24
Average Queue (ft)	2	26	1
95th Queue (ft)	15	54	11
Link Distance (ft)	303	558	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			85
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	61	31
Average Queue (ft)	28	6
95th Queue (ft)	53	26
Link Distance (ft)	527	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	59	34	22
Average Queue (ft)	26	11	2
95th Queue (ft)	52	35	14
Link Distance (ft)	1076	493	452
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	204	169	64	74	120	107	120	53
Average Queue (ft)	89	61	6	28	51	31	48	19
95th Queue (ft)	162	132	31	60	101	80	102	44
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		3			0		0	
Queuing Penalty (veh)		2			0		0	

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:57	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5153	5113	5162	5124	5152	5264	5221
Vehs Exited	5133	5109	5130	5082	5140	5241	5207
Starting Vehs	98	117	102	83	93	120	106
Ending Vehs	118	121	134	125	105	143	120
Travel Distance (mi)	3919	3860	3938	3785	3987	3976	3873
Travel Time (hr)	130.3	125.1	125.8	121.3	130.4	130.1	128.9
Total Delay (hr)	23.4	19.7	18.4	18.2	21.1	21.2	22.7
Total Stops	1991	1895	1817	1804	2083	2093	2321
Fuel Used (gal)	132.1	129.1	130.6	126.5	133.2	133.1	130.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5198	5187	5158	5174
Vehs Exited	5189	5186	5184	5162
Starting Vehs	124	124	117	106
Ending Vehs	133	125	91	115
Travel Distance (mi)	3973	3956	4026	3929
Travel Time (hr)	129.5	127.7	132.8	128.2
Total Delay (hr)	21.0	19.4	22.9	20.8
Total Stops	2053	1932	2086	2009
Fuel Used (gal)	133.3	131.6	135.1	131.5

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5153	5113	5162	5124	5152	5264	5221
Vehs Exited	5133	5109	5130	5082	5140	5241	5207
Starting Vehs	98	117	102	83	93	120	106
Ending Vehs	118	121	134	125	105	143	120
Travel Distance (mi)	3919	3860	3938	3785	3987	3976	3873
Travel Time (hr)	130.3	125.1	125.8	121.3	130.4	130.1	128.9
Total Delay (hr)	23.4	19.7	18.4	18.2	21.1	21.2	22.7
Total Stops	1991	1895	1817	1804	2083	2093	2321
Fuel Used (gal)	132.1	129.1	130.6	126.5	133.2	133.1	130.7

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5198	5187	5158	5174
Vehs Exited	5189	5186	5184	5162
Starting Vehs	124	124	117	106
Ending Vehs	133	125	91	115
Travel Distance (mi)	3973	3956	4026	3929
Travel Time (hr)	129.5	127.7	132.8	128.2
Total Delay (hr)	21.0	19.4	22.9	20.8
Total Stops	2053	1932	2086	2009
Fuel Used (gal)	133.3	131.6	135.1	131.5

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.2	0.2	0.1
Total Del/Veh (s)	6.2	0.6	6.8	6.1	7.6	7.3	4.6	6.3

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.0
Total Del/Veh (s)	3.2	4.8	3.6	4.8	7.0	5.0	3.0	2.1	3.0	2.6	5.5

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.4	0.1	0.0
Total Del/Veh (s)	7.2	3.0	1.7	4.6	1.1	13.8	11.0	3.6	2.7

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.2	0.3	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.0	0.0
Total Del/Veh (s)	16.2	13.0	6.0	7.2	5.1	4.4	17.7	19.3	16.0	25.6	23.6	20.5

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	13.5

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	4.1	6.1	3.4	3.1	3.4	1.2	2.2

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.3	0.5	0.5
Total Del/Veh (s)	7.3	3.7	0.8	0.5	2.4	0.8	1.0

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.7	5.3	3.3	5.2	2.9	1.8	0.1	0.0	2.4	0.7	0.7	1.8

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	2.3	2.8	0.2	1.1	0.1	0.4
Total Del/Veh (s)	4.2	2.2	14.0	2.1	54.1	7.8	5.0

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.8

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB
Directions Served	L	LR	LT	T
Maximum Queue (ft)	48	46	74	69
Average Queue (ft)	12	7	24	22
95th Queue (ft)	38	29	60	55
Link Distance (ft)	4772	4772	1075	2384
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LT	LTR	LTR
Maximum Queue (ft)	46	2	44	38	33
Average Queue (ft)	5	0	5	7	4
95th Queue (ft)	25	2	25	28	20
Link Distance (ft)	2163	2163	4772	155	341
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	L	TR
Maximum Queue (ft)	57	21	38	15	52
Average Queue (ft)	21	1	11	1	20
95th Queue (ft)	49	11	36	10	42
Link Distance (ft)			216		377
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	140	120		60	
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	206	163	89	40	268	337
Average Queue (ft)	90	45	41	3	111	139
95th Queue (ft)	162	114	75	21	222	291
Link Distance (ft)	749	749	636	636	578	1506
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	WB	NB	SB
Directions Served	LTR	L	L
Maximum Queue (ft)	40	15	31
Average Queue (ft)	14	1	7
95th Queue (ft)	40	7	28
Link Distance (ft)	558		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	85
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	44	33
Average Queue (ft)	19	8
95th Queue (ft)	46	30
Link Distance (ft)	527	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	33	12	9
Average Queue (ft)	32	8	1	0
95th Queue (ft)	54	31	8	6
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	177	152	79	97	89	73	105	70
Average Queue (ft)	82	52	13	33	36	18	36	23
95th Queue (ft)	155	120	46	69	80	54	79	50
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		2	0	0	0		0	
Queuing Penalty (veh)		2	0	1	0		0	

Network Summary

Network wide Queuing Penalty: 3

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5574	5562	5576	5489	5471	5720	5584
Vehs Exited	5577	5542	5571	5455	5440	5689	5572
Starting Vehs	121	102	118	110	120	120	137
Ending Vehs	118	122	123	144	151	151	149
Travel Distance (mi)	4357	4348	4402	4202	4207	4417	4358
Travel Time (hr)	141.3	144.3	145.2	137.8	136.9	145.6	143.1
Total Delay (hr)	22.9	26.3	25.5	23.5	22.8	25.4	25.0
Total Stops	2233	2377	2328	2185	2168	2413	2220
Fuel Used (gal)	143.5	144.6	146.0	139.2	138.5	146.9	144.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5570	5593	5542	5566
Vehs Exited	5535	5583	5539	5550
Starting Vehs	127	126	133	119
Ending Vehs	162	136	136	131
Travel Distance (mi)	4299	4295	4265	4315
Travel Time (hr)	141.1	140.5	138.2	141.4
Total Delay (hr)	24.3	23.9	22.8	24.2
Total Stops	2372	2240	2175	2269
Fuel Used (gal)	142.0	142.1	140.9	142.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5574	5562	5576	5489	5471	5720	5584
Vehs Exited	5577	5542	5571	5455	5440	5689	5572
Starting Vehs	121	102	118	110	120	120	137
Ending Vehs	118	122	123	144	151	151	149
Travel Distance (mi)	4357	4348	4402	4202	4207	4417	4358
Travel Time (hr)	141.3	144.3	145.2	137.8	136.9	145.6	143.1
Total Delay (hr)	22.9	26.3	25.5	23.5	22.8	25.4	25.0
Total Stops	2233	2377	2328	2185	2168	2413	2220
Fuel Used (gal)	143.5	144.6	146.0	139.2	138.5	146.9	144.3

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5570	5593	5542	5566
Vehs Exited	5535	5583	5539	5550
Starting Vehs	127	126	133	119
Ending Vehs	162	136	136	131
Travel Distance (mi)	4299	4295	4265	4315
Travel Time (hr)	141.1	140.5	138.2	141.4
Total Delay (hr)	24.3	23.9	22.8	24.2
Total Stops	2372	2240	2175	2269
Fuel Used (gal)	142.0	142.1	140.9	142.8

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.7	0.1	0.1	0.4
Total Del/Veh (s)	6.1	0.6	6.1	22.3	24.3	6.3	4.3	14.5

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	3.4	4.6	3.2	5.1	8.1	6.6	3.2	2.1	3.6	2.4	6.4

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	4.0	0.1	0.0
Total Del/Veh (s)	6.4	2.0	1.1	1.4	0.9	11.2	5.8	11.1	5.0	2.1

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	0.0	0.0	0.0	0.4	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	7.2	6.2	4.5	9.1	5.8	5.8	27.5	18.3	5.8	7.4	5.9	4.9

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	11.1

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	10.4	3.8	2.7	2.0	5.3	0.4	0.3	2.3

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.5	0.3	0.1
Total Del/Veh (s)	11.0	6.2	1.6	0.3	4.1	0.4	1.6

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.4	2.9	5.6	2.7	2.2	0.2	0.1	2.3	0.8	1.0	1.8

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	2.2	2.8	0.2	1.9	0.1	0.4
Total Del/Veh (s)	4.5	2.1	16.1	2.6	52.7	8.9	5.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	15.0

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB
Directions Served	L	LR	LT	T
Maximum Queue (ft)	51	57	437	40
Average Queue (ft)	12	10	159	13
95th Queue (ft)	38	38	354	36
Link Distance (ft)	4772	4772	1075	2384
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	33	49	17	45	40
Average Queue (ft)	2	10	1	11	8
95th Queue (ft)	16	36	11	37	31
Link Distance (ft)	2163	4772	4772	155	341
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	WB	NB	SB	SB
Directions Served	L	T	LTR	L	TR
Maximum Queue (ft)	35	7	52	22	55
Average Queue (ft)	9	0	21	2	24
95th Queue (ft)	32	4	49	12	45
Link Distance (ft)		2163	216		377
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	140			60	
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				0	0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LT	TR	LT	TR
Maximum Queue (ft)	101	49	94	93	328	289	68	60
Average Queue (ft)	43	10	46	38	171	89	32	23
95th Queue (ft)	79	37	79	80	295	248	59	56
Link Distance (ft)	749	749	636	636	581	581	1510	1510
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	31	57	18
Average Queue (ft)	3	27	1
95th Queue (ft)	16	52	11
Link Distance (ft)	291	546	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			85
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	NB	SB
Directions Served	LR	T	L
Maximum Queue (ft)	54	2	33
Average Queue (ft)	22	0	7
95th Queue (ft)	44	2	28
Link Distance (ft)	513	1231	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	34	30	2
Average Queue (ft)	27	9	2	0
95th Queue (ft)	52	32	15	2
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	204	186	76	72	103	88	118	62
Average Queue (ft)	89	61	8	30	50	28	48	19
95th Queue (ft)	164	136	37	61	96	72	98	47
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		3	0		0		0	
Queuing Penalty (veh)		2	0		0		0	

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:57	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5041	5258	5044	5153	5139	5355	5157
Vehs Exited	5018	5252	5033	5135	5141	5335	5150
Starting Vehs	101	118	108	103	124	114	103
Ending Vehs	124	124	119	121	122	134	110
Travel Distance (mi)	3832	3979	3831	3880	3852	4102	3794
Travel Time (hr)	120.2	125.7	120.1	121.5	121.3	129.6	118.8
Total Delay (hr)	15.5	17.2	15.5	15.8	15.9	17.3	15.3
Total Stops	1535	1779	1482	1608	1586	1788	1559
Fuel Used (gal)	126.8	132.7	127.4	129.4	127.8	136.5	126.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5214	5083	5194	5162
Vehs Exited	5201	5064	5215	5151
Starting Vehs	125	118	114	111
Ending Vehs	138	137	93	118
Travel Distance (mi)	3940	3866	3935	3901
Travel Time (hr)	124.8	122.0	123.7	122.8
Total Delay (hr)	17.1	16.0	16.2	16.2
Total Stops	1722	1654	1647	1636
Fuel Used (gal)	132.5	128.2	130.4	129.8

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5041	5258	5044	5153	5139	5355	5157
Vehs Exited	5018	5252	5033	5135	5141	5335	5150
Starting Vehs	101	118	108	103	124	114	103
Ending Vehs	124	124	119	121	122	134	110
Travel Distance (mi)	3832	3979	3831	3880	3852	4102	3794
Travel Time (hr)	120.2	125.7	120.1	121.5	121.3	129.6	118.8
Total Delay (hr)	15.5	17.2	15.5	15.8	15.9	17.3	15.3
Total Stops	1535	1779	1482	1608	1586	1788	1559
Fuel Used (gal)	126.8	132.7	127.4	129.4	127.8	136.5	126.8

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5214	5083	5194	5162
Vehs Exited	5201	5064	5215	5151
Starting Vehs	125	118	114	111
Ending Vehs	138	137	93	118
Travel Distance (mi)	3940	3866	3935	3901
Travel Time (hr)	124.8	122.0	123.7	122.8
Total Delay (hr)	17.1	16.0	16.2	16.2
Total Stops	1722	1654	1647	1636
Fuel Used (gal)	132.5	128.2	130.4	129.8

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.2	0.1	0.1
Total Del/Veh (s)	6.2	0.5	6.7	6.0	7.5	7.2	4.5	6.2

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.0
Total Del/Veh (s)	3.3	4.8	3.5	4.6	6.8	4.8	2.9	2.3	3.1	2.1	5.5

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	4.2	0.1	0.0
Total Del/Veh (s)	6.4	2.5	1.4	4.6	1.1	13.7	8.7	3.5	2.4

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.3	0.0	0.0	0.0	0.3	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	10.8	9.7	6.9	6.9	5.1	4.5	12.5	10.5	4.0	8.6	6.0	5.1

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.9

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	3.1	4.9	2.2	1.8	3.0	0.7	1.4

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.3	0.5	0.5
Total Del/Veh (s)	7.8	3.2	0.5	0.1	2.5	0.8	1.0

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.7	5.5	3.1	5.3	2.5	1.8	0.1	0.0	2.3	0.7	0.8	1.8

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	2.3	2.8	0.2	1.2	0.0	0.4
Total Del/Veh (s)	4.3	2.3	15.1	2.1	55.7	8.0	5.1

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	10.7

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB	SB
Directions Served	L	LR	LT	T	R
Maximum Queue (ft)	43	62	69	60	3
Average Queue (ft)	12	7	24	20	0
95th Queue (ft)	37	33	58	50	3
Link Distance (ft)	4772	4772	1075	2384	2384
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	40	43	40	29
Average Queue (ft)	4	5	8	3
95th Queue (ft)	22	25	32	19
Link Distance (ft)	2163	4772	155	341
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	LTR	L	TR
Maximum Queue (ft)	56	2	18	2	40	20	44
Average Queue (ft)	21	0	1	0	13	1	18
95th Queue (ft)	49	2	12	2	39	8	38
Link Distance (ft)		636		2163	216		377
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	140		120			60	
Storage Blk Time (%)							0
Queuing Penalty (veh)							0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LT	TR	LT	TR
Maximum Queue (ft)	154	148	80	48	179	93	78	71
Average Queue (ft)	69	49	40	8	70	10	42	27
95th Queue (ft)	125	111	71	35	127	47	70	64
Link Distance (ft)	749	749	636	636	581	581	1510	1510
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	WB	NB	NB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	38	21	2	33
Average Queue (ft)	13	1	0	5
95th Queue (ft)	39	9	2	24
Link Distance (ft)	546		1510	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		85
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	34	37
Average Queue (ft)	14	9
95th Queue (ft)	33	32
Link Distance (ft)	513	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	31	16	12
Average Queue (ft)	33	8	1	1
95th Queue (ft)	56	30	9	8
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	202	165	88	79	84	66	106	60
Average Queue (ft)	82	52	14	35	35	18	37	23
95th Queue (ft)	164	124	51	66	78	53	84	49
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		3	0	0				
Queuing Penalty (veh)		3	0	0				

Network Summary

Network wide Queuing Penalty: 3

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5681	5590	5619	5515	5599	5664	5806
Vehs Exited	5623	5585	5568	5476	5586	5624	5750
Starting Vehs	110	139	110	139	142	119	137
Ending Vehs	168	144	161	178	155	159	193
Travel Distance (mi)	4373	4297	4316	4260	4340	4357	4425
Travel Time (hr)	264.6	282.6	272.2	254.4	291.7	272.7	328.0
Total Delay (hr)	144.5	165.1	153.9	136.9	172.8	153.2	206.4
Total Stops	2292	1956	1912	2092	2141	2184	2369
Fuel Used (gal)	172.5	173.1	172.8	167.0	177.2	173.4	188.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5614	5600	5717	5639
Vehs Exited	5600	5609	5720	5613
Starting Vehs	129	154	153	127
Ending Vehs	143	145	150	154
Travel Distance (mi)	4264	4277	4373	4328
Travel Time (hr)	277.3	273.8	298.8	281.6
Total Delay (hr)	160.0	156.1	178.6	162.8
Total Stops	1926	1981	1991	2084
Fuel Used (gal)	172.3	172.2	180.4	174.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5681	5590	5619	5515	5599	5664	5806
Vehs Exited	5623	5585	5568	5476	5586	5624	5750
Starting Vehs	110	139	110	139	142	119	137
Ending Vehs	168	144	161	178	155	159	193
Travel Distance (mi)	4373	4297	4316	4260	4340	4357	4425
Travel Time (hr)	264.6	282.6	272.2	254.4	291.7	272.7	328.0
Total Delay (hr)	144.5	165.1	153.9	136.9	172.8	153.2	206.4
Total Stops	2292	1956	1912	2092	2141	2184	2369
Fuel Used (gal)	172.5	173.1	172.8	167.0	177.2	173.4	188.1

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5614	5600	5717	5639
Vehs Exited	5600	5609	5720	5613
Starting Vehs	129	154	153	127
Ending Vehs	143	145	150	154
Travel Distance (mi)	4264	4277	4373	4328
Travel Time (hr)	277.3	273.8	298.8	281.6
Total Delay (hr)	160.0	156.1	178.6	162.8
Total Stops	1926	1981	1991	2084
Fuel Used (gal)	172.3	172.2	180.4	174.9

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.7	0.1	0.1	0.4
Total Del/Veh (s)	5.9	0.4	6.0	25.5	27.1	6.2	4.4	16.2

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	3.1	4.5	3.3	6.8	8.3	5.8	3.2	2.4	3.8	2.7	6.4

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	3.2	0.1	0.0
Total Del/Veh (s)	7.7	2.7	2.0	1.5	1.9	12.6	5.0	11.9	5.4	2.6

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.1	0.2	0.0	0.0	0.0	451.7	448.8	454.9	0.0	0.0	0.0
Total Del/Veh (s)	8.0	7.0	4.4	8.6	5.2	5.0	109.6	110.1	107.9	10.1	10.8	8.7

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	163.3
Total Del/Veh (s)	37.0

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	10.0	5.7	4.2	3.8	3.8	0.8	0.5	3.4

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.5	0.3	0.2
Total Del/Veh (s)	8.4	6.0	1.8	1.0	3.8	0.4	1.8

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.2	3.2	6.1	3.0	2.2	0.4	0.4	3.8	1.0	0.9	1.8

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	2.3	2.8	0.2	1.3	0.1	0.4
Total Del/Veh (s)	5.3	2.4	17.8	3.1	52.3	9.1	6.6

9: Valley Drive & Internal Drive Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.8	3.4	0.4	0.5	1.3	0.0	1.8

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	3.8	4.3	3.5	3.5	4.8	3.1	2.5	0.1	0.5	1.5	0.1	0.0

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.5

Total Network Performance

Denied Del/Veh (s)	73.1
Total Del/Veh (s)	26.8

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB
Directions Served	L	LR	LT	T
Maximum Queue (ft)	46	52	450	44
Average Queue (ft)	13	10	187	13
95th Queue (ft)	39	36	414	36
Link Distance (ft)	4772	4772	1075	2384
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	30	7	46	3	53	48
Average Queue (ft)	2	0	9	0	13	13
95th Queue (ft)	14	7	33	3	42	41
Link Distance (ft)	2163	2163	4772	4772	155	704
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	NB	SB	SB
Directions Served	L	LTR	L	TR
Maximum Queue (ft)	38	55	32	70
Average Queue (ft)	12	23	7	28
95th Queue (ft)	37	51	26	52
Link Distance (ft)		216		717
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	140		60	
Storage Blk Time (%)			0	1
Queuing Penalty (veh)			0	0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	109	59	92	62	632	150
Average Queue (ft)	48	9	46	12	598	62
95th Queue (ft)	94	39	77	46	669	117
Link Distance (ft)	749	749	636	636	578	1506
Upstream Blk Time (%)					95	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	24	76	24
Average Queue (ft)	2	36	2
95th Queue (ft)	14	63	14
Link Distance (ft)	303	558	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			85
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	77	39
Average Queue (ft)	35	8
95th Queue (ft)	63	31
Link Distance (ft)	527	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	31	52	5
Average Queue (ft)	29	10	9	0
95th Queue (ft)	55	34	35	4
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	235	208	74	88	122	88	154	93
Average Queue (ft)	99	71	11	34	56	31	61	25
95th Queue (ft)	182	153	45	67	103	71	125	61
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		4	0	0	0		1	
Queuing Penalty (veh)		2	0	0	0		0	

Intersection: 9: Valley Drive & Internal Drive

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	19
95th Queue (ft)	45
Link Distance (ft)	2199
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Eaton Street & Internal Drive/Santana Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	31	5
Average Queue (ft)	9	14	0
95th Queue (ft)	32	39	4
Link Distance (ft)	2199	414	704
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:57	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5491	5602	5508	5628	5638	5596	5609
Vehs Exited	5452	5549	5472	5603	5596	5565	5598
Starting Vehs	116	106	111	127	118	110	118
Ending Vehs	155	159	147	152	160	141	129
Travel Distance (mi)	4011	4108	4055	4158	4178	4194	4141
Travel Time (hr)	133.1	143.3	134.8	145.0	141.8	141.9	144.2
Total Delay (hr)	21.1	28.8	22.4	29.2	25.8	25.6	29.1
Total Stops	2264	2638	2334	2613	2586	2479	2620
Fuel Used (gal)	135.1	140.5	136.9	142.6	141.1	143.0	142.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5474	5543	5547	5566
Vehs Exited	5456	5537	5526	5535
Starting Vehs	112	137	115	107
Ending Vehs	130	143	136	140
Travel Distance (mi)	4119	4086	4148	4119
Travel Time (hr)	138.8	142.1	141.2	140.6
Total Delay (hr)	24.2	28.6	25.7	26.1
Total Stops	2448	2533	2547	2503
Fuel Used (gal)	139.9	140.2	139.8	140.2

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5491	5602	5508	5628	5638	5596	5609
Vehs Exited	5452	5549	5472	5603	5596	5565	5598
Starting Vehs	116	106	111	127	118	110	118
Ending Vehs	155	159	147	152	160	141	129
Travel Distance (mi)	4011	4108	4055	4158	4178	4194	4141
Travel Time (hr)	133.1	143.3	134.8	145.0	141.8	141.9	144.2
Total Delay (hr)	21.1	28.8	22.4	29.2	25.8	25.6	29.1
Total Stops	2264	2638	2334	2613	2586	2479	2620
Fuel Used (gal)	135.1	140.5	136.9	142.6	141.1	143.0	142.8

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5474	5543	5547	5566
Vehs Exited	5456	5537	5526	5535
Starting Vehs	112	137	115	107
Ending Vehs	130	143	136	140
Travel Distance (mi)	4119	4086	4148	4119
Travel Time (hr)	138.8	142.1	141.2	140.6
Total Delay (hr)	24.2	28.6	25.7	26.1
Total Stops	2448	2533	2547	2503
Fuel Used (gal)	139.9	140.2	139.8	140.2

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.2	0.2	0.1
Total Del/Veh (s)	6.1	0.8	6.7	6.2	7.6	7.0	4.7	6.3

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	3.5	4.9	3.4	4.6	7.1	5.0	3.1	2.2	3.5	2.1	5.5

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.2	0.1	0.0
Total Del/Veh (s)	7.7	3.2	2.0	4.2	1.1	1.1	16.2	13.8	3.7	3.0

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.3	0.0	0.0	0.0	0.5	0.5	0.4	0.0	0.0	0.0
Total Del/Veh (s)	23.3	16.9	6.2	7.8	5.1	4.3	20.8	22.5	18.6	35.2	33.9	33.6

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.4

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.8	3.8	5.7	3.9	3.5	3.8	1.4	2.6

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.3	0.5	0.6
Total Del/Veh (s)	8.8	3.6	1.0	0.8	2.6	1.0	1.3

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.9	6.9	4.0	6.2	2.7	1.9	0.3	0.0	2.5	0.8	0.9	2.1

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	2.3	2.8	0.2	1.0	0.0	0.5
Total Del/Veh (s)	5.5	2.9	17.5	2.5	53.5	7.5	6.3

9: Valley Drive & Internal Drive Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.4	3.6	0.4	0.4	1.6	0.1	0.9

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.1	5.1	3.4	3.3	5.2	2.8	1.9	0.1	0.1	1.2	0.1	0.0

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.7

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	16.1

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB	SB
Directions Served	L	LR	LT	T	R
Maximum Queue (ft)	51	51	80	65	6
Average Queue (ft)	13	7	26	19	0
95th Queue (ft)	38	30	61	50	9
Link Distance (ft)	4772	4772	1075	2384	2384
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	42	6	40	11	38	40
Average Queue (ft)	5	0	7	0	7	6
95th Queue (ft)	24	5	28	9	28	27
Link Distance (ft)	2163	2163	4772	4772	155	704
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	R	LTR	L	TR
Maximum Queue (ft)	57	21	2	7	44	25	45
Average Queue (ft)	27	1	0	0	12	3	21
95th Queue (ft)	52	11	2	4	38	17	38
Link Distance (ft)			2163		216		717
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	140	120		120		60	
Storage Blk Time (%)							0
Queuing Penalty (veh)							0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	246	218	104	47	298	459
Average Queue (ft)	119	63	44	3	122	184
95th Queue (ft)	214	165	80	21	246	402
Link Distance (ft)	749	749	636	636	578	1506
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	WB	NB	SB
Directions Served	LTR	L	L
Maximum Queue (ft)	51	20	38
Average Queue (ft)	22	1	9
95th Queue (ft)	49	8	32
Link Distance (ft)	558		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	85
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	54	37
Average Queue (ft)	26	11
95th Queue (ft)	50	36
Link Distance (ft)	527	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	77	31	34	23
Average Queue (ft)	40	9	5	1
95th Queue (ft)	63	32	23	12
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	219	202	88	112	112	82	124	57
Average Queue (ft)	101	70	21	41	41	23	45	26
95th Queue (ft)	182	154	64	82	88	63	97	50
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		4	0	0	0		0	
Queuing Penalty (veh)		5	1	1	0		0	

Intersection: 9: Valley Drive & Internal Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	16
Average Queue (ft)	14	1
95th Queue (ft)	41	8
Link Distance (ft)	2199	304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Eaton Street & Internal Drive/Santana Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	48	33	3
Average Queue (ft)	22	10	0
95th Queue (ft)	48	34	3
Link Distance (ft)	2199	414	704
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 8

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5959	5816	5940	5766	5859	5896	5969
Vehs Exited	5923	5818	5946	5737	5809	5877	5961
Starting Vehs	118	141	138	134	127	117	139
Ending Vehs	154	139	132	163	177	136	147
Travel Distance (mi)	4583	4491	4530	4415	4502	4569	4637
Travel Time (hr)	154.6	149.7	153.2	153.0	171.5	156.5	164.0
Total Delay (hr)	29.1	26.3	28.8	31.1	47.8	30.8	36.3
Total Stops	2662	2561	2739	2714	2862	2876	3010
Fuel Used (gal)	153.0	150.3	151.4	149.1	155.2	153.3	157.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5887	5750	5894	5873
Vehs Exited	5852	5761	5867	5856
Starting Vehs	118	138	128	121
Ending Vehs	153	127	155	140
Travel Distance (mi)	4536	4337	4440	4504
Travel Time (hr)	156.2	144.0	149.3	155.2
Total Delay (hr)	31.7	24.5	27.6	31.4
Total Stops	2876	2514	2601	2743
Fuel Used (gal)	152.7	145.8	148.2	151.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5959	5816	5940	5766	5859	5896	5969
Vehs Exited	5923	5818	5946	5737	5809	5877	5961
Starting Vehs	118	141	138	134	127	117	139
Ending Vehs	154	139	132	163	177	136	147
Travel Distance (mi)	4583	4491	4530	4415	4502	4569	4637
Travel Time (hr)	154.6	149.7	153.2	153.0	171.5	156.5	164.0
Total Delay (hr)	29.1	26.3	28.8	31.1	47.8	30.8	36.3
Total Stops	2662	2561	2739	2714	2862	2876	3010
Fuel Used (gal)	153.0	150.3	151.4	149.1	155.2	153.3	157.3

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5887	5750	5894	5873
Vehs Exited	5852	5761	5867	5856
Starting Vehs	118	138	128	121
Ending Vehs	153	127	155	140
Travel Distance (mi)	4536	4337	4440	4504
Travel Time (hr)	156.2	144.0	149.3	155.2
Total Delay (hr)	31.7	24.5	27.6	31.4
Total Stops	2876	2514	2601	2743
Fuel Used (gal)	152.7	145.8	148.2	151.6

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.8	0.2	0.1	0.4
Total Del/Veh (s)	6.0	0.9	6.3	38.6	41.9	6.4	4.3	22.8

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	3.3	4.6	3.3	6.2	8.1	5.3	3.2	2.1	4.3	2.6	6.3

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	3.3	0.1	0.0
Total Del/Veh (s)	7.9	2.2	1.6	1.4	2.3	11.2	5.2	10.3	5.1	2.4

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.1	0.2	0.0	0.0	0.0	0.4	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	7.4	6.4	4.5	9.7	6.2	6.2	34.7	21.4	6.2	8.0	6.0	5.0

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	12.8

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	11.8	5.0	3.0	2.1	4.4	0.5	0.5	2.7

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	3.7	0.3	0.2
Total Del/Veh (s)	11.6	6.7	1.8	0.3	4.6	0.4	1.9

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.2	3.2	5.4	2.9	2.1	0.4	0.2	2.5	1.0	0.8	1.7

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	2.2	2.7	0.2	1.3	0.1	0.4
Total Del/Veh (s)	5.6	2.8	17.5	3.2	51.4	8.7	6.9

9: Valley Drive & Internal Drive Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.5	3.5	0.5	0.6	1.6	0.0	1.6

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	3.7	4.8	2.9	4.6	4.6	2.6	1.5	0.1	0.2	1.8	0.1	0.0

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.4

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	18.5

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB
Directions Served	L	LR	LT	T
Maximum Queue (ft)	45	52	615	46
Average Queue (ft)	13	11	266	12
95th Queue (ft)	38	37	674	36
Link Distance (ft)	4772	4772	1075	2384
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	30	48	7	50	48
Average Queue (ft)	3	10	0	14	14
95th Queue (ft)	18	37	7	41	42
Link Distance (ft)	2163	4772	4772	155	704
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	NB	SB	SB
Directions Served	L	LTR	L	TR
Maximum Queue (ft)	49	68	27	54
Average Queue (ft)	14	23	7	26
95th Queue (ft)	41	55	24	48
Link Distance (ft)		216		717
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	140		60	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LT	TR	LT	TR
Maximum Queue (ft)	107	62	97	105	410	350	79	67
Average Queue (ft)	46	13	50	42	203	123	33	25
95th Queue (ft)	85	44	82	85	348	299	63	58
Link Distance (ft)	749	749	636	636	581	581	1510	1510
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	25	79	30
Average Queue (ft)	2	36	3
95th Queue (ft)	14	64	16
Link Distance (ft)	291	546	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			85
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	78	37
Average Queue (ft)	29	10
95th Queue (ft)	55	33
Link Distance (ft)	513	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	34	45	2
Average Queue (ft)	30	10	7	0
95th Queue (ft)	56	34	31	2
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	225	199	86	81	125	104	145	84
Average Queue (ft)	107	77	11	32	57	35	67	23
95th Queue (ft)	187	160	48	64	104	79	129	58
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		5	0		0		1	
Queuing Penalty (veh)		3	0		0		1	

Intersection: 9: Valley Drive & Internal Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	3
Average Queue (ft)	20	0
95th Queue (ft)	45	3
Link Distance (ft)	2199	304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Eaton Street & Internal Drive/Santana Drive

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	34
Average Queue (ft)	7	13
95th Queue (ft)	27	39
Link Distance (ft)	2199	414
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:57	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5453	5493	5623	5561	5445	5540	5668
Vehs Exited	5451	5463	5621	5551	5443	5524	5653
Starting Vehs	131	94	117	129	122	110	110
Ending Vehs	133	124	119	139	124	126	125
Travel Distance (mi)	4097	4105	4182	4152	4063	4082	4203
Travel Time (hr)	133.4	131.4	136.4	133.6	130.6	131.5	135.3
Total Delay (hr)	18.8	17.3	20.1	18.3	17.5	18.1	18.8
Total Stops	2022	1930	2185	1956	1901	1937	2049
Fuel Used (gal)	137.9	137.5	140.5	139.3	135.2	136.9	141.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5598	5647	5657	5568
Vehs Exited	5572	5652	5638	5559
Starting Vehs	110	123	114	114
Ending Vehs	136	118	133	121
Travel Distance (mi)	4237	4217	4235	4157
Travel Time (hr)	138.0	137.7	138.5	134.7
Total Delay (hr)	19.7	20.2	20.4	18.9
Total Stops	2157	2213	2172	2051
Fuel Used (gal)	142.7	142.8	143.0	139.7

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5453	5493	5623	5561	5445	5540	5668
Vehs Exited	5451	5463	5621	5551	5443	5524	5653
Starting Vehs	131	94	117	129	122	110	110
Ending Vehs	133	124	119	139	124	126	125
Travel Distance (mi)	4097	4105	4182	4152	4063	4082	4203
Travel Time (hr)	133.4	131.4	136.4	133.6	130.6	131.5	135.3
Total Delay (hr)	18.8	17.3	20.1	18.3	17.5	18.1	18.8
Total Stops	2022	1930	2185	1956	1901	1937	2049
Fuel Used (gal)	137.9	137.5	140.5	139.3	135.2	136.9	141.4

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5598	5647	5657	5568
Vehs Exited	5572	5652	5638	5559
Starting Vehs	110	123	114	114
Ending Vehs	136	118	133	121
Travel Distance (mi)	4237	4217	4235	4157
Travel Time (hr)	138.0	137.7	138.5	134.7
Total Delay (hr)	19.7	20.2	20.4	18.9
Total Stops	2157	2213	2172	2051
Fuel Used (gal)	142.7	142.8	143.0	139.7

1: Ridge Road & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.2	0.2	0.1
Total Del/Veh (s)	6.2	1.0	6.9	6.2	7.6	7.1	4.8	6.3

2: Eaton Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.6	4.9	3.5	4.7	7.0	5.1	3.2	1.9	3.3	2.4	5.6

3: Valley Drive & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.9	0.1	0.0
Total Del/Veh (s)	6.9	2.7	1.7	3.6	1.1	1.0	14.1	14.3	3.7	2.7

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.4	0.0	0.0	0.0	0.3	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	12.6	11.0	7.1	7.3	5.1	4.3	13.9	11.8	4.2	8.7	6.1	5.4

4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	8.5

5: S Gilbert Street & Elm Avenue Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	2.9	4.8	2.4	2.1	3.1	0.7	1.7

6: S Gilbert Street & Ash Avenue Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	3.3	0.5	0.6
Total Del/Veh (s)	8.1	3.6	0.7	0.2	2.7	1.0	1.2

7: Valley Drive & South Street/Gordon Drive Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.2	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.5	6.2	3.9	5.5	2.8	2.0	0.2	0.2	2.6	0.9	0.9	2.0

8: Valley Drive & 5th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	2.3	2.8	0.2	0.9	0.0	0.5
Total Del/Veh (s)	5.5	2.9	17.6	2.5	54.2	8.2	6.4

9: Valley Drive & Internal Drive Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.4	3.3	0.4	0.5	1.7	0.1	1.0

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.2	5.3	2.9	3.9	5.0	2.6	1.8	0.1	0.1	1.2	0.0	0.0

10: Eaton Street & Internal Drive/Santana Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.8

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	11.6

Intersection: 1: Ridge Road & Plum Creek Parkway

Movement	EB	EB	NB	SB
Directions Served	L	LR	LT	T
Maximum Queue (ft)	49	44	84	60
Average Queue (ft)	11	6	28	20
95th Queue (ft)	37	28	63	48
Link Distance (ft)	4772	4772	1075	2384
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eaton Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	43	6	52	13	35	36
Average Queue (ft)	5	0	7	0	8	7
95th Queue (ft)	26	4	32	8	29	28
Link Distance (ft)	2163	2163	4772	4772	155	704
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Valley Drive & Plum Creek Parkway

Movement	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	R	LTR	L	TR
Maximum Queue (ft)	64	21	2	6	2	46	25	56
Average Queue (ft)	27	1	0	0	0	11	4	21
95th Queue (ft)	57	10	2	4	2	37	19	41
Link Distance (ft)			2163	2163		216		717
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	140	120			120		60	
Storage Blk Time (%)								0
Queuing Penalty (veh)								0

Intersection: 4: Lake Gulch Road/S Gilbert Street & Plum Creek Parkway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LT	TR	LT	TR
Maximum Queue (ft)	186	171	88	59	170	101	84	73
Average Queue (ft)	82	53	42	10	76	15	43	32
95th Queue (ft)	148	123	78	39	136	63	72	65
Link Distance (ft)	749	749	636	636	581	581	1510	1510
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: S Gilbert Street & Elm Avenue

Movement	WB	NB	SB
Directions Served	LTR	L	L
Maximum Queue (ft)	53	18	45
Average Queue (ft)	23	1	9
95th Queue (ft)	49	9	33
Link Distance (ft)	546		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	85
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 6: S Gilbert Street & Ash Avenue

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	54	2	50
Average Queue (ft)	22	0	12
95th Queue (ft)	42	2	38
Link Distance (ft)	513	1231	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 7: Valley Drive & South Street/Gordon Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	34	38	24
Average Queue (ft)	38	10	5	1
95th Queue (ft)	61	33	24	10
Link Distance (ft)	1076	493	452	1301
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Valley Drive & 5th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	227	207	90	112	123	88	124	68
Average Queue (ft)	100	67	23	44	40	23	46	27
95th Queue (ft)	184	154	66	84	90	65	95	52
Link Distance (ft)	990	990			1079	1079		1301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			65	120			150	
Storage Blk Time (%)		4	0	0	0			
Queuing Penalty (veh)		5	1	2	0			

Intersection: 9: Valley Drive & Internal Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	25
Average Queue (ft)	15	2
95th Queue (ft)	42	13
Link Distance (ft)	2199	304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Eaton Street & Internal Drive/Santana Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	50	34	6
Average Queue (ft)	23	9	0
95th Queue (ft)	48	33	4
Link Distance (ft)	2199	414	704
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 7

APPENDIX G

Capacity Worksheets – Alternative Connectivity Analysis

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	457	802	322
Demand Flow Rate, veh/h	466	818	328
Vehicles Circulating, veh/h	110	295	428
Vehicles Exiting, veh/h	428	281	685
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	15.8	1.6
Approach LOS	A	C	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	LTR	LT	T	
RT Channelized					Free
Lane Util	0.530	0.470	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	247	219	818	110	218
Cap Entry Lane, veh/h	1220	1293	1105	987	1938
Entry HV Adj Factor	0.981	0.981	0.981	0.980	0.980
Flow Entry, veh/h	242	215	802	108	214
Cap Entry, veh/h	1196	1268	1084	968	1900
V/C Ratio	0.202	0.169	0.740	0.111	0.113
Control Delay, s/veh	4.8	4.3	15.8	4.7	0.0
LOS	A	A	C	A	A
95th %tile Queue, veh	1	1	7	0	0

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	460	639	55	31
Demand Flow Rate, veh/h	469	652	56	31
Vehicles Circulating, veh/h	25	56	472	693
Vehicles Exiting, veh/h	699	472	22	15
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	4.9	4.4	5.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	220	249	306	346	56	31
Cap Entry Lane, veh/h	1319	1390	1282	1354	951	788
Entry HV Adj Factor	0.983	0.980	0.982	0.980	0.982	1.000
Flow Entry, veh/h	216	244	301	339	55	31
Cap Entry, veh/h	1297	1362	1259	1326	934	788
V/C Ratio	0.167	0.179	0.239	0.256	0.059	0.039
Control Delay, s/veh	4.2	4.1	4.9	4.9	4.4	5.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	392	6	0	645	6	27	0	3	12	0	132
Future Vol, veh/h	44	392	6	0	645	6	27	0	3	12	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	426	7	0	701	7	29	0	3	13	0	143

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	708	0	0	433	0	0	876	1233	216	1010	1229	351
Stage 1	-	-	-	-	-	-	525	525	-	701	701	-
Stage 2	-	-	-	-	-	-	351	708	-	309	528	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	887	-	-	1123	-	-	243	176	788	194	176	646
Stage 1	-	-	-	-	-	-	504	528	-	395	439	-
Stage 2	-	-	-	-	-	-	639	436	-	676	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	887	-	-	1123	-	-	179	166	788	183	167	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	166	-	183	167	-
Stage 1	-	-	-	-	-	-	477	499	-	395	439	-
Stage 2	-	-	-	-	-	-	497	436	-	637	497	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.92	0	27.27	13.33
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	194	887	-	-	1123	-	-	183	646
HCM Lane V/C Ratio	0.168	0.054	-	-	-	-	-	0.071	0.222
HCM Control Delay (s/veh)	27.3	9.3	-	-	0	-	-	26.2	12.2
HCM Lane LOS	D	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	0.2	0.8

Intersection	
Intersection Delay, s/veh	44.6
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	623	802	1036	328
Demand Flow Rate, veh/h	635	818	1056	334
Vehicles Circulating, veh/h	353	1025	488	1074
Vehicles Exiting, veh/h	1055	519	500	769
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	25.9	90.0	18.1
Approach LOS	A	D	F	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	298	337	384	434	1056	334
Cap Entry Lane, veh/h	976	1052	526	594	938	570
Entry HV Adj Factor	0.982	0.979	0.982	0.979	0.981	0.981
Flow Entry, veh/h	293	330	377	425	1036	328
Cap Entry, veh/h	958	1030	516	582	920	559
V/C Ratio	0.305	0.320	0.730	0.730	1.126	0.586
Control Delay, s/veh	6.9	6.7	27.2	24.8	90.0	18.1
LOS	A	A	D	C	F	C
95th %tile Queue, veh	1	1	6	6	28	4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑			↑	
Traffic Vol, veh/h	0	0	2	24	0	21	0	683	20	3	275	2
Future Vol, veh/h	0	0	2	24	0	21	0	683	20	3	275	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	26	0	23	0	742	22	3	299	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1049	1071	300	1059	1061	753	301	0	0	764	0	0
Stage 1	307	307	-	753	753	-	-	-	-	-	-	-
Stage 2	742	764	-	305	308	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	221	740	202	224	410	1260	-	-	849	-	-
Stage 1	703	661	-	402	417	-	-	-	-	-	-	-
Stage 2	407	413	-	704	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	220	740	201	223	410	1260	-	-	849	-	-
Mov Cap-2 Maneuver	193	220	-	201	223	-	-	-	-	-	-	-
Stage 1	701	659	-	402	417	-	-	-	-	-	-	-
Stage 2	385	413	-	699	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.88	21.74	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	740	264	849	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.186	0.004	-	-
HCM Control Delay (s/veh)	0	-	-	9.9	21.7	9.3	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	42	708	6	15	281
Future Vol, veh/h	11	42	708	6	15	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	46	770	7	16	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1111	773	0	0	776	0
Stage 1	773	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	399	-	-	840	-
Stage 1	455	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	399	-	-	840	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.53	0	0.47
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	840	-
HCM Lane V/C Ratio	-	-	0.167	0.019	-
HCM Control Delay (s/veh)	-	-	17.5	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	35	0	6	6	73	79	3	2	35	62
Future Vol, veh/h	30	0	35	0	6	6	73	79	3	2	35	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	0	38	0	7	7	79	86	3	2	38	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	324	324	72	289	356	88	105	0	0	89	0	0
Stage 1	76	76	-	246	246	-	-	-	-	-	-	-
Stage 2	248	248	-	42	110	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	629	594	991	664	570	971	1486	-	-	1506	-	-
Stage 1	933	832	-	758	703	-	-	-	-	-	-	-
Stage 2	756	701	-	972	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	582	560	991	601	537	971	1486	-	-	1506	-	-
Mov Cap-2 Maneuver	582	560	-	601	537	-	-	-	-	-	-	-
Stage 1	932	830	-	715	663	-	-	-	-	-	-	-
Stage 2	702	662	-	933	803	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.31	10.31	3.56	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	748	691	32	-	-
HCM Lane V/C Ratio	0.053	-	-	0.094	0.019	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.3	10.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-

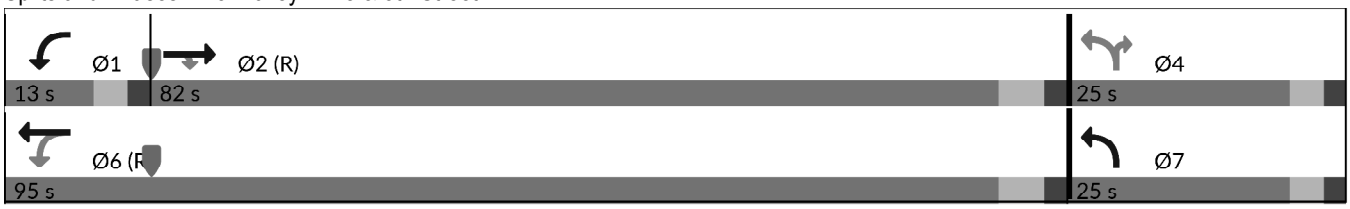
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1365	62	63	825	105	60
Future Volume (vph)	1365	62	63	825	105	60
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.127		0.950	
Satd. Flow (perm)	3539	1583	237	3539	1770	1583
Satd. Flow (RTOR)		25				65
Lane Group Flow (vph)	1484	67	68	897	114	65
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	82.0	82.0	13.0	95.0	25.0	25.0
Total Split (%)	68.3%	68.3%	10.8%	79.2%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	86.6	86.6	97.0	96.0	13.0	13.0
Actuated g/C Ratio	0.72	0.72	0.81	0.80	0.11	0.11
v/c Ratio	0.58	0.05	0.24	0.31	0.59	0.28
Control Delay (s/veh)	10.2	4.5	4.9	3.8	63.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.2	4.5	4.9	3.8	63.0	14.2
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	10.0			3.9	45.4	
Approach LOS	A			A	D	
Queue Length 50th (ft)	274	9	8	78	85	0
Queue Length 95th (ft)	401	27	21	125	141	41
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	2554	1149	293	2830	295	318
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.06	0.23	0.32	0.39	0.20

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 10.2	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	28	18	6	6	55
Future Vol, veh/h	18	28	18	6	6	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	30	20	7	7	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	96	23	0	0	26	0
Stage 1	23	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	904	1054	-	-	1588	-
Stage 1	1000	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	900	1054	-	-	1588	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.84	0	0.72
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	988	177	-
HCM Lane V/C Ratio	-	-	0.051	0.004	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	14	2	4	30
Future Vol, veh/h	4	6	14	2	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	7	15	2	4	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	32	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	982	1063
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	980	1063
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.9	0	8.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	1052
HCM Lane V/C Ratio	0.003	-	-	-	0.035
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	524	364	515
Demand Flow Rate, veh/h	535	371	525
Vehicles Circulating, veh/h	256	232	228
Vehicles Exiting, veh/h	228	559	375
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	6.2	2.5
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	LTR	LT	T	R
Assumed Moves	L	TR	LT	T	
RT Channelized					Free
Lane Util	0.434	0.566	1.000	1.000	
Follow-Up Headway, s	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.328	4.328	
A (Intercept)	1350	1420	1420	1420	
B (Slope)	9.199e-4	8.501e-4	8.501e-4	8.501e-4	
Entry Flow, veh/h	232	303	371	256	269
Cap Entry Lane, veh/h	1067	1142	1166	1170	1938
Entry HV Adj Factor	0.978	0.980	0.982	0.980	0.980
Flow Entry, veh/h	227	297	364	251	264
Cap Entry, veh/h	1044	1120	1145	1147	1900
V/C Ratio	0.218	0.265	0.318	0.219	0.139
Control Delay, s/veh	5.5	5.7	6.2	5.1	0.0
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0

Intersection	
Intersection Delay, s/veh	4.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	569	490	31	13
Demand Flow Rate, veh/h	580	499	31	13
Vehicles Circulating, veh/h	26	31	541	497
Vehicles Exiting, veh/h	484	541	65	33
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.3	4.3	4.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.471	0.529	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	273	307	235	264	31	13
Cap Entry Lane, veh/h	1318	1389	1312	1383	897	931
Entry HV Adj Factor	0.979	0.982	0.980	0.984	1.000	1.000
Flow Entry, veh/h	267	301	230	260	31	13
Cap Entry, veh/h	1291	1364	1285	1360	897	931
V/C Ratio	0.207	0.221	0.179	0.191	0.035	0.014
Control Delay, s/veh	4.6	4.5	4.3	4.2	4.3	4.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	151	521	23	3	432	10	14	0	0	7	0	93
Future Vol, veh/h	151	521	23	3	432	10	14	0	0	7	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	120	-	120	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	164	566	25	3	470	11	15	0	0	8	0	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	480	0	0	591	0	0	1148	1394	296	1088	1396	235
Stage 1	-	-	-	-	-	-	907	907	-	476	476	-
Stage 2	-	-	-	-	-	-	241	487	-	611	920	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1078	-	-	980	-	-	154	140	701	170	140	767
Stage 1	-	-	-	-	-	-	297	353	-	539	555	-
Stage 2	-	-	-	-	-	-	741	549	-	447	348	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1078	-	-	980	-	-	113	119	701	144	118	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	119	-	144	118	-
Stage 1	-	-	-	-	-	-	252	299	-	537	553	-
Stage 2	-	-	-	-	-	-	641	547	-	379	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.94	0.06	41.87	11.88
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	113	1078	-	-	980	-	-	144	767
HCM Lane V/C Ratio	0.135	0.152	-	-	0.003	-	-	0.053	0.132
HCM Control Delay (s/veh)	41.9	8.9	-	-	8.7	-	-	31.4	10.4
HCM Lane LOS	E	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0	-	-	0.2	0.5

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1094	587	544	520
Demand Flow Rate, veh/h	1116	599	555	530
Vehicles Circulating, veh/h	591	547	765	818
Vehicles Exiting, veh/h	757	773	942	328
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.8	8.4	21.9	22.6
Approach LOS	C	A	C	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	525	591	282	317	555	530
Cap Entry Lane, veh/h	784	859	816	892	741	708
Entry HV Adj Factor	0.979	0.981	0.978	0.981	0.979	0.981
Flow Entry, veh/h	514	580	276	311	544	520
Cap Entry, veh/h	768	843	798	875	726	695
V/C Ratio	0.670	0.688	0.346	0.355	0.749	0.748
Control Delay, s/veh	17.0	16.6	8.6	8.1	21.9	22.6
LOS	C	C	A	A	C	C
95th %tile Queue, veh	5	6	2	2	7	7

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	0	0	0	11	0	6	3	243	32	24	480	0
Future Vol, veh/h	0	0	0	11	0	6	3	243	32	24	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	7	3	264	35	26	522	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	879	522	862	862	282	522	0	0	299	0	0
Stage 1	574	574	-	288	288	-	-	-	-	-	-	-
Stage 2	271	305	-	574	574	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	283	286	555	275	293	757	1045	-	-	1262	-	-
Stage 1	504	503	-	720	674	-	-	-	-	-	-	-
Stage 2	735	662	-	504	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	279	555	269	286	757	1045	-	-	1262	-	-
Mov Cap-2 Maneuver	274	279	-	269	286	-	-	-	-	-	-	-
Stage 1	494	493	-	717	672	-	-	-	-	-	-	-
Stage 2	727	660	-	494	493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	15.92	0.09	0.38
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1045	-	-	-	348	1262	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.053	0.021	-	-
HCM Control Delay (s/veh)	8.5	-	-	0	15.9	7.9	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	20	233	9	45	492
Future Vol, veh/h	8	20	233	9	45	492
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	22	253	10	49	535

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	891	258	0	0	263	0
Stage 1	258	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	313	780	-	-	1301	-
Stage 1	785	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	780	-	-	1301	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.11	0	0.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1301	-
HCM Lane V/C Ratio	-	-	0.057	0.038	-
HCM Control Delay (s/veh)	-	-	12.1	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	9	81	0	8	2	44	65	3	12	105	38
Future Vol, veh/h	47	9	81	0	8	2	44	65	3	12	105	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	10	88	0	9	2	48	71	3	13	114	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	332	330	135	313	349	72	155	0	0	74	0	0
Stage 1	161	161	-	168	168	-	-	-	-	-	-	-
Stage 2	171	170	-	145	182	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	622	589	914	640	575	990	1425	-	-	1526	-	-
Stage 1	841	765	-	834	759	-	-	-	-	-	-	-
Stage 2	831	758	-	858	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	563	914	543	549	990	1425	-	-	1526	-	-
Mov Cap-2 Maneuver	584	563	-	543	549	-	-	-	-	-	-	-
Stage 1	833	758	-	805	733	-	-	-	-	-	-	-
Stage 2	791	732	-	758	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.08	11.08	2.99	0.57
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	701	-	-	740	603	132	-	-
HCM Lane V/C Ratio	0.034	-	-	0.201	0.018	0.009	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.1	11.1	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-



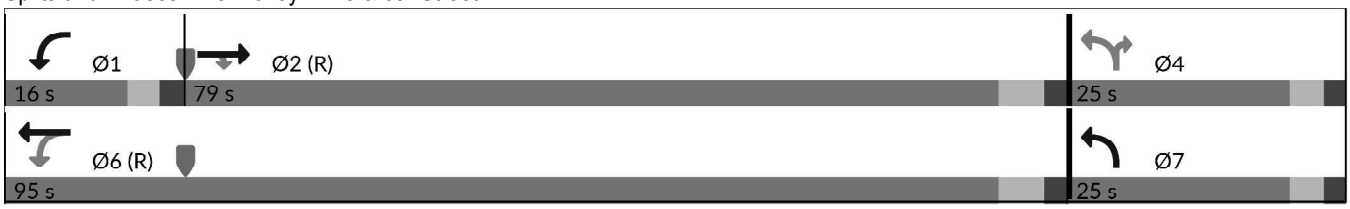
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1251	140	89	693	71	72
Future Volume (vph)	1251	140	89	693	71	72
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.157		0.950	
Satd. Flow (perm)	3539	1583	292	3539	1770	1583
Satd. Flow (RTOR)		59				78
Lane Group Flow (vph)	1360	152	97	753	77	78
Turn Type	NA	Perm	pm+pt	NA	pm+pt	Perm
Protected Phases	2		1	6	7	
Permitted Phases		2	6		4	4
Detector Phase	2	2	1	6	7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	24.0	24.0	24.0
Total Split (s)	79.0	79.0	16.0	95.0	25.0	25.0
Total Split (%)	65.8%	65.8%	13.3%	79.2%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	89.0	89.0	101.7	101.9	10.6	10.4
Actuated g/C Ratio	0.74	0.74	0.85	0.85	0.09	0.09
v/c Ratio	0.51	0.12	0.29	0.25	0.49	0.37
Control Delay (s/veh)	8.2	3.7	4.3	2.6	62.2	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.2	3.7	4.3	2.6	62.2	15.9
LOS	A	A	A	A	E	B
Approach Delay (s/veh)	7.8			2.8	39.0	
Approach LOS	A			A	D	
Queue Length 50th (ft)	220	19	10	54	58	0
Queue Length 95th (ft)	320	46	24	86	105	46
Internal Link Dist (ft)	944			1033	1308	
Turn Bay Length (ft)		65	120		150	
Base Capacity (vph)	2625	1189	383	3005	295	328
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.13	0.25	0.25	0.26	0.24

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Valley Drive & 5th Street



Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	18	61	20	20	35
Future Vol, veh/h	12	18	61	20	20	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	20	66	22	22	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	159	77	0	0	88	0
Stage 1	77	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	832	984	-	-	1508	-
Stage 1	946	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	820	984	-	-	1508	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.1	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	911	655	-
HCM Lane V/C Ratio	-	-	0.036	0.014	-
HCM Control Delay (s/veh)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	22	7	4	2	14
Future Vol, veh/h	14	22	7	4	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	24	8	4	2	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	64	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	942	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	933	1072
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	968	-

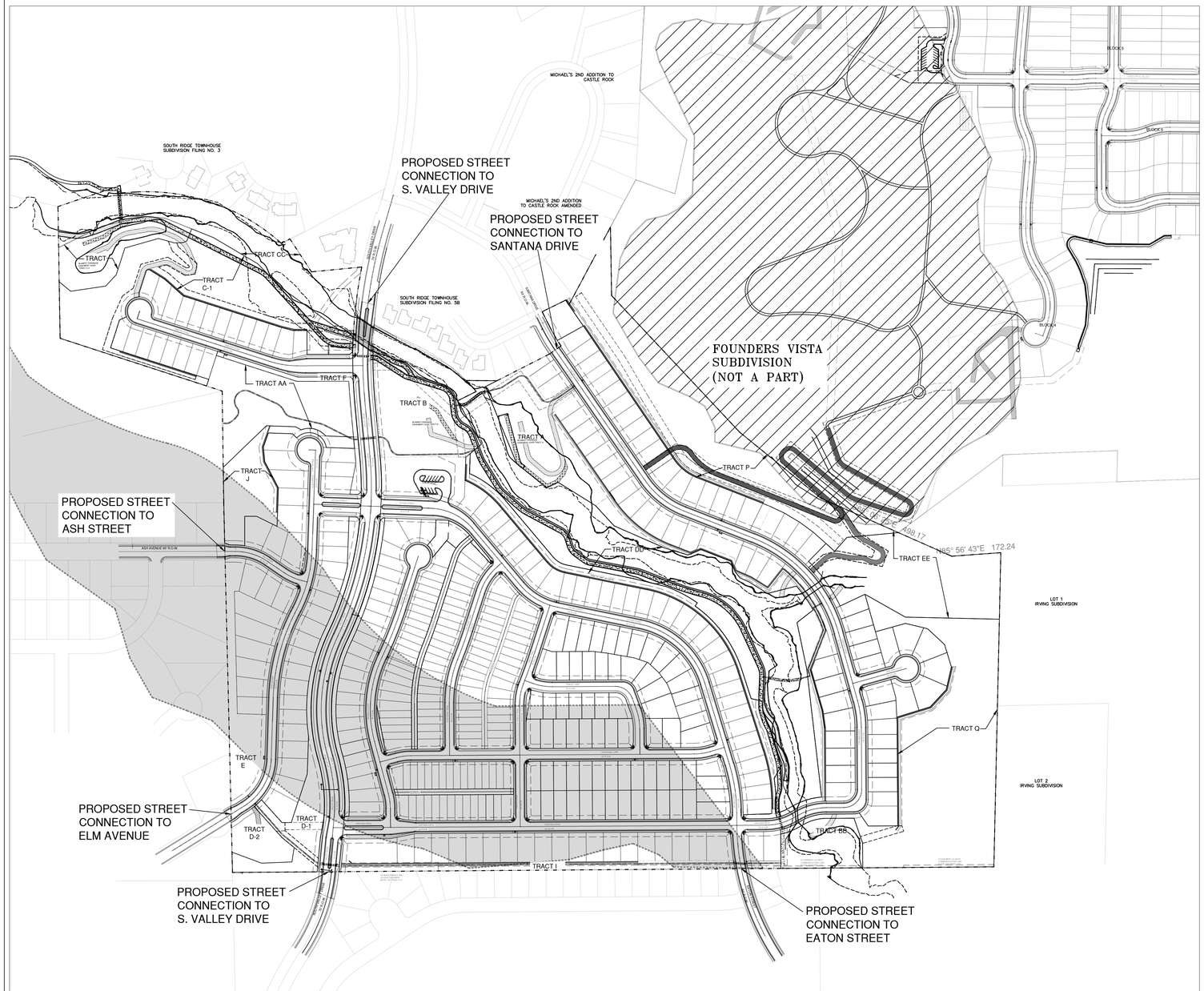
Approach	EB	WB	SB
HCM Control Delay, s/v	2.82	0	8.48
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	700	-	-	-	1052
HCM Lane V/C Ratio	0.009	-	-	-	0.017
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 12,
TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

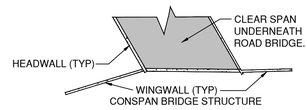


SCALE: 1" = 200'

200 0 200 400 600 Feet

LEGEND

- PROPERTY BOUNDARY
- NO BUILD AREA SKYLINE/RIDGELINE
- MODERATE ZONE SKYLINE/RIDGELINE
- UTILITY EASEMENT
- MINOR RIDGELINE BOUNDARY
- DIVERSION SWALE
- RETAINING WALL
- MINOR RIDGELINE
- MAIL KIOSK



- 12' CONCRETE PEDESTRIAN WALK
- 3' SOFT SURFACE PEDESTRIAN TRAIL
- 15' MAINTENANCE GRAVEL ROAD
- 12' MAINTENANCE GRAVEL ROAD
- LOW FLOW CHANNEL CROSSING
- FOUNDERS VISTA SUBDIVISION 15' MAINTENANCE GRAVEL ROAD (NOT A PART OF CHATEAU VALLEY)

HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

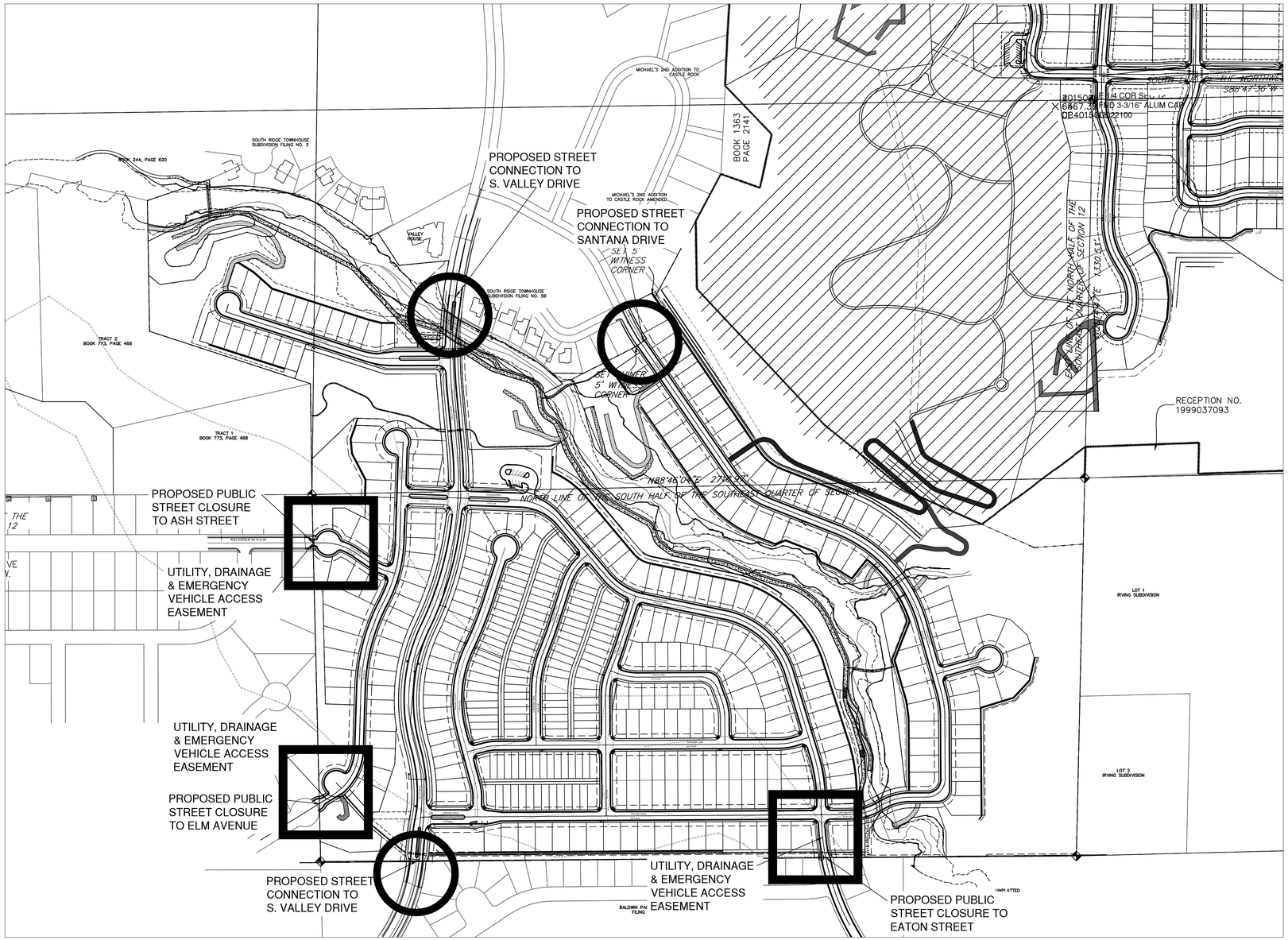
DATE: 12/31/25

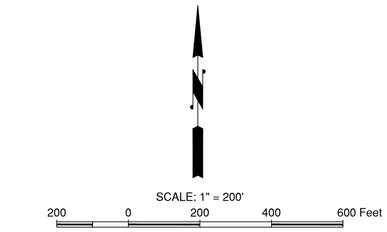
PROPOSED STREET CONNECTION PLAN
SHEET 1 OF 2

CHATEAU VALLEY

SITE DEVELOPMENT PLAN

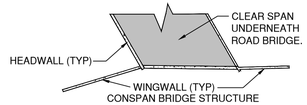
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TOWNSHIP 08 SOUTH, RANGE 67 WEST OF THE
6th PRINCIPAL MERIDIAN, TOWN OF CASTLEROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.





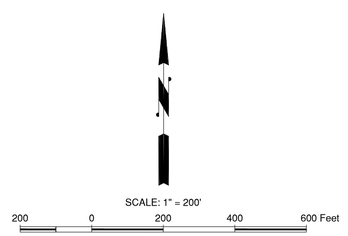
LEGEND

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- NO BUILD AREA SKYLINE/RIDGELINE
- MODERATE ZONE SKYLINE/RIDGELINE
- UTILITY EASEMENT
- MINOR RIDGELINE BOUNDARY
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- FOUNDERS VISTA SUBDIVISION 15' MAINTENANCE GRAVEL ROAD (NOT A PART OF CHATEAU VALLEY)



OPEN STREET CONNECTION

CLOSED STREET CONNECTION



HIGHLINE ENGINEERING & SURVEYING
PO BOX 1295
PARKER, COLORADO 80134
Tel. No. (303) 889-0044
Fax. No.(303) 380-3320

DATE: 1/21/25

CV BASE CLOSURE

PROPOSED STREET CLOSURE PLAN
SHEET 2 OF 2

SITE DEVELOPMENT PLAN
CHATEAU VALLEY
TOWN OF CASTLE ROCK PROJECT NO. SDP21-0060

From: Brad Boland
To: "Jennifer Reed"
Bcc: Sandy Vossler
Subject: RE: proposal for Chateau Valley single family and duplex
Date: Thursday, October 28, 2021 3:48:00 PM
Attachments: image001.png
image002.png

Jennifer,

- The applicant submitted a pre-application meeting request earlier in the year. The main purpose of the pre-application meeting is to identify the process in which an application needs to go through. The next step for this project is to have their first neighborhood meeting, which is scheduled Nov 9. Once they host a neighborhood meeting they can submit their application. Once they submit the application they will go through several reviews by Town staff, have two additional neighborhoods, and then go to public hearings before the Planning Commission and Town Council. This process will take many many months. They have indicated that their intention is to submit shortly after their neighborhood meeting so I would anticipate they have completed or are near completion of their technical studies.
- The neighborhood meeting is the applicant's meeting. Town's staff responsibility for these meetings is to listen. I believe that Cara Reed, the Town's neighborhood liaison is planning on attending in person.
- Pam Hall is responsible for processing all pre-application meetings. There is no relationship between the two.
- The zoning of the property determines the amount of open space required. The zoning can be found here. As we have not received a formal submittal I do not know if it meets the requirements of the zoning at this time.

Please let me know if I can be of further assistance.

Thanks,

Brad Boland, AICP

Planner II
Town of Castle Rock
720-733-3538



Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27

From: Jennifer Reed [redacted]
Sent: Thursday, October 28, 2021 2:57 PM
To: Brad Boland <BBoland@crgov.com>
Subject: Re: proposal for Chateau Valley single family and duplex

Thanks, Brad, for your response. I do have a few questions:

- Will you please give me some information about how far along this application is? I would like to know if the traffic survey has been completed yet, for instance. Or the water/sewage surveys? We have had flooding issues in our neighborhood for a number of years and identifying how construction will affect them is important.
- As you will not be present in person at the meeting, who from the Town will be in attendance? Who is leading the meeting?
- I see that the applicant's name is Rusty Hall and the original planner linked to this proposal was Pam Hall. Is there a relationship between the two?
- How much green/open space is required for new neighborhoods and does this proposal meet the Town requirements?

--
Jennifer M. Reed
[redacted]

On Thu, Oct 28, 2021 at 12:23 PM Brad Boland <BBoland@crgov.com> wrote:

> Jennifer,
>
> Thank you for your e-mail. A total of six signs were posted on the property. These signs are installed by our zoning inspector and he does his best job of installing them where they are most visible. You are correct that the potential applicant is required to send out a letter. This letter is required to be sent to all property owners within 500 feet of the property and required to be sent no later than the same day as the signs are posted. The distance requirement changed in 2019 from 300 feet to 500 feet. I have received an e-mail from a neighbor stating that they had received a letter in the mail. I would anticipate that you will be receiving the letter, if you live within 500 feet of the property boundary, within the next day or so if you haven't already.
>
> The applicant will be able to answer any questions you may have about their proposal at the November 9 meeting. They are required to have this meeting prior to the submittal of their application, so I have not reviewed their plans at this time. The amount of open space required for this project is dictated by the zoning of the property. You can find the zoning for the property here. As part of their application they are required to submit traffic, drainage, and utility studies.
>
> A link to the zoom meeting can be found on the public notice on our website that you can access

by clicking here. The notice has the applicants contact info and people can also request a link to the meeting from them. I will be attending the meeting virtually.

If you have any further questions please let me know.

Thanks,

Brad Boland, AICP

Planner II
Town of Castle Rock
720-733-3538

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27

From: Pam Hall <PHall@crgov.com>
Sent: Wednesday, October 27, 2021 3:16 PM
To: Jennifer Reed [redacted]
Cc: Brad Boland <BBoland@crgov.com>
Subject: RE: proposal for Chateau Valley single family and duplex

Hello, Jennifer

I am forwarding your email to the planner who is the project manager for Chateau Valley which is Brad Boland.

Brad, can you please answer Jennifer's questions?

Sincerely,

Pam Hall
Planner I
Development Services
720-733-2205

LOGO with moto

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey:

https://www.surveymonkey.com/r/LR35C27

From: Jennifer Reed [redacted]
Sent: Wednesday, October 27, 2021 2:56 PM
To: Pam Hall <PHall@crgov.com>
Subject: re: proposal for Chateau Valley single family and duplex

Dear Ms. Hall,

I am writing to inquire about the Chateau Valley single family and duplex project proposed for the land adjacent to Memmen Ridge near the South Ridge Townhouse development neighborhood.

We live on [redacted] and noticed that a sign has been posted at the very end of Valley Drive "informing" the neighborhood of the proposal. The sign, however, is not prominently displayed and if we did not walk our dog to the end of the road every night, we would never have seen it. We're a pretty close-knit neighborhood and the news is now spreading by word of mouth, but I am concerned because I am confident that there are some regulations about proposals and their town meetings needing to be communicated clearly and often to the surrounding spaces -- not hidden behind a roadblock at the end of one road.

The last time a developer was interested in the Memmen-owned open spaces, I had a meeting with Sandy Vossler (June 2019). I remember Sandy also detailing the responsibility that the developer has in notifying by letter all of the neighbors within a certain radius. I have all the paperwork filed, but I think it was within 1/2 mile of the proposed development? We did not receive such a letter about the development nor November 9th's meeting. Have the laws changed in the last 2 years?

I am trying to work through deciphering the paperwork linked to the application on the Town of Castle Rock webpage, but do not see a legend specifying where the paired homes will be located in relation to the existing South Ridge townhomes. Can you help clarify or will that be addressed at the Nov. 9th meeting.

I would also appreciate it if you could provide the by-laws for how much open and green spaces are required for new neighborhoods. This new proposal seems to not have much more than drainage channels planned.

Has a traffic study been done by the developer yet? Or a sewage and waterways study?

Finally, will you be in attendance at the November 9th meeting? Will the meeting have a Zoom link available for any concerned neighbors unable to attend -- or perhaps if space runs out in person?

Thank you for your help in clarifying these points. I appreciate your time,
--
Jennifer M. Reed
[redacted]

From: [redacted]
To: [redacted]
Cc: Brad Boland
Subject: RE: Chateau Valley
Date: Friday, October 29, 2021 1:34:14 PM
Attachments: image001.png

Thanks Rusty!

Hopefully I'm not missing it, but I'm not seeing an attachment.

From: [redacted]
Sent: Friday, October 29, 2021 12:54 PM
To: [redacted]
Cc: bboland@crgov.com
Subject: Re: Chateau Valley

Mike,

Thank your for you interest and support. It is always nice to hear some positive feedbask.
Attached, please find an enlargement of the area near your home with additional detail.

You are viewing our initial design and layout,
The Town will review our Site Development Plan at least twice before we finalize our design.

Thanks,

Rusty Hall
PE&PLS
Highline Engineering
[redacted]

The meeting link:

Russell Hall is inviting you to a scheduled Zoom meeting.

Topic: Chateau Valley Neighborhood Meeting
Time: Nov 9, 2021 06:00 PM Mountain Time (US and Canada)

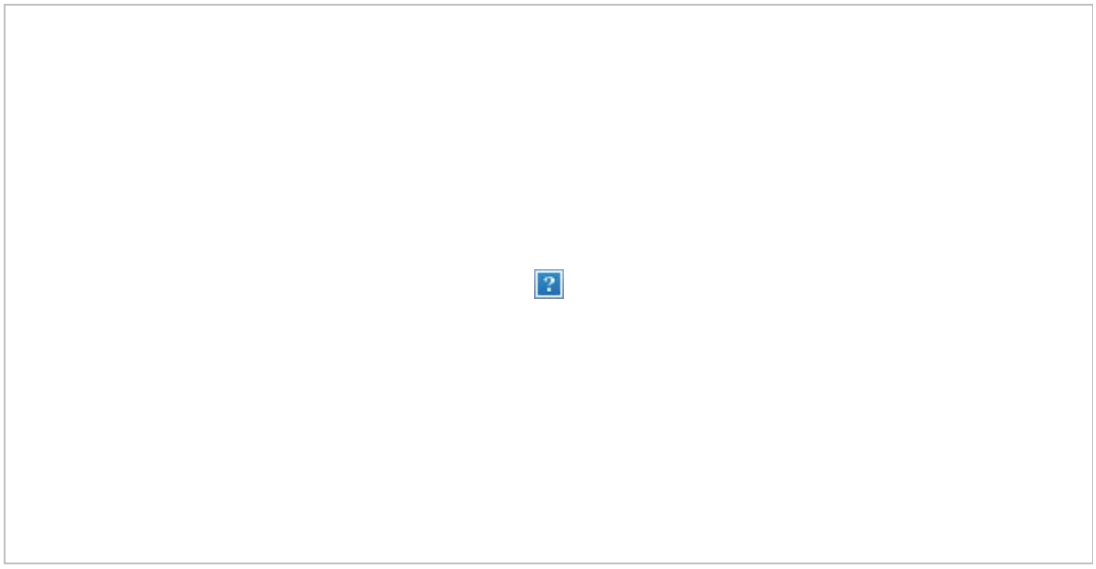
Join Zoom Meeting
https://us02web.zoom.us/j/87281813746?pwd=dy9SZFc1T0FWb3AwTklaM0xOaWswdz09

Meeting ID: 872 8181 3746
Passcode: exqT03

-----Original Message-----
From: [redacted]
To: [redacted]
Cc: bboland@crgov.com
Sent: Wed, Oct 27, 2021 4:41 pm
Subject: Chateau Valley

Good Afternoon

I received notification of the neighborhood meeting, and have been reviewing the additional detail on crgoc.com – a couple of questions/requests:

- Could you please forward a link to the electronic meeting?
- How final is the road plan? My specific interest is in Elm Ave. coming through Glovers, and wanting to place my full advocacy and support for the current cul-to-cul representation on the *Development Plan* (page 2)
    - 

Thank You!

Mike McKinley
[redacted]

Chateau Valley Planned Development

Date	October 31, 2021 at 20:24 UTC-06:00
From	Annamarie Engelhard
To	[redacted]; Brad Boland
Cc	TownManager Mailbox; TownCouncil Mailbox; Tara Vargish; Julie Kirkpatrick; Sandy Vossler; Kevin Wrede; Parks Mailbox; Jeff Brauer
Subject	Chateau Valley Planned Development

Dear Mr. Hall,

My name is Annamarie Engelhard. I am a resident of Castle Rock at[redacted](District 4). I am a member of our town government's Design Review Board, Historic Preservation Board, and an active member of our community. I am writing in regards to the proposed Young American Development called Chateau Valley<https://protect-us.mimecast.com/s/xRNrCo2k73cADk0I1VaD9?domain=crgov.com> which is located in District 6 and adjacent to my district, District 4. Chateau Valley proposes 423 dwelling units on the 113-acre site.

[image.png]

While it is difficult to see this lush land developed, I am glad the Memmen family can move forward in their lives and appreciate how new homes help ease the housing crisis and help members of our society. In anticipation of this coming development, I would like to express my hopes and concerns for how this new neighborhood will integrate into our community and discuss ideas how this project can be neighborly to the existing residents.

My primary concern lies within a specific region of the development--the region adjacent to Memmen Open Space. In the drawing, there is a green space border between my neighborhood and the new development. I am very appreciative of this buffer. However, the area that concerns me I have highlighted in yellow and most specifically circled in red. I am very familiar with this area as my home is located in the cul de sac denoted by "Home" as seen below.

[image.png]

Just to the west of the highlighted area is Memmen Open Space which encompasses an old-growth ponderosa pine forest. This pine forest is the pride and joy and identity of our neighborhood. I'm sure you know in the Colorado Front Range and Castle Rock itself, natural forests are rare making this extremely special to us. The problem I see with the current plan is that the old-growth forest extends into the area circled in red. These trees are an important part of our community and should be integrated into the proposed development rather than destroyed. You can get a better view of this old-growth pine forest and a rough generalization of the trees in question from this aerial image:

[image.png]

Because this forest is so integral to our community identity, I have much concern as these trees would need to be destroyed using the current plans. In an effort to maintain our neighborhood identity and help this new development integrate into our community, I have a few ideas of what we could do:

* CHOICE #1: Community Park
* Turn the area highlighted in yellow into a community park
* Our entire town loves the Memmen forest. It is used by adjacent neighbors, the downtown community, and will be used by Chateau Valley and the upcoming Memmen Young development<https://protect-us.mimecast.com/s/aMs_CpYl74sg95BIDqSau?domain=crgov.com> (the ridge due north of Chateau Valley). Extending the size of Memmen Open Space would be extremely valued not only by our Memmen neighborhoods but the entire Town due the increased use it will be receiving from these new neighborhoods as well as downtown residential growth.
* Solutions:
* Move planned homes into other areas of development or decrease total number of dwelling units

* Partner with our Town government to make up for lost revenue for park contribution
* Our neighbors, the Woodlands, have a beautiful example of a community park built into a forest. This would become a crown jewel of our Memmen and Castle Rock communities for generations to come and something we would be extremely grateful to the developer for.

[image.png]

* CHOICE #2: Larger Lots
* If CHOICE #1 is not feasible, build custom homes in this area that sit on 1 or half-acre lots. These homes could be custom built into the topography and keep the pine trees preserved in the backyards maintaining our neighborhood's identity and skyline and adding to the value of the new custom homes.
* Custom homes directly adjacent to Memmen forest would be a hot commodity in Colorado and a profitable endeavor for the developer.
* Similar larger lots are seen near tract EE on the drawing. These could also be built in the highlighted yellow area rather than the smaller lots that will require the destruction of the forest.
* CHOICE #3: Reduced height
* At the very least, reduce dwelling unit height from 35' to 25' preserving as many native trees into backyards as possible.
* Many trees would still be destroyed, but standing trees in Memmen could still be viewed from our neighborhood. The 35' homes will certainly take away our skyline that is a treasured sight in our community.
* This is a photo of the view from my living room window at the end of Columbine Drive. This skyline is one of our neighborhood's greatest pleasures and joys. The current plan would take away this entire view by both destroying trees and hiding any remaining trees. The trees impacted are highlighted in yellow and red with red being those that would be almost entirely removed and yellow representing those that would be partially removed and fully hidden from sight.
* [image.png] [image.png]

WIth these suggestions, I greatly look forward to your thoughts and seeing what we can do to find a solution that benefits both the developer and our community in a beautiful way. I have cc'd our town staff and town council to see how they can assist especially with the idea of the possibility of a partnership for a park/community space. Here are two more pictures of the forest that we would love to keep as part of our community identity. It is a place we would love to take our children and show them what a vibrant, thoughtful, and beautiful Colorado community they are part of. Please help us build this special place for our community, our children, and our grandchildren to come.

[image.png]
[image.png]
[image.png]
Thank you so much for your time and working with our community to make our Castle Rock Master Plan Vision come to fruition. I look forward to meeting you at the neighborhood meeting.

Sincerely,

Annamarie Engelhard
District 4
Design Review Board Member
Historic Preservation Board Member

Re: Chateau Valley Planned Development

Date	October 31, 2021 at 20:45 UTC-06:00
From	Annamarie Engelhard
To	[redacted] Brad Boland
Cc	TownManager Mailbox; TownCouncil Mailbox; Tara Vargish; Julie Kirkpatrick; Sandy Vossler; Kevin Wrede; Parks Mailbox; Jeff Brauer
Subject	Re: Chateau Valley Planned Development

Mr. Hall,

I meant to attach a former pre-application submittal from a previous developer. You can see in this plan the designer was able to keep the old growth forest intact, design the development around the trees, and even include a neighborhood park. I've included a snippet of this design for your consideration.

Thank you,
Annamarie

[image.png]
[image.png]

On Sun, Oct 31, 2021 at 8:24 PM Annamarie Engelhard
<a[redacted] wrote:
Dear Mr. Hall,

My name is Annamarie Engelhard. I am a resident of Castle Rock at[redacted](District 4). I am a member of our town government's Design Review Board, Historic Preservation Board, and an active member of our community. I am writing in regards to the proposed Young American Development called Chateau Valley<https://protect-us.mimecast.com/s/d_O1CW6XmxI16v9h6fj37?domain=crgov.com> which is located in District 6 and adjacent to my district, District 4. Chateau Valley proposes 423 dwelling units on the 113-acre site.

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* CHOICE #1: Community Park
* Turn the area highlighted in yellow into a community park
* Our entire town loves the Memmen forest. It is used by adjacent neighbors, the downtown community, and will be used by Chateau Valley and the upcoming Memmen Young development<https://protect-us.mimecast.com/s/fC2eCXD2nyTl435CVx9tI?domain=crgov.com> (the ridge due north of Chateau Valley). Extending the size of Memmen Open Space would be extremely valued not only by our Memmen neighborhoods but the entire Town due the increased use it will be receiving from these new neighborhoods as well as downtown residential growth.
* Solutions:
* Move planned homes into other areas of development or decrease total number of dwelling units
* Partner with our Town government to make up for lost revenue for park contribution
* Our neighbors, the Woodlands, have a beautiful example of a community park built into a forest. This would become a crown jewel of our Memmen and Castle Rock communities for generations to come and something we would be extremely grateful to the developer for.

[image.png]

* CHOICE #2: Larger Lots
* If CHOICE #1 is not feasible, build custom homes in this area that sit on 1 or half-acre lots. These homes could be custom built into the topography and keep the pine trees preserved in the backyards maintaining our neighborhood's identity and skyline and adding to the value of the new custom homes.
* Custom homes directly adjacent to Memmen forest would be a hot commodity in Colorado and a profitable endeavor for the developer.
* Similar larger lots are seen near tract EE on the drawing. These could also be built in the highlighted yellow area rather than the smaller lots that will require the destruction of the forest.
* CHOICE #3: Reduced height
* At the very least, reduce dwelling unit height from 35' to 25' preserving as many native trees into backyards as possible.
* Many trees would still be destroyed, but standing trees in Memmen could still be viewed from our neighborhood. The 35' homes will certainly take away our skyline that is a treasured sight in our community.
* This is a photo of the view from my living room window at the end of Columbine Drive. This skyline is one of our neighborhood's greatest pleasures and joys. The current plan would take away this entire view by both destroying trees and hiding any remaining trees. The trees impacted are highlighted in yellow and red with red being those that would be almost entirely removed and yellow representing those that would be partially removed and fully hidden from sight.
* [image.png] [image.png]

WIth these suggestions, I greatly look forward to your thoughts and seeing what we can do to find a solution that benefits both the developer and our community in a beautiful way. I have cc'd our town staff and town council to see how they can assist especially with the idea of the possibility of a partnership for a park/community space. Here are two more pictures of the forest that we would love to keep as part of our community identity. It is a place we would love to take our children and show them what a vibrant, thoughtful, and beautiful Colorado community they are part of. Please help us build this special place for our community, our children, and our grandchildren to come.

[image.png]
[image.png]
[image.png]
Thank you so much for your time and working with our community to make our Castle Rock Master Plan Vision come to fruition. I look forward to meeting you at the neighborhood meeting.

Sincerely,

Annamarie Engelhard
District 4
Design Review Board Member
Historic Preservation Board Member

--
Annamarie Engelhard, MT-BC
[redacted]

11/1/21

Dear Sirs (Maams)

Please just say no to the Plateau Valley SITE DEVELOPMENT PLAN

I reside on Sandhurst Dr. (2011) and our life would be negatively affected if this plan goes through. We had this house built in 1994 when Castle Rock was a town of 10,000 people. The ranch behind us is a home to animals A to Z, antelope to wild turkeys. Where will they go? Where will the H_2O come from to supply 400 houses?

Is our quality of life any consideration? Living next to a years in the making construction site is a hellish consideration and could very well cause us to leave our house and home of nearly 30 yrs.

I realize there is money to be made with this development, but can't we just say no? Enough already.

Thank you



From: Erik F Blood
To: Brad Boland
Subject: Chateau Valley
Date: Monday, November 1, 2021 5:12:00 PM

Hi,

I live at [redacted] and am EXTREMELY concerned about this development being proposed. Considering the tight property lines around my property, I am very worried this will very negatively impact me as homeowner. I am also worried for the the wildlife that we have in those fields. While I understand the need for growth and expansion, I worry that this will negatively impact the surrounding community with traffic and over crowding.

Can you supply me with a more accurate map of the proposed community as well as where my property lines are with respect to the proposed development.

Thank you in advance for your help with this,

Erik Blood
[redacted]

[redacted]

Re: Written Feedback: Neighborhood Meeting - Proposed Site Development Plan – Chateau Valley

Date	November 08, 2021 at 23:09 UTC
From	[redacted]
To	[redacted]
Cc	Brad Boland
Subject	Re: Written Feedback: Neighborhood Meeting - Proposed Site Development Plan – Chateau Valley

Ashley,

Thank you for you comment.
It is my understanding that the Town of Castle Rock has planned for this portion of Valley Drive to be connected for many years.
AND
it is designated as a collector street, which is designed to carry higher traffic volume than a residential street.

I will forward your concern to the Town Staff and ask if they would support any speed reducing elements that would make
Valley Drive safer for the adjoining neighborhoods.
But, I believe the Town will require Valley Drive to be constructed as shown on our site plan.

I have copied the Town Planning Department for further discussion, but may not have any additional information
at our Neighborhood meeting on Tuesday night.

We will have two more neighborhood meetings as our application progresses, so I
hope you can attend the next meeting.

Sincerely,

Rusty Hall
Highline Engineering
[redacted]

-----Original Message-----
From: Ashley Mount <[redacted]>
To: [redacted]
Cc: bboland@crgov.com
Sent: Mon, Nov 8, 2021 1:19 pm
Subject: Written Feedback: Neighborhood Meeting - Proposed Site Development Plan – Chateau Valley

Good afternoon,

I am writing to you in regard to the Neighborhood Meeting/Chateau Valley.

Unfortunately, I am unable to attend the meeting tomorrow. I have a question to be addressed at the meeting.

My main concern I'd like to address is the traffic on Valley. I live on Dawson and Valley and the traffic is already unsafe (unfortunately, drivers speed all the way down Valley). If Valley were extended to the new subdivision, speeding would increase, which would be a safety concern for both adjoining neighborhoods. We have a lot of young children in the neighborhood and people who like to walk their dogs on the wide sidewalk down Valley. It would also increase traffic overall from east to west, so even more cars would be coming down the steep hill. For the safety of both neighborhoods, could design include an option to keep Valley from going through to the new development?

Thank you for your time,
Ashley Mount

Questions for the Chateau Valley Young American development meeting

Date	November 09, 2021 at 01:15 UTC
From	SnowFyre *
To	[redacted]; Brad Boland
Subject	Questions for the Chateau Valley Young American development meeting

Where are the public spaces in the design such as parks and public meeting areas?

What considerations have been made to accommodate pedestrians and bikes in the subdivision and off-site?

What do you plan to distribute traffic into the surrounding neighborhoods and how will traffic impacts be mitigated?

What is the impact of the development on our infrastructure? How will current and future impacts be funded?

Where is the water for the development coming from? Who pays for it? Requiring existing residents to conserve more is not an acceptable plan.

Will there be new traffic signals be needed? What about offsite signals as result if traffic increases? One study suggests five vehicle trips per day per household in a subdivision, that is about a 600-800% increase in traffic.

Part of Valley around South St is on the Elementary walking path route, what safety considerations are being taken to keep the children who walk to school safe? How does the increased traffic on South near the school been taken into consideration?

Will there be new traffic designs for Valley and Santana?

What price range do you expect the houses to be?

Will the development include any amenities?

What wild space will be left?

Will there be any new firefighter, police, schools needed to support the new families?

What will be done to handle the additional stormwater runoff?

Fwd: Chateau Valley Development

Date	November 09, 2021 at 20:39 UTC-07:00
From	Eric Lomas
To	Brad Boland
Subject	Fwd: Chateau Valley Development

---------- Forwarded message ---------
From: Eric Lomas <[redacted]
Date: Tue, Nov 9, 2021 at 8:12 PM
Subject: Chateau Valley Development
To: <bboland@crgov.con>, highlineeng@aol.com<mailto:highlineeng@aol.com>
<[redacted]

Hello, my wife and I were sorry to miss the meeting this evening but, with two young children, it was a tough time to make it there.
Thank you for sending out a letter and holding a meeting in regards to this new development near us. We have mixed feelings about the plans, as I'm sure many of our neighbors do. We all know Castle Rock is growing and we recognize that growth and a spirit of welcome is good for the town. However, we are concerned about maintaining some of what makes Castle Rock so great. Namely, we are concerned about maintaining open space, greenways for wildlife, and overall habitat quality and availability for the wildlife near us, particularly the larger animals (bears, mule deer, turkeys, etc). The privilege to live near and observe wildlife is part of what makes our community so special. So, we are curious what provisions are being taken with this new development to preserve the habitat? Will Memmen Ridge Open Space be affected by the development? Will it be expanded?

Thanks for your attention, and we appreciate you involving the community.
Sincerely,
Eric Lomas

Re: Memmen north neighborhood meetings

Date	November 10, 2021 at 16:35 UTC
From	[redacted]
[redacted]	[redacted]
Cc	Brad Boland
Subject	Re: Memmen north neighborhood meetings

Jill,

Thank you for your involvement in participating in the
design of Chateau Valley Subdivision.

Please reply with your address that I may include you and your husband on
the mailing list for future meetings.

Thanks,

Rusty Hall
Highline Engineering
[redacted]

-----Original Message-----
From: Jill Holland [redacted]
To: bboland@crgov.com; [redacted] [redacted]
Sent: Wed, Nov 10, 2021 7:39 am
Subject: Memmen north neighborhood meetings

Hello…

My husband and I were at the Chateau meeting last night. We would be interested in attending the next neighborhood meeting for the Memmen North development.

We are VERY concerned about CR water's ability to service all of these new developments, along with major traffic concerns resulting from 1000+ dwellings proposed via Chateau, Memmen North, and the Oaks 2.

Please add my email to your notification list for the next MN meeting.

Thank you,
Jill Holland-

Chateau Valley Proposed Site Development Plan

Date	November 15, 2021 at 05:29 UTC+01:00
From	Peter Ruhl
To	[redacted] Brad Boland
Cc	Caryn Johnson; Desiree LaFleur
Subject	Chateau Valley Proposed Site Development Plan

Reviewing the proposal, I have a significant concern that wildlife needs have not been accounted for. The property is adjacent to the Memmen Ridge Open Space to the west. This Open Space is a unique area within the town which serves as habitat for deer, coyote, bobcat, and other wildlife. I hike the trails there frequently.

Following the drainage channel downstream, when you reach South Elementary there is persistent water in the creek year-round. This is the source of water for the deer and other wildlife, which move through the open space on a daily basis.

The current development plan does include any wildlife corridors to account for the needs of the animals using Memmen Ridge Open Space as their habitat.

At the meeting on Nov-9, it was stated that the creek channel will not be built on, but ‘improved’ to handle streamflows. Due to the topography and steep terrain, the over-lot grading plan was described as ‘very aggressive’, affecting the entire site. While this tract for the channel will be ‘open’, it would not be suitable as a wildlife corridor in current form. It is too narrow, and all of the existing trees and Gambel oak will be cleared. An acceptable wildlife corridor requires adequate width and cover. Also problematic are the duplexes and single-family homes in the northwest corner of the site plan directly adjacent to Memmen Ridge Open Space. The road crossing at Valley Drive should also get special consideration, either with a bridge to facilitate wildlife passage, or avoid making Valley Dr a through street altogether.

I encourage the developer to commission an objective wildlife study of the broader area, and I look forward to seeing improvements in future revisions. Memmen Ridge is a special space in our part of the Town, and can provide the same excellent experiences for the new residents as it does for me today, but only with proper planning.

Sincerely,

Pete Ruhl

[redacted]

Castle Rock

Re: link to 11/9/21 meeting

Date	November 15, 2021 at 16:34 UTC
From	[redacted]
To	[redacted]
Cc	Brad Boland
Subject	Re: link to 11/9/21 meeting

Kathy,

Neighborhood interest and involvement is greatly appreciated, and usually results in a better design.
I understand the emotions of change, concerns and impacts resulting from new land development. I always challenge the neighbors to
channel their emotions to thoughts and ideas to improve our designs and lessen the impact of development. This is our goal.

I will set a reminder to send you the link to our next meeting.

Rusty Hall
Highline Engineering

-----Original Message-----
From: [redacted]
To: [redacted]
Sent: Sun, Nov 14, 2021 7:21 pm
Subject: Re: link to 11/9/21 meeting

Dear Mr. Hall,

Thank you for the link to the first community meeting on the Chateau Valley development. I thought you all handled the meeting very well, and I found it very informative. I regret the way that some of my neighbors chose to respond, although I understand their concerns and share many of the same concerns. I look forward to the next meeting and the updated information you will share then. Please send me an electronic link to that meeting as well.

Kathy Lindholm
[redacted]
On 11/05/2021 1:31 PM [redacted] wrote:

Russell Hall is inviting you to a scheduled Zoom meeting.

Topic: Chateau Valley Neighborhood Meeting
Time: Nov 9, 2021 06:00 PM Mountain Time (US and Canada)

Join Zoom Meeting
https://us02web.zoom.us/j/87281813746?pwd=dy9SZFc1T0FWb3AwTklaM0xOaWswdz09<https://protect-us.mimecast.com/s/ZeBuCM8xoksM2KAhw936Q?domain=us02web.zoom.us>

Meeting ID: 872 8181 3746
Passcode: exqT03

Thanks,

Rusty Hall

-----Original Message-----
From: [redacted]
To: [redacted]
Sent: Fri, Nov 5, 2021 11:28 am
Subject: link to 11/9/21 meeting

Russell,

Please send me link to the meeting next Tuesday regarding the proposed Chateau Valley development. I am currently with my family in AZ, but I live on Sandhurst Drive and would like to receive the link to the meeting electronically. The new development will significantly affect me, since I currently back to open space.

Kathy Lindholm

Re: Questions for the Chateau Valley Young American development meeting

Date	November 15, 2021 at 17:40 UTC
From	[redacted]
To	[redacted] Brad Boland
Subject	Re: Questions for the Chateau Valley Young American development meeting

Below, please find our responses to comments below,

Rusty Hall
Highline Engineering
[redacted]

Where are the public spaces in the design such as parks and public meeting areas?
Chateau Valley contains 42 acres open space with a centrally located private open space park.
No Meeting areas are proposed as part of this development.

What considerations have been made to accommodate pedestrians and bikes in the subdivision and off-site?
A trail network along the Channel and south property line is proposed. And a link to the park proposed with Founders Vista Subdivision located to the east on top of the plateau will be made.

What do you plan to distribute traffic into the surrounding neighborhoods and how will traffic impacts be mitigated?
Our Traffic study indicates that Chateau Valley will have negligible impact to the existing surrounding streets and intersections.

What is the impact of the development on our infrastructure? How will current and future impacts be funded?
Find below impact fees summary as discussed at our meeting:

Impact fees
In addition to general fund receipts, the "CHATEAU" development will produce substantial impact fee revenue. As noted in Figure 2, by project completion the "CHATEAU" will generate over $7.46 million in funds for offsite capital expansion elsewhere in Castle Rock.

Figure 2.
Impact Fees Schedule

Residential Impact Fees (2021)

per unit project total

Park & Recreation $ 6,531 $ 2,840,985
Muni.Fac.Fee $ 343 $ 149,205
Fire Department $ 1,052 $ 457,620
Police Department $ 526 $ 228,810
Transportation $ 8,699 $ 3,784,065

Totals $17,151 $ 7,460,685

Where is the water for the development coming from?
Who pays for it?
Requiring existing residents to conserve more is not an acceptable plan.
The property contains 100 acre feet of water which will be dedicated to the Town. Additional water will be provided by the Town, which will be purchased by the Developer.
Chateau Valley will voluntarily prepare a Water Efficiency Plan in accordance with the Towns standards.

What price range do you expect the houses to be?
Current market value indicates Single Family Detached homes will start around $ 600,000
And Duplex around $ 500,000

Will the development include any amenities?
Open space is designated on the site development plan in the center of the subdivision which may be used for trails, private park, tot lot, or other uses desired by the new HOA.

What wild space will be left?
The Flood plain corridor and cliffs to the East will continue as open space for wildlife habitat

Will there be any new firefighter, police, schools needed to support the new families?
The respective public entities will review our proposed Site Development Plan to make these determinations.

What will be done to handle the additional stormwater runoff?
Three detention ponds are proposed to attenuate developed runoff from Chateau Valley Sub.

What do you plan to distribute traffic into the surrounding neighborhoods and how will traffic impacts be mitigated?

* Planned roadway connections and anticipated improvements are coordinated with Town Staff pursuant to the Town's Transportation Master Plan.

Will there be new traffic signals be needed? What about offsite signals as result if traffic increases? One study suggests five vehicle trips per day per household in a subdivision, that is about a 600-800% increase in traffic.

* No new traffic signals are anticipated with the proposed development. Existing traffic volumes without the proposed development are projected to require long-term improvements which are to be coordinated by the Town of Castle Rock pursuant to their Transportation Master Plan. It is noted that per Town design standards, major intersections within the area are anticipated to be developed into roundabout intersections. Per the ongoing traffic impact analysis performed for the proposed development, intersection operations within the area are not expected to change significantly compared to long-term projected operations without this development.

Part of Valley around South St is on the Elementary walking path route, what safety considerations are being taken to keep the children who walk to school safe? How does the increased traffic on South near the school been taken into consideration?

* Sidewalk and trail connections pursuant to Town design standards will be provided with the proposed development. Specific safety measures associated with the school zone are to be coordinated between Town Staff and the School District as necessary. Traffic volumes along South Street have been considered in the ongoing traffic impact analysis, with no significant impacts currently identified.

Will there be new traffic designs for Valley and Santana?

* Volumes along Santana Drive are not anticipated to be substantial, as Valley Drive will be the primary roadway serving the development area. As Santana Drive is classified as a local roadway, volumes are not expected to warrant intersection improvements at this time.

-----Original Message-----
From: [redacted]
To: [redacted]; bboland@crgov.com <bboland@crgov.com>
Sent: Mon, Nov 8, 2021 6:15 pm
Subject: Questions for the Chateau Valley Young American development meeting

Where are the public spaces in the design such as parks and public meeting areas?
What considerations have been made to accommodate pedestrians and bikes in the subdivision and off-site?
What do you plan to distribute traffic into the surrounding neighborhoods and how will traffic impacts be mitigated?
What is the impact of the development on our infrastructure? How will current and future impacts be funded?
Where is the water for the development coming from? Who pays for it? Requiring existing residents to conserve more is not an acceptable plan.
Will there be new traffic signals be needed? What about offsite signals as result if traffic increases? One study suggests five vehicle trips per day per household in a subdivision, that is about a 600-800% increase in traffic.
Part of Valley around South St is on the Elementary walking path route, what safety considerations are being

taken to keep the children who walk to school safe? How does the increased traffic on South near the school been taken into consideration?
Will there be new traffic designs for Valley and Santana?
What price range do you expect the houses to be?
Will the development include any amenities?
What wild space will be left?
Will there be any new firefighter, police, schools needed to support the new families?
What will be done to handle the additional stormwater runoff?

Re: Chateau Valley Proposed Development Concerns/Questions

Date	November 23, 2021 at 16:52 UTC
From	[redacted]
[redacted]	[redacted] Cara Reed; Camden Bender; Tony Felts
Cc	Brad Boland
Subject	Re: Chateau Valley Proposed Development Concerns/Questions

Jennifer,

Traffic
1. Traffic control and speed reducing measures on Valley Drive will be reviewed as part of this application.
2. I have copied the Town on this email to assist in responding to the concern about
completing the connection between the two Dead Ends for Valley Drive through Chateau Valley Sub.

Memmen Ridge
3. We will be reviewing concepts to improve our design and provide an aesthetic and natural appearance to Memmen Ridge.

4. A significant amount of open space provided on the south side of the tributary near the west end of the property will remain as open space.
Additional wildlife reviews will be conducted as part of this application.

Water
5. As stated in the Meeting
A. Three onsite detention ponds C are proposed to attenuate developed runoff for the Full Spectrum storm events.
The attenuated runoff from each detention pond will be conveyed via storm sewer to Tributary 2 to Sellars Gulch.

B. The existing drainageway has a thalweg slope of approximately 2.6%. The channel is proposed to be stabilized using grade control structures to reduce the thalweg slope and dissipate energy.
Three channel crossings are anticipated for roadways. The crossings will be designed to convey the 100 year flow without overtopping the roadways.

C. Additional review and inspection of the westerly portion of the tributary may be warranted to provide maintenance measures to minimize flooding to adjacent properties.

Thank you.

Rusty Hall
Highline Engineering

-----Original Message-----
From: Jennifer Reed [redacted]
To: creed@crgov.com; cbender@crgov.com; tfelts@crgov.com
Cc: Brad Boland <BBoland@crgov.com>; [redacted]
Sent: Mon, Nov 22, 2021 8:55 pm
Subject: re: Chateau Valley Proposed Development Concerns/Questions

I wanted to start this email by thanking Cara, Tony, and Camden for the time you spent with me towards the end of the 11/9/21 meeting regarding the proposed Chateau Valley development by Highline CM Inc and Russell Hall. It was by their suggestion that I am writing this letter and will encourage my neighbors to do the same in the hopes that our thoughts and concerns will be included in the file for this proposal.

To say that I was disappointed in Mr. Hall's performance at the meeting would be an understatement. I did attend with the hopes that he might genuinely want to communicate and collaborate with the citizens and homeowners surrounding the land parcel, but it became apparent relatively quickly that he had no interest in hearing what we had to say.

For anyone who was unable to attend the meeting, I implore you to please watch the Zoom call video of it. I've been told that Brad Boland and perhaps a few others should have access to the file. I'm hoping to gain access to the link myself so that I can pass it on to my neighbors. There have been a number of people who have asked me for it as I walk my dog.

We are a unique neighborhood. The culture on the north side of the proposed development (the paired homes and single-family homes south of the Catholic Church along and extending from North Valley Drive) reminds me of the late 1980s --- the kids run amuck in the streets, with neighbors feeding them as the summer days wind on. They scamper home when the street lights come on, covered in chalk and mud and the day's adventures. In the winter, it's not uncommon to find that a neighbor has already shovelled your sidewalk, driveway, or both. For big storms, we're all out there together, talking and making sure that everyone has what they need.

We represent all that is wonderful about living in Castle Rock. We are a perfect example of why people want to move TO Castle Rock. Our little corner of the world is safe for our kids and precious to us. Castle Rock is growing but the vision was always to do so responsibly such that the "small town" FEEL wasn't lost in commerce and traffic. It is with this Town vision in mind that I have two major concerns regarding this development proposal.

The Traffic Issue

At the "neighborhood meeting," many of our questions and concerns focused on what the development will do to the traffic in the neighborhood. There was no traffic expert physically present, but someone named "Adam" was on the Zoom call. Mr. Hall re-directed our concerns to him and tried to show slides that indicate that traffic influx will not be drastic. That, however, is simply not true as the number of homes in this development will change the zoning for Valley Drive to a connector class road.

I asked in the meeting if there were any examples, anywhere in Castle Rock where homes faced and opened directly onto a collector class road. In a meeting with Brad Boland Friday, Nov 5th, he said that having homes open on to such a busy road would never be approved by today's codes and standards, but we have 17 such homes on N. Valley Drive. In our meeting, Mr. Boland was dismissive -- he reiterated time and time again that all the decisions were made in the '80s and there was nothing to be done, but I have yet to understand how the connection of Valley Drive can be done safely for the homes and families already established.

As this proposal moves forward, how the traffic will be managed and mitigated needs to be more clearly identified and communicated. Connecting Valley Drive may have been a decision made 40 years ago, but doing so will have severe consequences for the families and children growing up here. Their safety needs to be as much a priority as the profits garnered from the development of this land.

While the traffic concerns did not seem to be of any consequence or interest to Mr. Hall at the meeting, they should absolutely be of grave concern for the Town, whose citizens' lives will be drastically impacted. The safety of the children living in our neighborhood DOES matter -- in fact, the traffic problem is literally a matter of life or death.

The Development of Memmen Ridge

One of the other major concerns about this development is the effect it will have on Memmen Ridge. Mr. Hall did not seem to know what or where Memmen Ridge is, but it's a key part of Castle Rock's identity and one of the last bastions of nature to be found in city limits.

I understand that the land sale accounts for a final 14 acres of land to be added to the existing Memmen Ridge, but the Chateau Valley proposal will still call for a not-insignificant number of mature Ponderosa pines to be destroyed, putting the ecosystem at risk. The base of the Ridge is home to a thriving prairie dog colony that sustains an incredible food chain, leading all the way up to the coyotes, bobcats, and the bears.

The destruction of the east ride of the ridge needs to be reconsidered. Mr. Hall said that the plans include 42 acres of open space. According to the plans, there are long stretches on the east side of the parcel that are marked to be open, undeveloped land. I beseech the developer and the Town to take a look at how the homes set to be built just south of Valley House (the retirement home) to be relocated elsewhere in the development to minimize the Ridge destruction and preserve as much of the ecosystem as possible. In an ideal world, the newly-connected Valley Drive could serve as a western border to the development: all homes built to Valley Drive's east and the Ridge left largely undisturbed for all to enjoy. Leaving the Ridge

intact is a magnificent selling point for the new home owners and would justify increased home sale prices within Chateau Valley.

(Or, an alternative: I see that Santana Drive will become a major thoroughfare but along the new extension, it will be single-family homes. Rather than building new paired homes on the prairie dog town (which is also prone to flooding), would it be possible to move the paired homes to continue alone Santana as Santana Drive is already a street of paired homes?)

Water

The water issue was also touched on, but no answers were given. With whom can I set a meeting to understand how Mr. Hall will be able to build homes on land already known to flood? The paired homes on the south side of Sierra Drive already have issues with their basements flooding during heavy rains and Mr. Hall seemed to be aware of the issue but not care. I would like to understand how the Town codes will allow for the building of houses that will exacerbate the existing issue for homes already here. There was discussion of the easement south of Hover Drive, but no one seemed to acknowledge the fact that there is another water source that traces down from Gordon Drive and north of Santana Drive, adding to the water flooding this lowland. Who will be responsible for the water issues that will result from covering all this land with concrete?

I work from home and would love to take a meeting with anyone willing. In particular, I would love to talk to the traffic expert, Adam, who was at the meeting to better understand how the Town intends to approach the 5th & Valley intersection as well as what will be done to mitigate the dangers increased traffic will present to our children. I want to understand what 2017 Transportation Masterplan has in store for us.

I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?

To whoever does take the time to read this missive, thank you. May this be the beginning of ACTUAL conversations with people who want to hear from those living in the areas surrounding the proposed development. Mr. Hall and Mr. Boland's respective disinterest in my concerns were disheartening, to say the least. I hope that others working for the Town -- whether in voter-decided positions or not -- will hear our concerns with more humanity.

We are, after all, what makes Castle Rock such an incredible place to live. If we don't speak up for all we love about our neighborhood and Town, who will?

Jennifer M Reed
[redacted]
[redacted]
Castle Rock CO 80104
[redacted]

I know that emails have been sent to the developer with no response whatsoever. I hope this message will not also be lost in the bureaucracy and shuffle. If someone wouldn't mind please responding to confirm that this has indeed been included in the file to be eventually reviewed by Town Council, it would be very much appreciated.

RE: Chateau Valley Proposed Development Concerns/Questions

Date	November 23, 2021 at 13:06 UTC-07:00
From	Camden Bender
To	Jennifer Reed
Cc	Cara Reed; Tony Felts; Brad Boland; [redacted]
Subject	RE: Chateau Valley Proposed Development Concerns/Questions

Good afternoon Jennifer,

First, thank you for your message and follow-up after our discussion at the Chateau Valley Neighborhood Meeting on November 9. I wanted to let you know that I will coordinate with Town staff regarding your message below and help get responses back to your questions and help provide the appropriate contact information for any meetings or questions regarding reviews/processes by other agencies and organizations.

With this being a holiday week, several staff have taken vacation and are not in the office for much of the week. Therefore, it will likely be next week before you receive a formal response to some of your inquiries below. That being said, I can confirm with you that the information provided by you and others at the meeting (via notes taken from Town staff) and information from your letter below will be made available for Town Council review as a part of the public hearing process for the project.

Brad Boland will provide you with a file link to download and/or share the meeting recording from November 9. Please keep a look out for that message later today.

Thank you again for reaching out and please let me know if there is anything else I can assist you with.

Thank you,

Camden Bender
Development Services Community Outreach Program Manager
100 N. Wilcox Street | Castle Rock, CO 80104
720-733-3533 | cbender@crgov.com<mailto:cbender@crgov.com>
[Copy of CR-RockLogoPMS281Coated]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27

From: Jennifer Reed [redacted]
Sent: Monday, November 22, 2021 8:55 PM
To: Cara Reed <CReed@crgov.com>; Camden Bender <CBender@crgov.com>; Tony Felts <TFelts@crgov.com>
Cc: Brad Boland <BBoland@crgov.com>; [redacted]
Subject: re: Chateau Valley Proposed Development Concerns/Questions

I wanted to start this email by thanking Cara, Tony, and Camden for the time you spent with me towards the end of the 11/9/21 meeting regarding the proposed Chateau Valley development by Highline CM Inc and Russell Hall. It was by their suggestion that I am writing this letter and will encourage my neighbors to do the same in the hopes that our thoughts and concerns will be included in the file for this proposal.

To say that I was disappointed in Mr. Hall's performance at the meeting would be an understatement. I did attend with the hopes that he might genuinely want to communicate and collaborate with the citizens and homeowners surrounding the land parcel, but it became apparent relatively quickly that he had no interest in hearing what we had to say.

For anyone who was unable to attend the meeting, I implore you to please watch the Zoom call video of it. I've been told that Brad Boland and perhaps a few others should have access to the file. I'm hoping to gain access to the link myself so that I can pass it on to my neighbors. There have been a number of people who have asked me for it as I walk my dog.

We are a unique neighborhood. The culture on the north side of the proposed development (the paired homes and single-family homes south of the Catholic Church along and extending from North Valley Drive) reminds me of the late 1980s --- the kids run amuck in the streets, with neighbors feeding them as the summer days wind on. They scamper home when the street lights come on, covered in chalk and mud and the day's adventures. In the winter, it's not uncommon to find that a neighbor has already shovelled your sidewalk, driveway, or both. For big storms, we're all out there together, talking and making sure that everyone has what they need.

We represent all that is wonderful about living in Castle Rock. We are a perfect example of why people want to move TO Castle Rock. Our little corner of the world is safe for our kids and precious to us. Castle Rock is growing but the vision was always to do so responsibly such that the "small town" FEEL wasn't lost in commerce and traffic. It is with this Town vision in mind that I have two major concerns regarding this development proposal.

The Traffic Issue

At the "neighborhood meeting," many of our questions and concerns focused on what the development will do to the traffic in the neighborhood. There was no traffic expert physically present, but someone named "Adam" was on the Zoom call. Mr. Hall re-directed our concerns to him and tried to show slides that indicate that traffic influx will not be drastic. That, however, is simply not true as the number of homes in this development will change the zoning for Valley Drive to a connector class road.

I asked in the meeting if there were any examples, anywhere in Castle Rock where homes faced and opened directly onto a collector class road. In a meeting with Brad Boland Friday, Nov 5th, he said that having homes open on to such a busy road would never be approved by today's codes and standards, but we have 17 such homes on N. Valley Drive. In our meeting, Mr. Boland was dismissive -- he reiterated time and time again that all the decisions were made in the '80s and there was nothing to be done, but I have yet to understand how the connection of Valley Drive can be done safely for the homes and families already established.

As this proposal moves forward, how the traffic will be managed and mitigated needs to be more clearly identified and communicated. Connecting Valley Drive may have been a decision made 40 years ago, but doing so will have severe consequences for the families and children growing up here. Their safety needs to be as much a priority as the profits garnered from the development of this land.

While the traffic concerns did not seem to be of any consequence or interest to Mr. Hall at the meeting, they should absolutely be of grave concern for the Town, whose citizens' lives will be drastically impacted. The safety of the children living in our neighborhood DOES matter -- in fact, the traffic problem is literally a matter of life or death.

The Development of Memmen Ridge

One of the other major concerns about this development is the effect it will have on Memmen Ridge. Mr. Hall did not seem to know what or where Memmen Ridge is, but it's a key part of Castle Rock's identity and one of the last bastions of nature to be found in city limits.

I understand that the land sale accounts for a final 14 acres of land to be added to the existing Memmen Ridge, but the Chateau Valley proposal will still call for a not-insignificant number of mature Ponderosa pines to be destroyed, putting the ecosystem at risk. The base of the Ridge is home to a thriving prairie dog colony that sustains an incredible food chain, leading all the way up to the coyotes, bobcats, and the bears.

The destruction of the east ride of the ridge needs to be reconsidered. Mr. Hall said that the plans include 42 acres of open space. According to the plans, there are long stretches on the east side of the parcel that are marked to be open, undeveloped land. I beseech the developer and the Town to take a look at how the homes set to be built just south of Valley House (the retirement home) to be relocated elsewhere in the development to minimize the Ridge destruction and preserve as much of the ecosystem as possible. In an ideal world, the newly-connected Valley Drive could serve as a western border to the development: all homes built to Valley Drive's east and the Ridge left largely undisturbed for all to enjoy. Leaving the Ridge intact is a magnificent selling point for the new home owners and would justify increased home sale prices within Chateau Valley.

(Or, an alternative: I see that Santana Drive will become a major thoroughfare but along the new extension, it will be single-family homes. Rather than building new paired homes on the prairie dog town (which is also

prone to flooding), would it be possible to move the paired homes to continue alone Santana as Santana Drive is already a street of paired homes?)

Water

The water issue was also touched on, but no answers were given. With whom can I set a meeting to understand how Mr. Hall will be able to build homes on land already known to flood? The paired homes on the south side of Sierra Drive already have issues with their basements flooding during heavy rains and Mr. Hall seemed to be aware of the issue but not care. I would like to understand how the Town codes will allow for the building of houses that will exacerbate the existing issue for homes already here. There was discussion of the easement south of Hover Drive, but no one seemed to acknowledge the fact that there is another water source that traces down from Gordon Drive and north of Santana Drive, adding to the water flooding this lowland. Who will be responsible for the water issues that will result from covering all this land with concrete?

I work from home and would love to take a meeting with anyone willing. In particular, I would love to talk to the traffic expert, Adam, who was at the meeting to better understand how the Town intends to approach the 5th & Valley intersection as well as what will be done to mitigate the dangers increased traffic will present to our children. I want to understand what 2017 Transportation Masterplan has in store for us.

I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?

To whoever does take the time to read this missive, thank you. May this be the beginning of ACTUAL conversations with people who want to hear from those living in the areas surrounding the proposed development. Mr. Hall and Mr. Boland's respective disinterest in my concerns were disheartening, to say the least. I hope that others working for the Town -- whether in voter-decided positions or not -- will hear our concerns with more humanity.

We are, after all, what makes Castle Rock such an incredible place to live. If we don't speak up for all we love about our neighborhood and Town, who will?

Jennifer M Reed

[redacted]

I know that emails have been sent to the developer with no response whatsoever. I hope this message will not also be lost in the bureaucracy and shuffle. If someone wouldn't mind please responding to confirm that this has indeed been included in the file to be eventually reviewed by Town Council, it would be very much appreciated.

FW: Chateau Valley Proposal

Date	November 30, 2021 at 07:37 UTC-07:00
From	Tony Felts
To	Brad Boland
Subject	FW: Chateau Valley Proposal

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https://www.surveymonkey.com/r/LR35C27

Tony Felts, AICP
Assistant Director, Development Services
Town of Castle Rock

From: Gina Smith [redacted]
Sent: Monday, November 29, 2021 9:06 PM
To: Tony Felts <TFelts@crgov.com>
Subject: Fwd: Chateau Valley Proposal

To the representatives of Castle Rock,

I am writing to you today in regards to the Chateau Valley building proposal. I urge you to reconsider the plans for this future development. There are some issues that I foresee that this proposal did not fully address, and will need to be considered before proceeding.

I am concerned that the wildlife in the area (turkeys, bears, deer, owls, and prairie dogs) will not be given a place to rehouse in this process. There are many animals that do not get a say how these developments affect their natural habitat, and first I would like to address their needs. Please have these animals re-homed as safely as possible. The trees that are planned for replanting simply need to be left alone, since their survival rate when they are uprooted is abysmal.

I am also concerned that the retention ponds planned (the largest one directly behind my own property) will not be sufficient if flooding occurs. I both understand their purpose, and would not like a mosquito breeding ground affecting my family's health and well-being. More so if it floods, that will directly affect my home and could severely damage my property.

I urge the council to rethink where the paired homes are located. These homes are going to ruin the spirit of MenMen Open Space and will quickly make this beautiful open land feel like just a piece of a subdivision. MenMen is a hidden gem in Castle Rock and I hope that the representatives of this town will protect the intent of this piece of property that was gifted to us all.

Valley Drive will need a stoplight put in before home construction begins. Currently turning on or off of this road is extremely difficult, and the increased traffic will make this incredibly dangerous. The hill directly as you enter Valley Drive is already dangerous when it is slick, and adding in additional vehicles to collide with when it snows will need to be considered when extending Valley Drive to the new subdivision.

I am excited about the potential development of new parks and trails, and I would urge the town to ensure that these are accessible for all.

I understand that development happens, but please look out for the current residents of Castle Rock. We love living here because of the lifestyle it provides. Keep us in mind.

Thank you for your time.

-Gina Smith
Proud Resident of Castle Rock

Belk Model, LLC
Unique Clients.
Unique Services.

[redacted]

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FW: Chateau Valley Proposal

Date	November 30, 2021 at 15:41 UTC-07:00
From	Tony Felts
To	Brad Boland
Cc	Cara Reed; Camden Bender; Tony Felts
Subject	FW: Chateau Valley Proposal

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https://www.surveymonkey.com/r/LR35C27

Tony Felts, AICP
Assistant Director, Development Services
Town of Castle Rock

From: Kevin McNeill [redacted]
Sent: Tuesday, November 30, 2021 3:38 PM
To: Cara Reed <CReed@crgov.com>; Camden Bender <CBender@crgov.com>; Tony Felts <TFelts@crgov.com>
Subject: Chateau Valley Proposal

Subject: Chateau Valley Proposal

Dear Town Representatives,

I am writing to express my concern as to the proposed Chateau Valley Development as it is currently designed. Additionally, I have a few questions.

I believe development of this area is inevitable as the land is privately owned and zoned for residential homes. Based upon the project drawings and the results of the first neighborhood meeting, which I attended virtually, I think there are a few major impacts to the adjacent existing neighborhoods that were not adequately addressed; traffic, pedestrian safety, impact to local schools and existing property values.

Additional potential impacts to consider are to the diminishing local wildlife and general over-crowding of the downtown area, which is pushing Castle Rock out of the comfortable “Town” category to a small overcrowded city. Traffic is substantial, parking is difficult and town events can be uncomfortably crowded. The character and charm of our town is changing but I believe it can be for the better, if the growth is managed.

During the first neighborhood meeting, one of the major issues that stuck out was traffic management. I believe substantial work will be required specifically at Fifth Street and Valley Drive, with the increased flow along Valley Drive, where at least five residential driveways directly discharge onto Valley. The traffic engineer at the meeting indicated the increased flow would be minimal, but the peak flows presented seemed to be more than minimal. Currently, the intersection is treacherous, especially on snowy or icy mornings, the curve is sharp and the grade is steep. Increased traffic will only acerbate safety problems in this area.

With the increase in traffic and population, additional accommodations for the increased pedestrian traffic will need to be implemented. I don’t recall any discussions about how to keep pedestrians safe. A pocket park has recently been constructed on Valley and kids still play in the street. Do you know what accommodations are anticipated?

Is South Ridge Elementary adequately prepared and funded for the additional student population expected from the development?

Has an assessment been done as to what the potential impact will be to existing adjacent neighborhood property values?

Would it be possible to reduce the density of the housing, move or reduce the number of paired homes or restructure the land use to lessen the impact on the adjacent neighborhoods, infrastructure and the quality of life in Castle Rock?

Thank you for representing our town, please help keep Castle Rock the special place it is!

If I can be of any help please let me know.

Sincerely,

Kevin McNeill

[redacted]

Castle Rock, Colorado

FW: Chateau Valley Proposal

Date	December 01, 2021 at 07:40 UTC-07:00
From	Tony Felts
To	Brad Boland
Cc	Cara Reed; Camden Bender
Subject	FW: Chateau Valley Proposal

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27

Tony Felts, AICP
Assistant Director, Development Services
Town of Castle Rock

From: Eric Lomas [redacted]
Sent: Tuesday, November 30, 2021 9:52 PM
To: Cara Reed <CReed@crgov.com>; Camden Bender <CBender@crgov.com>; Tony Felts <TFelts@crgov.com>; Jason Gray <JGray@crgov.com>; Desiree LaFleur <DLaFleur@crgov.com>
Cc: [redacted]
Subject: Chateau Valley Proposal

To Our Town Representatives:

My name is Eric Lomas, my wife Savanna, our two young boys and I live on Gordon Drive in the Memmen Ridge Neighborhood. We truly love Castle Rock and are grateful to live in a place with such great neighbors, outdoor recreation, town activities and general community character. Our family has grown since we moved into our house and we are fortunate to be able to raise our boys in a safe place with lots of learning opportunities, including learning a deep appreciation and love for the outdoors.
I was unable to attend our neighborhood meeting about the proposed development just to the south of our neighborhood (it was right at bedtime for our little ones), but I did send Mr. Hall an email with some of my concerns.

Mainly, my wife and I love being able to take our boys hiking in the various open spaces around town, including the Memmen Ridge Open Space (which is only a block or two away), and having the opportunity to observe and wonder at the wildlife that share our home. We have seen mule deer, bobcats, coyotes, turkeys and bears, all within walking distance of our home. This is truly a part of what makes Castle Rock so special, as compared to the main area of metropolitan Denver. I grew up in Littleton and, as great as it is, there just aren't opportunities like that close to home due to the development. That being said, we understand the need for growth and we want to welcome new neighbors to our community. However, I believe it would be in the best interests of everyone in our community, to make sure that we maintain continuity between open spaces and migration corridors whenever possible, to promote healthy wildlife populations as we grow responsibly. I don't know what provisions are in the proposal for Chateau Valley, other than Mr. Hall reporting that they will take CPW recommendations under consideration. My hope is that, in accordance with the goal of our town to maintain at least 33% of Castle Rock area as open space, we can do our best to make sure that area for wildlife is preserved and protected, including preservation of habitat within the Chateau Valley development for open space and wildlife. I want our boys to continue to be able to see, learn from, and grow to respect the many different critters that we share our space with.

Thank you very much for your kind consideration and attention. We appreciate all that you do and work for in our town.

Sincerely,

Eric and Savanna Lomas
[redacted]

Fwd: Chateau Valley -- Glover Neighborhood Legacy

Date	December 04, 2021 at 09:11 UTC-07:00
From	Tony Felts
To	Brad Boland
Subject	Fwd: Chateau Valley -- Glover Neighborhood Legacy

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: December 4, 2021 at 09:07:59 MST
To: [redacted]
Cc: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>
Subject: Chateau Valley -- Glover Neighborhood Legacy

Good Morning Rusty

I was able to catch up with a recording of the initial Neighborhood meeting – first, thank you for your candor and diplomacy while still providing meaningful insights.

This kind of support is new to me so I could use a little advice or consult on how best to approach (I honestly can't tell up from down on government/town interests or representation). Seemingly aligned with a few of your comments and a handful of others in the audience – boiling it down to overall advocacy for Glover and maintaining its uniqueness in the context of the Town of Castle Rock:

1. Elm maintained as cul-de-sac
2. Ash amended as not connected
3. Fully leverage buffer areas and landscaping to create more neighborhood distinction – in my own interest, this would ideally include the current Town easement triangle south of the Chateau line on the West side of S. Valley. Regardless, landscaping, or whatever other devices will not only aid in sound abatement but serve to further support the historical appreciation for Glover, its residents, unique appeal, and history.

* We're nearing or past 50 years of history in Glover. Differences in home design, improvements, lot size, and no HOA has allowed a unique and broadly appealing aesthetic, look, and feel. Where not Craig & Gould, yet, I think it's reasonable and advisable for the Town to advocate and defend demarcation and support of the characteristics of Glover, and the value it provides the Town, current homeowners, and draw for a unique residential experience in the context of recent and future town growth.
* My own cursory assessment seemingly confirmed by the traffic study indicate that a Glover outlet provides no meaningful value or improvement in the traffic characteristics of Chateau Valley, or its residents ability to access primary arteries. I.e.:
* Dumping on to Gilbert provides no benefit in achieving access to Plum Creek, 5th, or Ridge
* In the context of a trip, no meaningful start or end is achieved with access to Gilbert or points along it between 5th and Plum Creek
* Closing would not add significant burden to other planned Chateau outlets

I believe you mentioned your own personal advocacy for the Ash amendment – I look forward to teaming up, in whatever form that may take 😊

Thank You!
Mike McKinley
[redacted]

From: [redacted]
Sent: Friday, October 29, 2021 4:40 PM
To: [redacted]

Subject: RE: Chateau Valley

Got it. Thank you!!

From: h[redacted]
[redacted]
Sent: Friday, October 29, 2021 4:38 PM
To: [redacted]
Subject: Re: Chateau Valley

attachment

-----Original Message-----
From: [redacted]
To: [redacted]
Cc: bboland@crgov.com<mailto:bboland@crgov.com>
Sent: Fri, Oct 29, 2021 1:34 pm
Subject: RE: Chateau Valley
Thanks Rusty!

Hopefully I'm not missing it, but I'm not seeing an attachment.

From: [redacted] mailto[redacted]
[redacted]
Sent: Friday, October 29, 2021 12:54 PM
To: [redacted]
Cc: bboland@crgov.com<mailto:bboland@crgov.com>
Subject: Re: Chateau Valley

Mike,

Thank your for you interest and support. It is always nice to hear some positive feedbask.
Attached, please find an enlargement of the area near your home with additional detail.

You are viewing our initial design and layout,
The Town will review our Site Development Plan at least twice before we finalize our design.

Thanks,

Rusty Hall
PE&PLS
Highline Engineering
[redacted]

The meeting link:

Russell Hall is inviting you to a scheduled Zoom meeting.

Topic: Chateau Valley Neighborhood Meeting
Time: Nov 9, 2021 06:00 PM Mountain Time (US and Canada)

Join Zoom Meeting
https://us02web.zoom.us/j/87281813746?pwd=dy9SZFc1T0FWb3AwTklaM0xOaWswdz09<https://protect-us.mimecast.com/s/ZoDhCVOKlws3YM2SGmsfo?domain=us02web.zoom.us>

Meeting ID: 872 8181 3746
Passcode: exqT03

-----Original Message-----
From: [redacted]
To: [redacted]
Cc: bboland@crgov.com<mailto:bboland@crgov.com>
Sent: Wed, Oct 27, 2021 4:41 pm
Subject: Chateau Valley

Good Afternoon

I received notification of the neighborhood meeting, and have been reviewing the additional detail on crgoc.com – a couple of questions/requests:

* Could you please forward a link to the electronic meeting?
* How final is the road plan? My specific interest is in Elm Ave. coming through Glovers, and wanting to place my full advocacy and support for the current cul-to-cul representation on the Development Plan<https://protect-us.mimecast.com/s/MMYECW6XmxIOV06txE_Ub?domain=maps.crgov.com> (page 2)

* [cid:image001.png@01D7CCE3.8B497A90]

Thank You!

Mike McKinley

Fwd: Chateau Valley Proposal

Date	December 04, 2021 at 09:13 UTC-07:00
From	Tony Felts
To	Brad Boland
Cc	Camden Bender; Cara Reed
Subject	Fwd: Chateau Valley Proposal

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: December 4, 2021 at 09:13:00 MST
To: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>
Cc: [redacted] Jason Gray <JGray@crgov.com>, Desiree LaFleur <DLaFleur@crgov.com>, [redacted]
Subject: Chateau Valley Proposal

Good morning. I am a 17 year homeowner at [redacted]. I've raised two children here and my family has been active in the community for many years. My husband and I are also native Coloradans. It has been a privilege to live in a community that values the preservation of nature, as that mirrors the values we were raised with in Colorado.

We know that has changed. As much as we would like to stop this Chateau Valley plan, we are realists. We cannot. And so I would respectfully ask you to consider the following. And, if you have responses, I would be grateful. This is my life and family and that of my neighbors, so it's difficult not to feel emotion.

1. Traffic at Valley and 5th - It is already difficult and dangerous to turn out of this neighborhood and on to 5th Street. I recommend you give it a try a few times during busy times. The turn is blind, 5th Street is more and more congested from developments like Terrain, and drivers are regularly traveling 5 to 10 mph over the speed limit. Is there a plan to address the clear safety issue with adding traffic to this already congested flow? We don't have another way out of the neighborhood.

2. South Street and Santana - Turning these streets into major thoroughfares means heavy traffic on completely residential roads. There is no infrastructure here for this. We are not a master planned community. When our houses were built, no one saw this town becoming suburban sprawl. No one wanted it. We have narrow streets, many residents park on the street (lots of paired housing and limited parking), and we have kids riding bikes and walking to school, as well as elderly assisted living residents from Valley House. Is there a plan to address safety for residents and children and students on these streets, as well as consideration being given to the street parking that is necessary due to original community design?

3. Noise - This is a significant amount of traffic to funnel through an existing neighborhood not built for traffic. How are you planning to address the noise of additional thousands of trips by car, both new residents and people shortcutting through what they've formerly had to bypass?

4. Wild animals - Memmen Ridge has always been a shelter for wildlife and also part of the mountain lion migration pattern. In the past few years, wildlife sightings have increased as animals are forced out of other areas of Castle Rock because land is being covered by enormous houses. We have deer, at least 4 uniquely identifiable bears, one mother bear has denned nearby for years and given birth to cubs, a litter of 4 bobcats that was born in 2020, at least one mountain lion, groups of wild turkeys, bold raccoons, and at least one pack of coyotes. It's already exciting and mildly disconcerting to have such regular sightings of these animals because they have nowhere to go, but where will they go when you cover Memmen Ridge? This is a safety issue for both us and the animals. Please observe and evaluate the wildlife in this area.

5. Water - Castle Rock does not have sustainable water. When we moved here for my husband's job, after having lived north of Denver, we were shocked to learn we had bought in a community with no water. I'm

not sure how many more people can be put in this town based on water supply. Is this ever addressed or taken into consideration?

6. Trees - Castle Rock and the planet are short on trees. Drive around this town and you will see anemic trees required by HOA groups but few remaining areas like Memmen Ridge with trees. Are you cutting down the trees?

I am clear we cannot stop this, though I 100% disagree with this use of land. I had hoped development would mean a nature preserve with more trails and picnic areas. But, I know it’s happening. I believe in civility. I believe it is every person’s responsibility to consider the impact of his or her decisions on those around them. It is my hope you will take into account the lives and safety of the thousands of people who already live here, the wild animals who need a place to go, the ethics of building more where water is scarce, and consider a way to not fully strip the beauty that is Memmen Ridge.

Respectfully,
Patricia Grams

RE: Chateau Valley Proposal

Date	December 04, 2021 at 17:35 UTC
From	PATTI
To	[redacted]
Cc	Brad Boland
Subject	RE: Chateau Valley Proposal

Thank you for your quick response. I was completely unaware of the neighborhood meeting until a neighbor mentioned it afterwards.

I am a project manager. I know nothing will stop a project when the business case supports profit. I've watched this in my line of work and in Castle Rock for many years.

I appreciate acknowledgement of my concerns, though the plan to use Valley as an alternate route actually makes my concerns more significant. And I remain concerned about wildlife and human/wildlife encounters.

Patricia Grams

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: [redacted]
Date: 12/4/21 10:16 AM (GMT-07:00)
To: [redacted]
Cc: bboland@crgov.com
Subject: Re: Chateau Valley Proposal

Patti,

Please note responses below,
Thank you for your interest and participation

Rusty Hall
Highline Engineering
[redacted]

-----Original Message-----
From: PATTI [redacted]
To: creed@crgov.com <creed@crgov.com>; cbender@crgov.com <cbender@crgov.com>; tfelts@crgov.com <tfelts@crgov.com>
Cc: [redacted] ; jgray@crgov.com <jgray@crgov.com>; dlafleur@crgov.com <dlafleur@crgov.com>; [redacted]
Sent: Sat, Dec 4, 2021 9:12 am
Subject: Chateau Valley Proposal

Good morning. I am a 17 year homeowner at [redacted] I've raised two children here and my family has been active in the community for many years. My husband and I are also native Coloradans. It has been a privilege to live in a community that values the preservation of nature, as that mirrors the values we were raised with in Colorado.

We know that has changed. As much as we would like to stop this Chateau Valley plan, we are realists. We cannot. And so I would respectfully ask you to consider the following. And, if you have responses, I would be grateful. This is my life and family and that of my neighbors, so it's difficult not to feel emotion.

1. Traffic at Valley and 5th - It is already difficult and dangerous to turn out of this neighborhood and on to 5th Street. I recommend you give it a try a few times during busy times. The turn is blind, 5th Street is more and more congested from developments like Terrain, and drivers are regularly traveling 5 to 10 mph over the speed limit. Is there a plan to address the clear safety issue with adding traffic to this already congested flow? We don't have another way out of the neighborhood.

RE: The traffic study notes the poor level of service at Valley & 5th Street. The study states that the poor level of service is primarily due to business traffic on 5th Street.
The completion of Valley Drive will give residents an alternative route to Plum Creek during peak hours of traffic.
As stated in the Neighborhood Meeting, the additional traffic volume from Chateau Valley will have minimal impact to existing traffic levels of service.

2. South Street and Santana - Turning these streets into major thoroughfares means heavy traffic on completely residential roads. There is no infrastructure here for this. We are not a master planned community. When our houses were built, no one saw this town becoming suburban sprawl. No one wanted it. We have narrow streets, many residents park on the street (lots of paired housing and limited parking), and we have kids riding bikes and walking to school, as well as elderly assisted living residents from Valley House. Is there a plan to address safety for residents and children and students on these streets, as well as consideration being given to the street parking that is necessary due to original community design?

RE: The extension of Santana will serve approximately 80 homes.
Santana extension is a proposed Residential street, similar to existing Santana Street.
Minimal traffic impact from Santana Street extended is anticipated from the roadway extension with no change in the level of service.
Santana Extended will provide emergency vehicles additional access to serve the community.

3. Noise - This is a significant amount of traffic to funnel through an existing neighborhood not built for traffic. How are you planning to address the noise of additional thousands of trips by car, both new residents and people shortcutting through what they've formerly had to bypass?

RE: Additional noise pollution is not anticipated to exceed residential standards. Traffic speed reducing design is being reviewed, and will be included with the design of Valley Drive.

4. Wild animals - Memmen Ridge has always been a shelter for wildlife and also part of the mountain lion migration pattern. In the past few years, wildlife sightings have increased as animals are forced out of other areas of Castle Rock because land is being covered by enormous houses. We have deer, at least 4 uniquely identifiable bears, one mother bear has denned nearby for years and given birth to cubs, a litter of 4 bobcats that was born in 2020, at least one mountain lion, groups of wild turkeys, bold raccoons, and at least one pack of coyotes. It's already exciting and mildly disconcerting to have such regular sightings of these animals because they have nowhere to go, but where will they go when you cover Memmen Ridge? This is a safety issue for both us and the animals. Please observe and evaluate the wildlife

RE: Presently, "Memmen Ridge is an area slated for re-deign to make the area more aesthetic and sensitive to wildlife.
We are looking at reducing the density, and enlarging the open space area.
Grading operations will require removal of many existing trees presently located in this area.
As stated in the Neighborhood meeting, trees less than 20 feet in height will be trans-planted.this area, and new trees planted to compensate for tree loss.

5. Water - Castle Rock does not have sustainable water. When we moved here for my husband's job, after having lived north of Denver, we were shocked to learn we had bought in a community with no water. I'm not sure how many more people can be put in this town based on water supply. Is this ever addressed or taken into consideration?

RE: As stated in the Neighborhood meeting, Chateau Valley will voluntarily participate in the Towns water efficiency plan to preserve water in order to protect our natural resources.

6. Trees - Castle Rock and the planet are short on trees. Drive around this town and you will see anemic trees required by HOA groups but few remaining areas like Memmen Ridge with trees. Are you cutting down the trees?

RE: See response 4 above.

I am clear we cannot stop this, though I 100% disagree with this use of land. I had hoped development would mean a nature preserve with more trails and picnic areas. But, I know it's happening. I believe in civility. I believe it is every person's responsibility to consider the impact of his or her decisions on those around them. It is my hope you will take into account the lives and safety of the thousands of people who already

live here, the wild animals who need a place to go, the ethics of building more where water is scarce, and consider a way to not fully strip the beauty that is Memmen Ridge.

Respectfully,
Patricia Grams

Re: Chateau Valley Proposed Development Concerns/Questions

Date	December 06, 2021 at 15:32 UTC-07:00
From	Jennifer Reed
To	Brad Boland
Subject	Re: Chateau Valley Proposed Development Concerns/Questions

Thank you, Brad, for your email. I do have a couple of clarifying questions, if you would be so kind.

1. Thank you so much for identifying Gilbert Road as a connector class road with homes whose front doors face the main road. However, I can't find houses that open directly on to the other roads, like Enderud and Mikelson. It is those homes' rear fences that are adjacent to the road; they do no have their driveways and front doors on the connector class street. Your email noted that traffic questions might be able to be answered by Andrew or Tom, but there was an "Adam" on the neighborhood Zoom call? Who can best help me understand this issue, or would you recommend I write one email to all three (provided I can track down who Adam is)?
2. I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?
3. Mr. Hall did not send out letters about the November 9th meeting to all homes within 500 feet. My home is about 369 feet from the end of Valley Drive, which will be developed. I've talked with numerous neighbors along Hover, Santana, Larkspur, and Sierra Drive, and there are a number of us who never received a letter from the developer. We are all homeowners and I am alarmed that Mr. Hall might have cherry-picked who was to receive letters in order to make it seem like they were all sent out. While affected neighbors are required by code to be notified of meetings, I cannot find anything to suggest a consequence if they do not. Who should be notified that this requirement was not adequately met? Is there any consequence at all?

Thanks again for your time and attention,

--

Jennifer M. Reed

[redacted]

On Mon, Dec 6, 2021 at 11:53 AM Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>> wrote:
Jennifer,

Thank you for your email. I have answered your questions and provided contact information, as appropriate, below. Please don't hesitate to reach out if you have any additional questions/comments or if there is anything else I can help you with.

First, I would like to confirm that the feedback from your email will be included in the record for consideration and formal review by Town Council as a part of the public hearing process.

To address your concerns about the connection of Valley Drive, I would like to first say that all plans for the road, as well as other streets that are a part of the proposed development, will be reviewed by the Town's Public Works review team to ensure compliance with safety standards. This can include design of the roadway, traffic calming techniques and other traffic safety measures. Current examples of other collector class roads with adjacent residential units include Mikelson Blvd, Enderud Blvd, Lantern Cir, Plum Creek Blvd, Gilbert St, Emerald Dr, and Scott Blvd. Additionally, resident concerns will be shared with appropriate parties to help make the connection of Valley drive and other roads as safe as possible. As the process progresses, and these measures are more concretely identified, I will encourage the applicant to highlight these improvements at future neighborhood meetings. The safety or all residents, including children, will be taken into consideration throughout the planning process.

Regarding the comments about Memmen Ridge, as mentioned in Mr. Hall's email response, the applicant will review concepts within their application based on feedback received both during and outside of the first neighborhood meeting. Town staff will review the impacts on the floodplain and the submittal will be sent to Colorado Parks & Wildlife for their review and comment.

Finally, you asked for contact information in reference to some specific questions and concerns. Please see the appropriate contacts listed below:

* In response to your questions specific to flooding in the area, I encourage you to contact David Van Dellen at dvandellen@crgov.com.
* For your questions about the applicant's proposed traffic plans, please contact the applicant Rusty Hall at [redacted]He will be able to speak to your questions about traffic and organize a meeting with their traffic consultant.
* Andrew Focht with the Town of Castle Rock will be able to speak to any questions about the Town's plans at Fifth Street and N. Valley Drive. He may be reached at afocht@crgov.com<mailto:afocht@crgov.com>
* Tom Reiff with the Town of Castle Rock will be able to speak to the 2017 Transportation Masterplan. He can be reached at treiff@crgov.com.

If you have any additional comments or questions, please do not hesitate to reach out.
Thank you,
Brad Boland, AICP
Planner II
Town of Castle Rock
720-733-3538
[cid:17d91cf970b5b16b21]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/nBOLCv2rDncxJZPfQATiu?domain=surveymonkey.com>

From: Camden Bender <CBender@crgov.com<mailto:CBender@crgov.com>>
Sent: Tuesday, November 23, 2021 1:06 PM
To: [redacted]
Cc: Cara Reed <CReed@crgov.com<mailto:CReed@crgov.com>>; Tony Felts <TFelts@crgov.com<mailto:TFelts@crgov.com>>; Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>;
[redacted]
Subject: RE: Chateau Valley Proposed Development Concerns/Questions

Good afternoon Jennifer,

First, thank you for your message and follow-up after our discussion at the Chateau Valley Neighborhood Meeting on November 9. I wanted to let you know that I will coordinate with Town staff regarding your message below and help get responses back to your questions and help provide the appropriate contact information for any meetings or questions regarding reviews/processes by other agencies and organizations.

With this being a holiday week, several staff have taken vacation and are not in the office for much of the week. Therefore, it will likely be next week before you receive a formal response to some of your inquiries below. That being said, I can confirm with you that the information provided by you and others at the meeting (via notes taken from Town staff) and information from your letter below will be made available for Town Council review as a part of the public hearing process for the project.

Brad Boland will provide you with a file link to download and/or share the meeting recording from November 9. Please keep a look out for that message later today.

Thank you again for reaching out and please let me know if there is anything else I can assist you with.

Thank you,

Camden Bender
Development Services Community Outreach Program Manager
100 N. Wilcox Street | Castle Rock, CO 80104
720-733-3533 | cbender@crgov.com<mailto:cbender@crgov.com>
[Copy of CR-RockLogoPMS281Coated]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service

survey: https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/nBOLCv2rDncxJZPfQATiu?domain=surveymonkey.com>

From: [redacted]
Sent: Monday, November 22, 2021 8:55 PM
To: Cara Reed <CReed@crgov.com<mailto:CReed@crgov.com>>; Camden Bender <CBender@crgov.com<mailto:CBender@crgov.com>>; Tony Felts <TFelts@crgov.com<mailto:TFelts@crgov.com>>
Cc: Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>; [redacted]
Subject: re: Chateau Valley Proposed Development Concerns/Questions

I wanted to start this email by thanking Cara, Tony, and Camden for the time you spent with me towards the end of the 11/9/21 meeting regarding the proposed Chateau Valley development by Highline CM Inc and Russell Hall. It was by their suggestion that I am writing this letter and will encourage my neighbors to do the same in the hopes that our thoughts and concerns will be included in the file for this proposal.

To say that I was disappointed in Mr. Hall's performance at the meeting would be an understatement. I did attend with the hopes that he might genuinely want to communicate and collaborate with the citizens and homeowners surrounding the land parcel, but it became apparent relatively quickly that he had no interest in hearing what we had to say.

For anyone who was unable to attend the meeting, I implore you to please watch the Zoom call video of it. I've been told that Brad Boland and perhaps a few others should have access to the file. I'm hoping to gain access to the link myself so that I can pass it on to my neighbors. There have been a number of people who have asked me for it as I walk my dog.

We are a unique neighborhood. The culture on the north side of the proposed development (the paired homes and single-family homes south of the Catholic Church along and extending from North Valley Drive) reminds me of the late 1980s --- the kids run amuck in the streets, with neighbors feeding them as the summer days wind on. They scamper home when the street lights come on, covered in chalk and mud and the day's adventures. In the winter, it's not uncommon to find that a neighbor has already shovelled your sidewalk, driveway, or both. For big storms, we're all out there together, talking and making sure that everyone has what they need.

We represent all that is wonderful about living in Castle Rock. We are a perfect example of why people want to move TO Castle Rock. Our little corner of the world is safe for our kids and precious to us. Castle Rock is growing but the vision was always to do so responsibly such that the "small town" FEEL wasn't lost in commerce and traffic. It is with this Town vision in mind that I have two major concerns regarding this development proposal.

The Traffic Issue

At the "neighborhood meeting," many of our questions and concerns focused on what the development will do to the traffic in the neighborhood. There was no traffic expert physically present, but someone named "Adam" was on the Zoom call. Mr. Hall re-directed our concerns to him and tried to show slides that indicate that traffic influx will not be drastic. That, however, is simply not true as the number of homes in this development will change the zoning for Valley Drive to a connector class road.

I asked in the meeting if there were any examples, anywhere in Castle Rock where homes faced and opened directly onto a collector class road. In a meeting with Brad Boland Friday, Nov 5th, he said that having homes open on to such a busy road would never be approved by today's codes and standards, but we have 17 such homes on N. Valley Drive. In our meeting, Mr. Boland was dismissive -- he reiterated time and time again that all the decisions were made in the '80s and there was nothing to be done, but I have yet to understand how the connection of Valley Drive can be done safely for the homes and families already established.

As this proposal moves forward, how the traffic will be managed and mitigated needs to be more clearly identified and communicated. Connecting Valley Drive may have been a decision made 40 years ago, but doing so will have severe consequences for the families and children growing up here. Their safety needs to be as much a priority as the profits garnered from the development of this land.

While the traffic concerns did not seem to be of any consequence or interest to Mr. Hall at the meeting, they should absolutely be of grave concern for the Town, whose citizens' lives will be drastically impacted. The safety of the children living in our neighborhood DOES matter -- in fact, the traffic problem is literally a matter of life or death.

The Development of Memmen Ridge

One of the other major concerns about this development is the effect it will have on Memmen Ridge. Mr. Hall did not seem to know what or where Memmen Ridge is, but it's a key part of Castle Rock's identity and one of the last bastions of nature to be found in city limits.

I understand that the land sale accounts for a final 14 acres of land to be added to the existing Memmen Ridge, but the Chateau Valley proposal will still call for a not-insignificant number of mature Ponderosa pines to be destroyed, putting the ecosystem at risk. The base of the Ridge is home to a thriving prairie dog colony that sustains an incredible food chain, leading all the way up to the coyotes, bobcats, and the bears.

The destruction of the east ride of the ridge needs to be reconsidered. Mr. Hall said that the plans include 42 acres of open space. According to the plans, there are long stretches on the east side of the parcel that are marked to be open, undeveloped land. I beseech the developer and the Town to take a look at how the homes set to be built just south of Valley House (the retirement home) to be relocated elsewhere in the development to minimize the Ridge destruction and preserve as much of the ecosystem as possible. In an ideal world, the newly-connected Valley Drive could serve as a western border to the development: all homes built to Valley Drive's east and the Ridge left largely undisturbed for all to enjoy. Leaving the Ridge intact is a magnificent selling point for the new home owners and would justify increased home sale prices within Chateau Valley.

(Or, an alternative: I see that Santana Drive will become a major thoroughfare but along the new extension, it will be single-family homes. Rather than building new paired homes on the prairie dog town (which is also prone to flooding), would it be possible to move the paired homes to continue alone Santana as Santana Drive is already a street of paired homes?)

Water

The water issue was also touched on, but no answers were given. With whom can I set a meeting to understand how Mr. Hall will be able to build homes on land already known to flood? The paired homes on the south side of Sierra Drive already have issues with their basements flooding during heavy rains and Mr. Hall seemed to be aware of the issue but not care. I would like to understand how the Town codes will allow for the building of houses that will exacerbate the existing issue for homes already here. There was discussion of the easement south of Hover Drive, but no one seemed to acknowledge the fact that there is another water source that traces down from Gordon Drive and north of Santana Drive, adding to the water flooding this lowland. Who will be responsible for the water issues that will result from covering all this land with concrete?

I work from home and would love to take a meeting with anyone willing. In particular, I would love to talk to the traffic expert, Adam, who was at the meeting to better understand how the Town intends to approach the 5th & Valley intersection as well as what will be done to mitigate the dangers increased traffic will present to our children. I want to understand what 2017 Transportation Masterplan has in store for us.

I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?

To whoever does take the time to read this missive, thank you. May this be the beginning of ACTUAL conversations with people who want to hear from those living in the areas surrounding the proposed development. Mr. Hall and Mr. Boland's respective disinterest in my concerns were disheartening, to say the least. I hope that others working for the Town -- whether in voter-decided positions or not -- will hear our concerns with more humanity.

We are, after all, what makes Castle Rock such an incredible place to live. If we don't speak up for all we love about our neighborhood and Town, who will?

Jennifer M Reed

[redacted]

[redacted]

[redacted]

[redacted]

I know that emails have been sent to the developer with no response whatsoever. I hope this message will not also be lost in the bureaucracy and shuffle. If someone wouldn’t mind please responding to confirm that this has indeed been included in the file to be eventually reviewed by Town Council, it would be very much appreciated.

Chateau Valley development

Date	December 06, 2021 at 15:35 UTC-07:00
From	Jill Holland
To	Brad Boland; Camden Bender; Cara Reed; [redacted] Tony Felts
Subject	Chateau Valley development

Please add my name to the long list of CR residents who oppose the proposed Chateau Valley development. I think we've all accepted that this development probably cannot be stopped, but respectfully, I request your deepest consideration for the following:

1) Greatly reduce the proposed number of dwelling units…for obvious reasons:
WATER considerations, TRAFFIC considerations, OPEN SPACE considerations.

2) Our property line borders this proposed development (along with my brother-in-law's) on the east side. (See attached photo with our property line circled in blue). He has owned the property for 35-40 years, which is how long the existing barbed-wire fence has been there. That fence has severely deteriorated through the years, but was never really needed until Chateau Valley comes along. To that end, we beg you to require the developer to install an attractive fence on the east border of the development, in order to deter folks from crossing over from the CV open space, onto our private property. There is a reason we built our home with a 5 acre buffer around it. We do not want folks trespassing on our property, nor do we want the potential liability for said trespassers. GOOD FENCES MAKE GOOD NEIGHBORS! This seems like a very small request in the grand scheme of things, and one that I'd think the developer should be more than happy to accommodate.

In the neighborhood meeting, I believe the developer stated that houses along the east side would have privacy fences between their property and the open space beyond it…but that does nothing to create a boundary between CV's open space and our private property!

At the end of the neighborhood meeting, we invited the developer to come to our property for a bird's eye view overlooking the CV proposed development. To date, he has not responded to our invitation. We would invite any of you to do the same…it may be very eye-opening!

Thank you for reading this far. I'd love to go on and on about traffic and water concerns, but I'll leave it at this for now. PLEASE CONSIDER THE FENCE!

Thank you,
Jill Holland
[redacted]
[cid:17d91e2b95460b10f221]

Re: Chateau Valley development

Date	December 07, 2021 at 13:27 UTC-07:00
From	Jill Holland
To	Travis Holland; [redacted]
Cc	Brad Boland
Subject	Re: Chateau Valley development

Thank you for your reply, Mr. Hall. I am copying my husband on this thread so that he can reply to your question about access to our property. Yes, that was him who approached you after the meeting.

To comment on a few of your responses below:
1) yes, I realize that you've already reduced the # of units from the original proposal. I'm asking for further reductions. Based on my calculations from data you provided, many of the single family homes would be on lots of around 3000 sf. That is NOT aesthetically pleasing to anyone.
2) Water concerns. Our well is in the Denver aquifer, which is a non-renewable aquifer with a lifespan of 100 years. My concern is that if any of your water needs are supplied from the Denver aquifer, the estimated life span will be reduced to 25-50 years or less. There are residential wells in the Denver area (Denver aquifer) that are already running dry.
3) Traffic. To the best of my understanding from your presentation, your traffic studies addressed traffic patterns WITHIN the development and along side streets like Valley Drive. It did not address the increased traffic impact on Plum Creek Parkway (our driveway/only access is on Plum Creek Parkway). The traffic on PCP will be greatly increased by CV and the new Oaks development which will also connect to PCP. PCP is already a very dangerous route and the planned widening will not do anything to help the dangerous conditions entering and exiting our driveway (which was there LONG before PCP existed).
4). FENCING. I'm not asking for a privacy fence along our property line…just something a bit more substantial than a (new) barbed wire fence. Something that would be a clear indicator of where the CV open space ends. Maybe deer fencing or something similar.

Thank you for your willingness to consider. I am sending this message so that it may be entered as public record for future meetings.

Our offer still stands, if you would like to come and see CV from our viewpoint.

Sincerely,
Jill

On Tue, Dec 7, 2021 at 10:11 AM [redacted] wrote:
Jill,

Thank you for your interest and comments on the Chateau Valley Development.
1. The Land Use Summary contained in the approved PUD allowed for 576.43 dwelling units.
Chateau Valley currently proposes 423 units… A reduction of 153.43 units from that allowed.

2. 42 Acres of the subdivision is proposed Open Space, consisting of 37% of the total site.
Open Space Buffers are proposed along the perimeter of all existing subdivisions.

3. The Developer will voluntarily prepare a Water Efficiency Plan to build homes with water saving plumbing devices and reduced turf area. The anticipated water savings are estimated to be half of the typical water usage for a single family detached home.

4. Our traffic study indicates THAT CHATEAU VALLEY WILL HAVE LITTLE OR NO IMPACT ON THE LEVEL OF SERVICE AT surrounding INTERSECTIONS.
Due to Specific concerns about traffic, speed reducing traffic devices and design will be reviewed during the Site Development Plan process.

5. The current plan is to maintain an unobstructed open space design for aesthetics.
The Developer would consider fencing to minimize trespassing concerns. What type of fencing would you

propose?
I was approached by a gentleman at the meeting, (representing himself as the owner of the property to the east)
stating that he would like to have access from Chateau Valley to his property.... I am not sure if he is related to you?

Rusty Hall
Highline Engineering
[redacted]

-----Original Message-----
From: [redacted]
To: Brad Boland <bboland@crgov.com<mailto:bboland@crgov.com>>;
cbender@crgov.com<mailto:cbender@crgov.com>; creed@crgov.com<mailto:creed@crgov.com>;
[redacted]tfelts@crgov.com<mailto:tfelts@crgov.com>
Sent: Mon, Dec 6, 2021 3:35 pm
Subject: Chateau Valley development

Please add my name to the long list of CR residents who oppose the proposed Chateau Valley development. I think we've all accepted that this development probably cannot be stopped, but respectfully, I request your deepest consideration for the following:

1) Greatly reduce the proposed number of dwelling units…for obvious reasons:
WATER considerations, TRAFFIC considerations, OPEN SPACE considerations.

2) Our property line borders this proposed development (along with my brother-in-law's) on the east side. (See attached photo with our property line circled in blue). He has owned the property for 35-40 years, which is how long the existing barbed-wire fence has been there. That fence has severely deteriorated through the years, but was never really needed until Chateau Valley comes along. To that end, we beg you to require the developer to install an attractive fence on the east border of the development, in order to deter folks from crossing over from the CV open space, onto our private property. There is a reason we built our home with a 5 acre buffer around it. We do not want folks trespassing on our property, nor do we want the potential liability for said trespassers. GOOD FENCES MAKE GOOD NEIGHBORS! This seems like a very small request in the grand scheme of things, and one that I'd think the developer should be more than happy to accommodate.

In the neighborhood meeting, I believe the developer stated that houses along the east side would have privacy fences between their property and the open space beyond it…but that does nothing to create a boundary between CV's open space and our private property!

At the end of the neighborhood meeting, we invited the developer to come to our property for a bird's eye view overlooking the CV proposed development. To date, he has not responded to our invitation. We would invite any of you to do the same…it may be very eye-opening!

Thank you for reading this far. I'd love to go on and on about traffic and water concerns, but I'll leave it at this for now. PLEASE CONSIDER THE FENCE!

Thank you,

[redacted]
[redacted]
Parkway<https://protect-us.mimecast.com/s/[redacted]
[redacted]
[cid:17d967d0fc4631257e1]

Re: Chateau Valley development

Date	December 07, 2021 at 14:20 UTC-07:00
From	Travis Holland
To	Jill Holland
Cc	Brad Boland; [redacted]
Subject	Re: Chateau Valley development

Mr Hall,

There is a great deal of activity at the proposed development site today. If any of your representatives are on location I would be happy to meet them at our fence line and show them what we have in mind. If not, perhaps we could schedule a different time to meet there.

Respectfully, Travis Holland

On Tue, Dec 7, 2021 at 1:27 PM Jill Holland <[redacted]> wrote:
Thank you for your reply, Mr. Hall. I am copying my husband on this thread so that he can reply to your question about access to our property. Yes, that was him who approached you after the meeting.

To comment on a few of your responses below:
1) yes, I realize that you've already reduced the # of units from the original proposal. I'm asking for further reductions. Based on my calculations from data you provided, many of the single family homes would be on lots of around 3000 sf. That is NOT aesthetically pleasing to anyone.
2) Water concerns. Our well is in the Denver aquifer, which is a non-renewable aquifer with a lifespan of 100 years. My concern is that if any of your water needs are supplied from the Denver aquifer, the estimated life span will be reduced to 25-50 years or less. There are residential wells in the Denver area (Denver aquifer) that are already running dry.
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Our offer still stands, if you would like to come and see CV from our viewpoint.

Sincerely,
Jill

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stating that he would like to have access from Chateau Valley to his property.... I am not sure if he is related to you?

Rusty Hall
Highline Engineering
[redacted]

-----Original Message-----
From: [redacted]
To: Brad Boland <bboland@crgov.com<mailto:bboland@crgov.com>>;
cbender@crgov.com<mailto:cbender@crgov.com>; creed@crgov.com<mailto:creed@crgov.com>;
[redacted] mailto[redacted] ; tfelts@crgov.com<mailto:tfelts@crgov.com>
Sent: Mon, Dec 6, 2021 3:35 pm
Subject: Chateau Valley development

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Thank you for reading this far. I'd love to go on and on about traffic and water concerns, but I'll leave it at this for now. PLEASE CONSIDER THE FENCE!

Thank you,
Jill Holland
[redacted]
[redacted]us.mimecast.com/s/cRwqCJ6rl4IZEGnsVLDW2?domain=google.com>
[redacted]

[cid:17d967d0fc4631257e1]
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Sent from a mobile device

Fwd: Chateau Valley Proposal

Date	December 08, 2021 at 22:08 UTC-07:00
From	Tony Felts
To	Brad Boland
Cc	Cara Reed; Camden Bender
Subject	Fwd: Chateau Valley Proposal

Sent from my iPhone

Begin forwarded message:

From: Patrick S Crumal [redacted]
Date: December 8, 2021 at 21:50:16 MST
To: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>
Cc: TownCouncil Mailbox <towncouncil@crgov.com>, Jason Gray <JGray@crgov.com>
Subject: Chateau Valley Proposal

Greetings,
In a letter from HIGHLINE ENGINEERING AND SURVEYING COMPANY, INC. to the Town of Castle Rock dated February 15, 2021, authored by Russell B. Hall, PE&PLS, a brief narrative was provided outlining some of the “salient” points of the proposed project as it pertained to the approved Young American PUD.
In their own words the project “was prepared to be in substantial compliance with the approved Young – American PUD”.
Substantial is certainly an overstatement.
It is stated: “the annexation agreement states that the Town of Castle Rock will provide water and sanitary sewer service to the property. The property has sufficient water rights for approximately 100 single family equivalents. Additional water will be required to be purchased from the town for additional 381 proposed single family dwelling units”.
We ask: What entity will be the source for this additional water, and what cost in financial and disturbance in quality-of-life terms, too already very established communities such as Glovers?
In addition, the letter stated: “Existing topography was used to plan roadways and lots layout in order to minimize grading activities and maintain general shape of the existing topography. South Valley Drive, being a collector road, is proposed to be connected through the site for access.”
We ask: What classified South Valley Drive as "the”
collector road? Urban or Rural collector. We ask clarification of use. Please address Table 4.1 of the Douglas County Roadway Design and Technical Criteria how and why South Valley drive could be classified as a collector road of either type.
We respectfully request that all traffic studies performed specifically for the proposed project and surrounding established neighborhoods be provided to the public with easy access to them. Traffic studies dating back to the original PUD are requested to be provided as well.
As an example, we note that Ash Avenue would probably be overused for alternative “collection” purposes as well as South Valley Drive. Simply put, a 60’ ROW street, with parking allowed on both sides of the street, is insufficient to accommodate the additional traffic if used in such a manner, as it undoubtedly would.
It would perhaps be wise to end Ash Ave in a cul-de-sac configuration with emergency vehicle access only rather than what will ultimately become an alternative “collector” to South Valley Drive.
In short - traffic issues have been insufficiently addressed as have many other water concerns.
And…
Removal of the 14-acre park. Where did that disappear to?
Thank you in advance for your consideration to these issues and your timely response to them.
Patrick S Crumal
A very concerned Glover resident.



Re: Chateau Valley Proposed Development Concerns/Questions

Date	December 14, 2021 at 16:47 UTC-07:00
From	Jennifer Reed
To	Brad Boland
Cc	Tony Felts; Cara Reed
Subject	Re: Chateau Valley Proposed Development Concerns/Questions

Brad,

Thanks for the reply. I can be available the week of the 17th in order to meet with the public works team. My schedule is relatively flexible between the hours of 9:30am and 2pm Monday through Friday. Please let me know what works for the team and I will confirm once a date, time, and location are decided. I would love to know who will be in attendance at the meeting and if you have any issue with any one else attending, please.

I do have some persisting concerns about the notifications. Because I never received a notice and I knew I should have, I personally made copies of the Developer's letter and hand-delivered them to 200 residents in order to get the word about Nov 9th's meeting out. I am a private citizen and homeowner -- it should not be my responsibility to fill in the holes of Mr. Hall's failure to notify the neighborhood. Many of our neighbors are older and do not walk or drive to see the signs. Similarly, I don't know anyone who makes it a daily habit to check the website for potential meetings. There is a reason the code states it is the applicant's responsibility to notify the people who live in the surrounding area; Mr. Hall failed to do so. May I ask who your Director is? It is concerning that the response to that failure is so mild; the only reason there were so many people at the meeting was because of me and my efforts to notify the neighborhoods.

--
Jennifer M. Reed
[redacted]
[redacted] mailto[redacted]

On Tue, Dec 14, 2021 at 10:01 AM Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>> wrote:
Jennifer,

Please see below for my answers.

1. The Adam that you are referring to is Adam Maxwell who is a traffic consultant with SM Rocha that the applicant hired to create their required traffic study. As they are a consultant hired by the applicant, you will need to request the applicant to schedule a meeting with him.

2. A referral is sent to Colorado Parks and Wildlife for their review and comments.

3. Upon review of the list of addresses provided by the applicant and discussion with the applicant, it appears that the applicant used a faulty method in obtaining the addresses for noticing. In some locations notice was not sent to all residents within the 500 feet and in some location notices were sent further than 500 feet. We request that applicants follow the same noticing requirements as for public hearings, however there is no specific code requirement for neighborhood meeting notice. In speaking with my Director, it has been determined that the combination of posted signage, website notice, and mailed notices provided sufficient notice of the neighborhood meeting which resulted in significant attendance at the neighborhood meeting. Moving forward we will ensure that the noticing is sent out to all property owners within 500 feet. Additionally, I wanted to let you know that we have received the formal submittal for the project and it is under review. You can find the submittal documents at the following link https://maps.crgov.com/hyperlinks/External/IYBY/HTML/SDP21-0060/index.html<https://protect-us.mimecast.com/s/zZaFCjRNLXTNDx4hWJ90X?domain=maps.crgov.com>.

Also, our public works team asked me to coordinate the meeting that you requested. I am happy to get that scheduled as soon as possible, however I would suggest, if you would allow, to hold off on having the

meeting until our review team has completed their review of the plans and traffic study. I feel that our team will be better equipped to answer questions after completing the review. We would look to have that meeting the week of January 17 (Monday is a holiday). Please let me know if that works for you and what day and time would work best for you.

Please let me know if you have any questions.

Thanks,

Brad Boland, AICP
Planner II
Town of Castle Rock
720-733-3538
[cid:image001.png@01D7F0C7.958F8CD0]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/ZUCYCkRNDYTGAJyTVzQE7?domain=surveymonkey.com>

From: Jennifer Reed [redacted]
Sent: Monday, December 13, 2021 11:19 AM
To: Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>; Tony Felts <TFelts@crgov.com<mailto:TFelts@crgov.com>>
Subject: Fwd: Chateau Valley Proposed Development Concerns/Questions

Thank you, Brad, for your email. I do have a couple of clarifying questions, if you would be so kind.

1. Thank you so much for identifying Gilbert Road as a connector class road with homes whose front doors face the main road. However, I can't find houses that open directly on to the other roads, like Enderud and Mikelson. It is those homes' rear fences that are adjacent to the road; they do no have their driveways and front doors on the connector class street. Your email noted that traffic questions might be able to be answered by Andrew or Tom, but there was an "Adam" on the neighborhood Zoom call? Who can best help me understand this issue, or would you recommend I write one email to all three (provided I can track down who Adam is)?
2. I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?
3. Mr. Hall did not send out letters about the November 9th meeting to all homes within 500 feet. My home is about 369 feet from the end of Valley Drive, which will be developed. I've talked with numerous neighbors along Hover, Santana, Larkspur, and Sierra Drive, and there are a number of us who never received a letter from the developer. We are all homeowners and I am alarmed that Mr. Hall might have cherry-picked who was to receive letters in order to make it seem like they were all sent out. While affected neighbors are required by code to be notified of meetings, I cannot find anything to suggest a consequence if they do not. Who should be notified that this requirement was not adequately met? Is there any consequence at all?
Thanks again for your time and attention,
--
Jennifer M. Reed
[redacted]

On Mon, Dec 6, 2021 at 11:53 AM Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>> wrote:
Jennifer,

Thank you for your email. I have answered your questions and provided contact information, as appropriate, below. Please don't hesitate to reach out if you have any additional questions/comments or if there is anything else I can help you with.
First, I would like to confirm that the feedback from your email will be included in the record for consideration and formal review by Town Council as a part of the public hearing process.
To address your concerns about the connection of Valley Drive, I would like to first say that all plans for the road, as well as other streets that are a part of the proposed development, will be reviewed by the Town's

Public Works review team to ensure compliance with safety standards. This can include design of the roadway, traffic calming techniques and other traffic safety measures. Current examples of other collector class roads with adjacent residential units include Mikelson Blvd, Enderud Blvd, Lantern Cir, Plum Creek Blvd, Gilbert St, Emerald Dr, and Scott Blvd. Additionally, resident concerns will be shared with appropriate parties to help make the connection of Valley drive and other roads as safe as possible. As the process progresses, and these measures are more concretely identified, I will encourage the applicant to highlight these improvements at future neighborhood meetings. The safety or all residents, including children, will be taken into consideration throughout the planning process.
Regarding the comments about Memmen Ridge, as mentioned in Mr. Hall's email response, the applicant will review concepts within their application based on feedback received both during and outside of the first neighborhood meeting. Town staff will review the impacts on the floodplain and the submittal will be sent to Colorado Parks & Wildlife for their review and comment.
Finally, you asked for contact information in reference to some specific questions and concerns. Please see the appropriate contacts listed below:

* In response to your questions specific to flooding in the area, I encourage you to contact David Van Dellen at dvandellen@crgov.com<mailto:dvandellen@crgov.com>.
* For your questions about the applicant's proposed traffic plans, please contact the applicant Rusty Hall at [redacted] mailto[redacted] . He will be able to speak to your questions about traffic and organize a meeting with their traffic consultant.
* Andrew Focht with the Town of Castle Rock will be able to speak to any questions about the Town's plans at Fifth Street and N. Valley Drive. He may be reached at afocht@crgov.com<mailto:afocht@crgov.com>
* Tom Reiff with the Town of Castle Rock will be able to speak to the 2017 Transportation Masterplan. He can be reached at treiff@crgov.com<mailto:treiff@crgov.com>.

If you have any additional comments or questions, please do not hesitate to reach out.
Thank you,
Brad Boland, AICP
Planner II
Town of Castle Rock
720-733-3538
[cid:image001.png@01D7F0C7.958F8CD0]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/ZUCYCkRNDYTGAJyTVzQE7?domain=surveymonkey.com>

From: Camden Bender <CBender@crgov.com<mailto:CBender@crgov.com>>
Sent: Tuesday, November 23, 2021 1:06 PM
To: Jennifer Reed [redacted] mailto[redacted] >
Cc: Cara Reed <CReed@crgov.com<mailto:CReed@crgov.com>>; Tony Felts <TFelts@crgov.com<mailto:TFelts@crgov.com>>; Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>;
[redacted] mailto[redacted]
Subject: RE: Chateau Valley Proposed Development Concerns/Questions

Good afternoon Jennifer,

First, thank you for your message and follow-up after our discussion at the Chateau Valley Neighborhood Meeting on November 9. I wanted to let you know that I will coordinate with Town staff regarding your message below and help get responses back to your questions and help provide the appropriate contact information for any meetings or questions regarding reviews/processes by other agencies and organizations.

With this being a holiday week, several staff have taken vacation and are not in the office for much of the week. Therefore, it will likely be next week before you receive a formal response to some of your inquiries below. That being said, I can confirm with you that the information provided by you and others at the meeting (via notes taken from Town staff) and information from your letter below will be made available for Town Council review as a part of the public hearing process for the project.

Brad Boland will provide you with a file link to download and/or share the meeting recording from November 9. Please keep a look out for that message later today.

Thank you again for reaching out and please let me know if there is anything else I can assist you with.

Thank you,

Camden Bender
Development Services Community Outreach Program Manager
100 N. Wilcox Street | Castle Rock, CO 80104
720-733-3533 | cbender@crgov.com<mailto:cbender@crgov.com>
[Copy of CR-RockLogoPMS281Coated]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/ZUCYCkRNDYTGAJyTVzQE7?domain=surveymonkey.com>

From: Jennifer Reed [redacted] mailto[redacted] >
Sent: Monday, November 22, 2021 8:55 PM
To: Cara Reed <CReed@crgov.com<mailto:CReed@crgov.com>>; Camden Bender <CBender@crgov.com<mailto:CBender@crgov.com>>; Tony Felts <TFelts@crgov.com<mailto:TFelts@crgov.com>>
Cc: Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>;
[redacted] mailto[redacted]
Subject: re: Chateau Valley Proposed Development Concerns/Questions

I wanted to start this email by thanking Cara, Tony, and Camden for the time you spent with me towards the end of the 11/9/21 meeting regarding the proposed Chateau Valley development by Highline CM Inc and Russell Hall. It was by their suggestion that I am writing this letter and will encourage my neighbors to do the same in the hopes that our thoughts and concerns will be included in the file for this proposal.

To say that I was disappointed in Mr. Hall's performance at the meeting would be an understatement. I did attend with the hopes that he might genuinely want to communicate and collaborate with the citizens and homeowners surrounding the land parcel, but it became apparent relatively quickly that he had no interest in hearing what we had to say.

For anyone who was unable to attend the meeting, I implore you to please watch the Zoom call video of it. I've been told that Brad Boland and perhaps a few others should have access to the file. I'm hoping to gain access to the link myself so that I can pass it on to my neighbors. There have been a number of people who have asked me for it as I walk my dog.

We are a unique neighborhood. The culture on the north side of the proposed development (the paired homes and single-family homes south of the Catholic Church along and extending from North Valley Drive) reminds me of the late 1980s --- the kids run amuck in the streets, with neighbors feeding them as the summer days wind on. They scamper home when the street lights come on, covered in chalk and mud and the day's adventures. In the winter, it's not uncommon to find that a neighbor has already shovelled your sidewalk, driveway, or both. For big storms, we're all out there together, talking and making sure that everyone has what they need.

We represent all that is wonderful about living in Castle Rock. We are a perfect example of why people want to move TO Castle Rock. Our little corner of the world is safe for our kids and precious to us. Castle Rock is growing but the vision was always to do so responsibly such that the "small town" FEEL wasn't lost in commerce and traffic. It is with this Town vision in mind that I have two major concerns regarding this development proposal.

The Traffic Issue

At the "neighborhood meeting," many of our questions and concerns focused on what the development will do to the traffic in the neighborhood. There was no traffic expert physically present, but someone named "Adam" was on the Zoom call. Mr. Hall re-directed our concerns to him and tried to show slides that indicate that traffic influx will not be drastic. That, however, is simply not true as the number of homes in this development will change the zoning for Valley Drive to a connector class road.

I asked in the meeting if there were any examples, anywhere in Castle Rock where homes faced and opened directly onto a collector class road. In a meeting with Brad Boland Friday, Nov 5th, he said that having homes open on to such a busy road would never be approved by today's codes and standards, but we have 17 such homes on N. Valley Drive. In our meeting, Mr. Boland was dismissive -- he reiterated time and time again that all the decisions were made in the '80s and there was nothing to be done, but I have yet to understand how the connection of Valley Drive can be done safely for the homes and families already established.

As this proposal moves forward, how the traffic will be managed and mitigated needs to be more clearly identified and communicated. Connecting Valley Drive may have been a decision made 40 years ago, but doing so will have severe consequences for the families and children growing up here. Their safety needs to be as much a priority as the profits garnered from the development of this land.

While the traffic concerns did not seem to be of any consequence or interest to Mr. Hall at the meeting, they should absolutely be of grave concern for the Town, whose citizens' lives will be drastically impacted. The safety of the children living in our neighborhood DOES matter -- in fact, the traffic problem is literally a matter of life or death.

The Development of Memmen Ridge

One of the other major concerns about this development is the effect it will have on Memmen Ridge. Mr. Hall did not seem to know what or where Memmen Ridge is, but it's a key part of Castle Rock's identity and one of the last bastions of nature to be found in city limits.

I understand that the land sale accounts for a final 14 acres of land to be added to the existing Memmen Ridge, but the Chateau Valley proposal will still call for a not-insignificant number of mature Ponderosa pines to be destroyed, putting the ecosystem at risk. The base of the Ridge is home to a thriving prairie dog colony that sustains an incredible food chain, leading all the way up to the coyotes, bobcats, and the bears.

The destruction of the east ride of the ridge needs to be reconsidered. Mr. Hall said that the plans include 42 acres of open space. According to the plans, there are long stretches on the east side of the parcel that are marked to be open, undeveloped land. I beseech the developer and the Town to take a look at how the homes set to be built just south of Valley House (the retirement home) to be relocated elsewhere in the development to minimize the Ridge destruction and preserve as much of the ecosystem as possible. In an ideal world, the newly-connected Valley Drive could serve as a western border to the development: all homes built to Valley Drive's east and the Ridge left largely undisturbed for all to enjoy. Leaving the Ridge intact is a magnificent selling point for the new home owners and would justify increased home sale prices within Chateau Valley.

(Or, an alternative: I see that Santana Drive will become a major thoroughfare but along the new extension, it will be single-family homes. Rather than building new paired homes on the prairie dog town (which is also prone to flooding), would it be possible to move the paired homes to continue alone Santana as Santana Drive is already a street of paired homes?)

Water

The water issue was also touched on, but no answers were given. With whom can I set a meeting to understand how Mr. Hall will be able to build homes on land already known to flood? The paired homes on the south side of Sierra Drive already have issues with their basements flooding during heavy rains and Mr. Hall seemed to be aware of the issue but not care. I would like to understand how the Town codes will allow for the building of houses that will exacerbate the existing issue for homes already here. There was discussion of the easement south of Hover Drive, but no one seemed to acknowledge the fact that there is another water source that traces down from Gordon Drive and north of Santana Drive, adding to the water flooding this lowland. Who will be responsible for the water issues that will result from covering all this land with concrete?

I work from home and would love to take a meeting with anyone willing. In particular, I would love to talk to the traffic expert, Adam, who was at the meeting to better understand how the Town intends to approach the 5th & Valley intersection as well as what will be done to mitigate the dangers increased traffic will present to our children. I want to understand what 2017 Transportation Masterplan has in store for us.

I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?

To whoever does take the time to read this missive, thank you. May this be the beginning of ACTUAL conversations with people who want to hear from those living in the areas surrounding the proposed development. Mr. Hall and Mr. Boland's respective disinterest in my concerns were disheartening, to say the least. I hope that others working for the Town -- whether in voter-decided positions or not -- will hear our concerns with more humanity.

We are, after all, what makes Castle Rock such an incredible place to live. If we don't speak up for all we love about our neighborhood and Town, who will?

Jennifer M Reed

[redacted]

I know that emails have been sent to the developer with no response whatsoever. I hope this message will not also be lost in the bureaucracy and shuffle. If someone wouldn't mind please responding to confirm that this has indeed been included in the file to be eventually reviewed by Town Council, it would be very much appreciated.

Fw: the Chateau Valley development

Date	December 15, 2021 at 09:40 UTC-07:00
From	Caryn Johnson
To	Brad Boland
Cc	Dave Corliss; Tara Vargish
Subject	Fw: the Chateau Valley development

Brad,

Here's another email from a resident on the Chateau Valley project. Please add this comment to the record for the Chateau Valley project. I'm wondering if this email is another one that should be sent to the applicant to provide a reply.

Thank you,

Caryn

Caryn Johnson
Councilmember, District 5
Town of Castle Rock, Colorado
[redacted]

_____

From: [redacted]
Sent: Wednesday, December 15, 2021 12:04 AM
To: Cara Reed; Camden Bender; Tony Felts
Cc: Jason Gray; Desiree LaFleur; Ryan Hollingshead; Laura Cavey; Kevin Bracken; Tim Dietz; Caryn Johnson
Subject: RE: the Chateau Valley development

As a resident of an area directly impacted by the proposed Chateau Valley development, I wanted to express my concerns and ask if there are alternatives we could consider to address those concerns.

First, our area has many children who play on the streets. A school bus stop is on the corner of Valley Drive and South Street. Another school bus stops at a house on Santana. Elementary-school children walk to the school on South Street. If Valley Drive is a feeder street, I'm wondering how we will protect our children. Certainly I can't see how they could play and bike in the street as they do now. Some of the homes in which these children live front onto Valley Drive or on Santana. The only park nearby is just in the process of being built at the corner of Valley Drive and Columbine. This park won't be large enough for playing ball or biking; it feels more like a place where one would sit to relax, at least as the neighborhood is today. For the kids, playing and biking up and down the streets has proven to be a good option. The rest of us enjoy watching them and interacting with them.

As I mentioned in my first concern, many of the homes front on Valley Drive or Santana. Homes at the top of Valley Drive near Fifth Street have driveways that empty onto Valley Drive. Since Valley Drive at this point is coming down a hill and around a curve, visibility for these homes is limited. Farther down Valley Drive, three small cul-de-sacs have been carved out of Valley Drive; townhouses line these small areas. Still farther down are townhouses that don't even have a cul-de-sac, but simply a parking area. At the current end of Valley Drive is an assisted living center. Residents in the center like to walk up Valley Drive with their dogs. Santana is lined with townhouses that front directly onto the street. This situation seems highly dangerous for a feeder street. How will cars pull out of their driveways? How will the assisted living residents take their walks without endangering themselves or their pets?

Further, the top of Valley Drive, coming up the hill, takes two short curves before the stop sign at Fifth Street. If Valley Drive becomes a feeder street, how will the residents get out onto Fifth Street? It is already challenging today. Fifth Street itself is quite steep in this area, and the entrance to St Francis of Assisi Catholic Church is immediately after Valley Drive. The hill on Valley Drive and the hill up Fifth Street are both very slick during snowstorms; traffic struggles to get up Fifth Street; cars slide and sometimes land in the

ditch coming down Fifth Street; and everyone struggles to get up or down Valley Drive, especially with the hills and the curves.

The developer has said that all of these issues, concerns, and questions are the Town's problem. Could I propose an option? One way to keep the traffic from piling up, and also keep it from going excessively fast, is to keep Valley Drive from being a feeder street, and in fact to keep it from being a through street. I'd like to see an open space, a park or something, that separates Valley Drive into two pieces. One side would be accessed from Plum Creek; the other side would be accessed from Fifth Street or South Street. Denver has situations like this, where the street doesn't go through. Such a design has the strong potential to protect the neighborhoods. The park would be a place for the children to play and for the assisted living residents to take walks, without both groups being in danger of their lives.

Likewise, we need to think of a way to protect the neighborhood along Santana, where the driveways and front doors of townhouses line the street, and where residents, pets, and children all walk and play along the street. I'd like to see Santana be a dead-end street that doesn't connect with a major street, but can open out into a neighborhood. A similar style of neighborhood exists south of Diamond Ridge, with access from Crowfoot Valley road.

Another concern is the open area of Memmen Ridge. This is a wonderful place to walk or bike. Residents walk their dogs here. It provides excellent hiking -- a decent workout that isn't too strenuous and that doesn't require a long drive. The wildlife in this area is remarkable, including black bear and bobcats. My neighbor had a yard full of wild turkeys. The flowers are spectacular. Isn't a space like this valuable for the community of Castle Rock?

I hope these are options that can seriously be considered. Castle Rock started out as a nice place for families to live, a safer and more open place than downtown Denver. It has been truly a community, with wonderful events like the Starlighting and the Elephant Rock bicycle event, where we meet neighbors and friends and strike up new acquaintances. These things are possible in a town where the structure and character of the community are of equal importance to the growth.

Thank you for your consideration.

Sincerely,

Rulane Merz

[redacted]

Castle Rock

Fwd: Chateau Valley Proposal

Date	December 26, 2021 at 12:48 UTC-07:00
From	Tony Felts
To	Brad Boland
Subject	Fwd: Chateau Valley Proposal

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: December 26, 2021 at 12:45:59 MST
To: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>, jgrey@crgov.com, Desiree LaFleur <DLaFleur@crgov.com>, [redacted]
Subject: Chateau Valley Proposal

To who it may concern,

I realize that there is nothing I can say or do to stop the development of this subdivision but as a resident of Memmen South I would like to find out more about your plans.

1. Alleviating Traffic up and down Valley Rd and South St.

2. Water situation(we have been ordered for years to conserve water because there was/is a shortage). Yet C.R. continues to build new homes. What solution has anyone come up with?

3. How long will construction take?

4. Construction equipment route.

5. Will damage to neighborhood roads, property(including vehicles) be covered by the construction company(flat tires etc etc)

6. Will new schools be built to handle demand?

Thanking you in advance

David Buccini

Sent from my Verizon, Samsung Galaxy smartphone

Re: Chateau Valley Development - Memmen Annexation

Date	January 06, 2022 at 17:56 UTC
From	Terry Beh
To	Brad Boland
Cc	Caryn Johnson
Subject	Re: Chateau Valley Development - Memmen Annexation

Brad,

Thank you for this additional information regarding the Chateau Valley Development process. I understand that the developer has done an initial wildlife study; however, I do not believe it addressed the issue of the area being a potential habitat of the Preble's Jumping Mouse, which might include the Memmen Annexation.

As I understand it, such a finding wouldn't necessarily prevent the development, but would require a separate study of its own. If this is out of your purview, I will take it up with the town council--probably at a much later date--which could potentially delay the annexation and construction significantly. Thanks again.

Terry Beh

-----Original Message-----
From: Brad Boland <BBoland@crgov.com>
To: [redacted]
Sent: Wed, Jan 5, 2022 3:28 pm
Subject: RE: Chateau Valley Development - Memmen Annexation

Terry,

As part of the Site Development Plan process the applicant submits a land suitability analysis report which does have a section regarding wildlife but a standalone wildlife study is not required. We do send the application to the Colorado Parks and Wildlife as an external referral and incorporate any suggestions/comments into our review.

If you have any additional questions please let me know.

Brad Boland, AICP
Planner II
Town of Castle Rock
720-733-3538
[cid:image001.png@01D80169.82484D80]
Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/hPd0CXD2nyTorQyu6arKa?domain=surveymonkey.com>

From: Terry Beh [redacted]
Sent: Friday, December 17, 2021 2:33 PM
To: Brad Boland <BBoland@crgov.com>
Cc: Caryn Johnson <CJohnson@crgov.com>
Subject: Re: Chateau Valley Development - Memmen Annexation

Brad,

Thank you for your reply. I'm please to hear the information I sent you is now part of the official record. However, I have already expressed this concern to the applicant and really have no idea where this goes next. Can you provide a little more information about the process involved in procuring a wildlife study, i.e.:

* Is this something your department can or will pursue?
* Is this something the town council must request?
* Is this something the applicant is responsible for, and/or is it optional for them?

* Is there some other department or agency that should have this information, or that I should contact?

I would appreciate any additional information along these lines that you can provide. Thanks again.

Terry Beh

-----Original Message-----
From: Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>
To: Terry Beh [redacted] mailto[redacted] >
Sent: Wed, Dec 15, 2021 9:35 am
Subject: RE: Chateau Valley Development - Memmen Annexation
Terry,

Your e-mail has been added to the official record and forwarded to the applicant.

Thank you,

Brad Boland, AICP
Planner II
Development Services
Town of Castle Rock
720-733-3538

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey:
https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/hPd0CXD2nyTorQyu6arKa?domain=surveymonkey.com>

COVID-19 UPDATES: Find the latest COVID-19 updates from the Town and its government partners, including available community resources and information on how to Work With Us Online, at CRgov.com/COVID.<https://protect-us.mimecast.com/s/8F0iCZ6NpAI9B6VsKnYOi?domain=crgov.com>

From: [redacted]
Sent: Tuesday, December 7, 2021 1:04 PM
To: Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>
Cc: Caryn Johnson <CJohnson@crgov.com<mailto:CJohnson@crgov.com>>
Subject: Chateau Valley Development - Memmen Annexation

Brad,

I'm writing to you about the proposed Chateau Valley development, which I believe would include the proposed Memmen Annexation. I attended the first presentation by Highline Engineering on Chateau Valley and have some concerns I hope you will take into consideration. We also hope you will consider that a wildlife study be performed before granting approval to either the housing development or the Memmen Annexation.

As you may or may not know, this parcel of land is home to many species of mammals, birds, reptiles and amphibians. We know this because our house backs up to the southern edge of the proposed development. Sometimes animals from this "open space" end up in our back yard or in one of our window wells. Among them, we have experienced bull snakes, garter snakes, a milk snake (very rare for this part of Colorado), tiger salamanders, Chorus Frogs and mice--possibly including Prebel's Jumping Mouse. We also commonly see a variety of small birds, including different species of sparrow, junco and chickadee, Goldfinch, Mexican Jay, Steller's (Blue) Jay, Colorado Blue Jay, Western Scrub Jay, Roufus-sided Towhee, Mountain Blue Bird, as well as turkeys, owls, hawks, vultures, wood peckers, hummingbirds, doves, magpies, robins, crows, black birds, grackles and the occasional oriole. Among the mammals found in the area are: deer, bobcats, coyotes, foxes, rabbits, skunks, raccoons, squirrels, mice, voles--and reportedly bears and cougars. Other creatures would include rattlesnakes, lizards and, most likely, toads--and I'm sure this is not an exhaustive list. In short, the proposal for Chateau Valley is currently quite a wildlife corridor, and one of the few remaining within the city limits of Castle Rock.

In particular regard to the Prebel's Jumping Mouse, we believe the area may be home to this creature for the following reason. A couple of years ago we discovered a mouse in one of our window wells and put a stick

down into the well to enable it to get out. My son happened to take some videos of this mouse climbing out and scurrying away. These videos show a mouse with a long tail and that can jump rather high. We are almost certain that it was a Prebel's. I still have the videos (which are not great, but clearly show the mouse) and would be happy to send them to you and/or to whomever or whatever agency would be appropriate. (The files are too large to attach here; however I may be able to forward them to you via my son's original email or put them on a thumb drive,)

In any case, we believe that it is essential for the town to have a wildlife study performed on this property before the approval process goes much further. Such a study is needed not only to determine if the land is indeed Prebel's Jumping Mouse habitat, but also to consider the negative impact building houses there will have on the abundance of wildlife species it supports.

Thank you for your consideration. We look forward to hearing back from you, and please let us know if there is anything else we can do to assist you in the approval process for these properties.

Terry & Anne Beh
[redacted]
Castle Rock, CO 80104
[redacted]

RE: New Development Concerns

Date	January 07, 2022 at 08:18 UTC-07:00
From	Mark Marlowe
To	Jill Holland
Cc	Brad Boland; [redacted]
Subject	RE: New Development Concerns

Hi Ms. Holland,

Thank you for your email. I want to assure you that I do understand your concerns, and I am happy to provide follow up to your questions and concerns. Water is a valuable and critical resource in Castle Rock and Colorado, and it is only natural for you to be concerned when additional growth is planned. Castle Rock Water has a long term renewable water plan that has been in place since approximately 2006. The current plan can be viewed at Water-Resources-Strategic-Master-Plan_2016-rev2019 (crgov.com)<https://crgov.com/DocumentCenter/View/29321/Water-Resources-Strategic-Master-Plan_2016-rev2019?bidId=>. The plan is also going through an update currently, and the 2022 revision will be available in this same location sometime in March of this year. This plan details how the Town is transitioning from a primarily non-renewable groundwater supply (the Denver basin which includes the Dawson, Denver, Arapahoe and Laramie Fox aquifers) to a renewable water supply. Ultimately, most of the water supply for the Town will be from renewable water supplies that the Town has been acquiring and developing since 2006.

With respect to the specific developments that you have identified, we have been planning for these developments since 2006 as the entitlements for these developments have been in place since before 2006. The water for these developments will be a combination of renewable and non-renewable water supplies until we complete our transition to a fully renewable water supply. Once that transition is complete, the water supply for these developments will primarily be renewable water. Nonrenewable groundwater will be protected for use during times of extreme drought. When excess renewable water is available, Castle Rock Water will use our aquifer storage and recovery wells to put renewable water back into the Denver Basin aquifers.

I understand your concern about your well. Drilling into the Denver Basin aquifers comes with some unknowns regarding availability of water and water quality. We treat all of the Denver Basin groundwater that we use in the Town to remove iron and manganese as well as other constituents. The Town will own all of the groundwater underneath the three proposed developments as part of the requirement for them to develop, but as I noted above, we are transitioning away from reliance on this groundwater so we may not even develop that groundwater.

I would love to see the webinar that you attended if you can remember who put that webinar together. The webinar you attended discussed that the groundwater should last about 100 years, and this is the currently used estimate by the State and others in the water industry. The 100 year estimate is dependent on many factors of course including where the well is located in the aquifer, the rate of pumping, and the geology. In the near term, wells can run dry, but it does not mean that the groundwater has been fully depleted. It may mean that a replacement well needs to be drilled or the well needs to be drilled into a deeper portion of the aquifer. Still, the fact that this groundwater is considered a nonrenewable resource is the reason that the Town is transitioning to a fully renewable water supply.

The Town has a comprehensive, transparent and public approach to reviewing development proposals and growth. The public is always encouraged to participate in the process, and I would encourage you to do so. The Town’s departments review all development proposals in great detail and provide recommendations regarding those proposals. Castle Rock Water is the department responsible for making sure that we have the water supplies and infrastructure to serve each development proposal before action is taken on it. Castle Rock Water takes this responsibility very seriously and reviews all development proposals very closely with respect to the needed water supplies and infrastructure.

Please feel free to email me with additional questions or call me.

Thanks, Mark

Mark Marlowe
Director of Castle Rock Water
Town of Castle Rock
175 Kellogg Ct.
Castle Rock, CO 80109
720-733-6001 Cell 720-371-0278
[cid:image001.png@01D08195.0E47C880]

From: [redacted]
Sent: Thursday, January 6, 2022 9:44 AM
To: Mark Marlowe <MMarlowe@crgov.com>
Cc: Brad Boland <BBoland@crgov.com>; [redacted]
Subject: New Development Concerns

Mr. Marlowe,

I'm writing to you today to express my deep concerns about the water supply in Castle Rock, with regards to new developments being proposed in Castle Rock.

The three circled on the attached photo represent over 1000 new dwelling units. In the neighborhood meetings I have attended, the developer of two of these, Russell Hall (Chateau Valley and Founders Vista) has deflected questions about water availability, and never provided any real answers. In last night's meeting, he stated that concerned citizens should contact you.

Therefore, I humbly and respectfully ask you to provide the answers we seek.
In a time where we are bombarded with messages about conserving water, and that water availability is an endangered resource, the Town continues to approve these new developments. When is enough enough? When there are not enough water resources to sustain the demand, then what? (These are not rhetorical questions…I am seriously asking for an answer.)

Where will the water come from to service these three developments?

We live on five acres which border two of these three developments. When we built our home in 2016, we were unable to hit water in the Lower Dawson (although our neighbor 300 yards away, has a very good well in the LD). Therefore, we had to drill into the Denver Aquifer to get our water. Our well is over 1000' deep, and cost us over $40,000 to drill. Our well water was so poor (iron content) that we have spent more than $20,000 on water purification systems.

We were told by the state water department that the Denver is a non-renewable aquifer, and that the water should last "about a hundred years". In the 7 years we've lived here, that "100 year" mark has been reduced considerably. Homeowners north of Denver, whose wells are in the Denver aquifer, are already seeing their wells run dry, according to a webinar that my husband attended (put on by the state, I believe).

Surely you can understand my concerns, along with many others who are opposing these 3 new developments. If you can't, then why do you hold your current job?

I understand that some growth is inevitable. However, new growth MUST be accompanied by sustainable and available infrastructure.

My sincere hope is that the 1000+ ru's being proposed in these developments be reduced by 2/3s. That would at least reduce the water needs and traffic nightmare that the developers seem to be so willing to ignore.

Thank you for your time. I will look forward to your response to my specific questions above.

Regards,
Jill Holland

[redacted]
[cid:image002.jpg@01D8039F.35597C50]

Fwd: Feedback regarding Chateau Valley Proposal

Date	January 16, 2022 at 10:27 UTC-07:00
From	Tony Felts
To	Brad Boland
Cc	Camden Bender; Cara Reed
Subject	Fwd: Feedback regarding Chateau Valley Proposal

Sent from my iPhone

Begin forwarded message:

From: Anita Tart [redacted]
Date: January 16, 2022 at 10:18:01 MST
To: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>, Jason Gray <JGray@crgov.com>, Desiree LaFleur <DLaFleur@crgov.com>
Cc: [redacted]
Subject: Feedback regarding Chateau Valley Proposal

Good morning everyone,

First, I would like to say that development in Castle Rock has skyrocketed and I can only assume that you will be responsibly taking all feedback on this development seriously.

1. Our infastructure is in dire need and consideration needs to be placed on widening roads and access to this development and enlarging our police/fire and emergency services departments.
* Detailed traffic studies and improvements to:
* 5th and Valley
* Ash
* And consider a 3rd entrance to help alleviate the congestion and make easier access for emergency services. 2 entrances/exits is not enough for the volume coming in and out of this area. Ask yourself, are their other developments with only 2 ways in and out? Tie this into the impact study. Let's be sure that if there was a disaster (like Boulder) that the residents could escape.

Valley Drive itself should including "dips or speed bumps" to control speed (the police department cannot be everywhere to patrol speed, they have more important things to do.....so let's stop the speeding, consider Valley Drive as a test subject to try speed bumps at cross walks, it can be done) I have seen it in other developments around town.
b. Castle Rock is well known for their wildlife. Let's set an example of what "should be done" to help preserve our natural resources. In fact, I would assume that there is federal funding to help create greenspace and wildlife paths as they migrate to the West of I-25. I'd like to see Castle Rock be an example of "how it is done".
c. As far as the sheer numbers of homes slotted for this area, there was a comment made during the meeting that I attended that stated "the developer needs to make money, so we cannot cut too many homes out of the development". WOW, that amazed me! I can only assume that this development is all about the all mighty dollar, really, I thought that Castle Rock was better than this.
d. I realize that our taxing structure for Castle Rock is high. I have seen it go up substantially since we moved here in 2007, but this is happening everywhere, so I understand. I vaguely remember something about Castle Rock impact tax or something of this nature. I assume this is being considered in this development?
e. It was brought to our attention during the meeting that there were not plans for parks and recreation and very little open space. Doesn't this go against the guidelines set forth in the entire town of Castle Rock. Doesn't every OTHER developer have to adhere to strict open space, trails and such? If I was a developer, I would feel compelled to voice my opinion that Chateau Valley must also comply, or am I mistaken?

Castle Rock Government are the professionals, I would like to think that they will make the right decisions. It is inevitable that this space be developed, why not consider one-acre tracks with a country setting in the

city, why not consider homes with lots large enough that kids can play or the dogs can run? An example would be the Pinery in Parker.

I hope the suggestions sent by concerned citizens can shed some light on what we feel are genuine concerns about this development.

We live on the corner of Valley Drive and Columbine Drive, we already see speeding and heavy traffic. With the children outside playing, it is only a matter of time before there is an accident. Now the traffic to Chateau Valley will increase this volume substantially, let's make another route into the community, let's make Valley a safe street for our children and community, let's do it right!

Anita Tart

[redacted]

Re: email from Jennifer Reed

Date	January 21, 2022 at 14:05 UTC-07:00
From	Desiree LaFleur
To	Jennifer Reed
Cc	Tara Vargish; Brad Boland; Dave Corliss
Subject	Re: email from Jennifer Reed

Good afternoon Ms. Reed,

Thank you for resending your email. It was a pleasure to meet you and Ms. Hommel last night at the Fifth Street Widening Project Open House.

I have included our Development Services Director, Tara Vargish, Brad Boland and our Town Manager, Dave Corliss on the email.

We have received a number of inquiries regarding the Chateau Valley Development Project and our team is working diligently with the developer in addressing all concerns, comments and feedback from the November neighborhood meeting.
We appreciate your patience as we work through this process.

Thank you,
Desiree

Desiree A. LaFleur
Councilmember District 4
dlafleur@crgov.com
303.660.1384
www.CRgov.com

On Jan 20, 2022, at 9:21 PM, Jennifer Reed [redacted] wrote:

Hello, Ms. LaFleur,

I appreciate the time you gave to Amy Hommel and me tonight at Town Hall. You mentioned that you did not recall getting my email in November, so I thought I'd reach out once more to see if it comes through this time.

I would very much appreciate a quick reply to confirm that indeed, you have received my email.

Best,
[redacted]
<http://www.l/>

Good morning,

While the proposed development for Chateau Valley is still formally in the pre-application stages, it does appear that the developing team has every intention of pursuing the project to its completion. While it will not come in front of Council members for some time, I am sending a copy of my most recent email to Town representatives and Hall himself regarding concerns and questions to you, Council Member, so that you may stay apprised of the proposal as it moves through the application process.

Specifically, the development proposes 400+ single-family and paired homes on the parcel of land west of Memmen Ridge. There has been one neighborhood meeting, but major concerns regarding traffic, the destruction of the ecosystem of the Ridge (a key part of our Town's identity), and flooding were not

adequately addressed.

Thank you for taking the time to read the attached email so that we can all work towards being on the same page regarding this project and how it might be approached to benefit not only people wanting to move to Castle Rock but also those citizens who already live here.

I wanted to start this email by thanking Cara, Tony, and Camden for the time you spent with me towards the end of the 11/9/21 meeting regarding the proposed Chateau Valley development by Highline CM Inc and Russell Hall. It was by their suggestion that I am writing this letter and will encourage my neighbors to do the same in the hopes that our thoughts and concerns will be included in the file for this proposal.

To say that I was disappointed in Mr. Hall's performance at the meeting would be an understatement. I did attend with the hopes that he might genuinely want to communicate and collaborate with the citizens and homeowners surrounding the land parcel, but it became apparent relatively quickly that he had no interest in hearing what we had to say.

For anyone who was unable to attend the meeting, I implore you to please watch the Zoom call video of it. I've been told that Brad Boland and perhaps a few others should have access to the file. I'm hoping to gain access to the link myself so that I can pass it on to my neighbors. There have been a number of people who have asked me for it as I walk my dog.

We are a unique neighborhood. The culture on the north side of the proposed development (the paired homes and single-family homes south of the Catholic Church along and extending from North Valley Drive) reminds me of the late 1980s --- the kids run amuck in the streets, with neighbors feeding them as the summer days wind on. They scamper home when the street lights come on, covered in chalk and mud and the day's adventures. In the winter, it's not uncommon to find that a neighbor has already shovelled your sidewalk, driveway, or both. For big storms, we're all out there together, talking and making sure that everyone has what they need.

We represent all that is wonderful about living in Castle Rock. We are a perfect example of why people want to move TO Castle Rock. Our little corner of the world is safe for our kids and precious to us. Castle Rock is growing but the vision was always to do so responsibly such that the "small town" FEEL wasn't lost in commerce and traffic. It is with this Town vision in mind that I have two major concerns regarding this development proposal.

The Traffic Issue

At the "neighborhood meeting," many of our questions and concerns focused on what the development will do to the traffic in the neighborhood. There was no traffic expert physically present, but someone named "Adam" was on the Zoom call. Mr. Hall re-directed our concerns to him and tried to show slides that indicate that traffic influx will not be drastic. That, however, is simply not true as the number of homes in this development will change the zoning for Valley Drive to a connector class road.

I asked in the meeting if there were any examples, anywhere in Castle Rock where homes faced and opened directly onto a collector class road. In a meeting with Brad Boland Friday, Nov 5th, he said that having homes open on to such a busy road would never be approved by today's codes and standards, but we have 17 such homes on N. Valley Drive. In our meeting, Mr. Boland was dismissive -- he reiterated time and time again that all the decisions were made in the '80s and there was nothing to be done, but I have yet to understand how the connection of Valley Drive can be done safely for the homes and families already established.

As this proposal moves forward, how the traffic will be managed and mitigated needs to be more clearly identified and communicated. Connecting Valley Drive may have been a decision made 40 years ago, but doing so will have severe consequences for the families and children growing up here. Their safety needs to be as much a priority as the profits garnered from the development of this land.

While the traffic concerns did not seem to be of any consequence or interest to Mr. Hall at the meeting, they should absolutely be of grave concern for the Town, whose citizens' lives will be drastically impacted. The safety of the children living in our neighborhood DOES matter -- in fact, the traffic problem is literally a matter of life or death.

The Development of Memmen Ridge

One of the other major concerns about this development is the effect it will have on Memmen Ridge. Mr. Hall did not seem to know what or where Memmen Ridge is, but it's a key part of Castle Rock's identity and one of the last bastions of nature to be found in city limits.

I understand that the land sale accounts for a final 14 acres of land to be added to the existing Memmen Ridge, but the Chateau Valley proposal will still call for a not-insignificant number of mature Ponderosa pines to be destroyed, putting the ecosystem at risk. The base of the Ridge is home to a thriving prairie dog colony that sustains an incredible food chain, leading all the way up to the coyotes, bobcats, and the bears.

The destruction of the east ride of the ridge needs to be reconsidered. Mr. Hall said that the plans include 42 acres of open space. According to the plans, there are long stretches on the east side of the parcel that are marked to be open, undeveloped land. I beseech the developer and the Town to take a look at how the homes set to be built just south of Valley House (the retirement home) to be relocated elsewhere in the development to minimize the Ridge destruction and preserve as much of the ecosystem as possible. In an ideal world, the newly-connected Valley Drive could serve as a western border to the development: all homes built to Valley Drive's east and the Ridge left largely undisturbed for all to enjoy. Leaving the Ridge intact is a magnificent selling point for the new home owners and would justify increased home sale prices within Chateau Valley.

(Or, an alternative: I see that Santana Drive will become a major thoroughfare but along the new extension, it will be single-family homes. Rather than building new paired homes on the prairie dog town (which is also prone to flooding), would it be possible to move the paired homes to continue alone Santana as Santana Drive is already a street of paired homes?)

Water

The water issue was also touched on, but no answers were given. With whom can I set a meeting to understand how Mr. Hall will be able to build homes on land already known to flood? The paired homes on the south side of Sierra Drive already have issues with their basements flooding during heavy rains and Mr. Hall seemed to be aware of the issue but not care. I would like to understand how the Town codes will allow for the building of houses that will exacerbate the existing issue for homes already here. There was discussion of the easement south of Hover Drive, but no one seemed to acknowledge the fact that there is another water source that traces down from Gordon Drive and north of Santana Drive, adding to the water flooding this lowland. Who will be responsible for the water issues that will result from covering all this land with concrete?

I work from home and would love to take a meeting with anyone willing. In particular, I would love to talk to the traffic expert, Adam, who was at the meeting to better understand how the Town intends to approach the 5th & Valley intersection as well as what will be done to mitigate the dangers increased traffic will present to our children. I want to understand what 2017 Transportation Masterplan has in store for us.

I'd like, too, to know who at the State level will be reviewing the proposal in order to sign off on the environmental effects on the area and ecosystem therewithin. How do I get the information regarding what department will review this plan?

To whoever does take the time to read this missive, thank you. May this be the beginning of ACTUAL conversations with people who want to hear from those living in the areas surrounding the proposed development. Mr. Hall and Mr. Boland's respective disinterest in my concerns were disheartening, to say the least. I hope that others working for the Town -- whether in voter-decided positions or not -- will hear our concerns with more humanity.

We are, after all, what makes Castle Rock such an incredible place to live. If we don't speak up for all we love about our neighborhood and Town, who will?

January 26, 2022

Brad Boland, AICP
Town of Castle Rock
100 North Wilcox Street
Castle Rock, CO 80104

Re: Proposed Chateau Valley site plan

Sir,

I have known for decades that the Memmens have owned the above property and would at some point be developed. I, also, know that the above site plan is less dense than the current Master Plan.

However, as a homeowner on Hover Drive, I have the following concerns:

1. This proposal site appears to have a higher density than the South Ridge Townhouse subdivision #3, Michael's 2nd Addition, Glover, and Baldwin Park subdivisions. On the copy of the proposed site that the duplex sites are less than half of the duplex sited in the existing South Ridge Townhomes to the north. Would the town provide a map that would place the proposed plan with the surrounding subdivisions to compare the density?
2. Some drivers already exceed the 30 mph speed limit down Valley Drive by 10 or more mph. This new development would only increase this problem. Will the town consider 4 way stop signs at South St, Gordon Dr and Valley Dr or a stop light or a roundabout or speed bumps down Valley similar to what exists in south Woodlands development?
3. South Elementary School is locked in from any future expansion. How will the increase in students be dealt with by the town?
4. How is the town dealing with the current and future growth regarding water?

At your next neighborhood meeting, I would appreciate your addressing the above questions.

Thank you,

Nikki Hoy

Nikki Hoy
[redacted]
Castle Rock, CO [redacted]
[redacted]

CC: Mayor Jason Gray
Cara Reed, Camden Bender, Tony Felts and Jennifer Reed

RE; Chauteau Valley Development

Date	January 26, 2022 at 17:44 UTC
From	Sheryl Hopkins
To	creed@CRgov; cbender@CRgov; tfelts@CRgov; bbolland@CRgov.com
Cc	jgray@CRgov
Subject	RE; Chauteau Valley Development

I live in the area close to where the Chateau Valley development is proposed to be built. Our community has major concerns regarding increased traffic in our area from this development.

There are a lot of children in our area that run and play up and down the sidewalks with neighbor children. We don't have a playground close by for them to play in. There is a small park being built at Columbine and Valley Dr, but it is too small for any active play or bike riding.

Valley House is a retirement home and is located at the end of Valley Drive. The residents walk along the sidewalk with their pets and their windows open to Valley Dr. The increased traffic from the development will cause pollution and increased noise to these residents.

There are several homes on Valley Dr and Santana that have driveways that open directly onto the street. Children walk and bike to school and crossing Valley Dr will be dangerous for them with the increased traffic.

Southridge Elementary is already filled to capacity with several modular classrooms on site. This development will put further stress on this school. They will have to add additional modular units to accommodate the increased enrollment.

Santana is a narrow street with a lot of children playing in the street. The townhomes along that street open directly onto Santana. This will also make it a hazard for people backing out of their driveways. We would like to see Santana remain a dead-end street, so the kids have a safe place to play.

Memmon Ridge is such a beautiful place with so much wildlife in it. This development will go over the ridge to the east of it. There are deer, bear, turkey and bobcats in this area, and they migrate along the top of that ridge. This development will run the wildlife out of their natural refuge.

A lot of these concerns were brought up to the developer at the meeting at Mesa Middle School. He dismissed these as the Town's or Department of Wildlife's issues to be solved. Also, the proposed amount of increased traffic on Valley Dr during rush hour was under rated (i.e., additional 6 cars at 6 am). What about the time from 6 to 9 am? They didn't give us those numbers.

If Valley Dr becomes a feeder street, it will be only the fourth street to go north and south through Castle Rock. People will cut though on this street from Plum Creek to 5th Street (and visa versa). This will make the traffic volume comparable to Gilbert St. The difference in these two streets is that Gilbert is an industrial area and Valley Dr is residential.

A park at the end of Valley Dr, by the Valley House, would alleviate the traffic concerns we have for the children and residents in this area.

I've been a resident for 24 years in this area and it would be wonderful to be able to maintain the quality of life residents have had in this area.

Castle Rock is a beautiful town, but it is growing too fast, and we are in danger of losing our quality of life and the wildlife in this area.

Please consider reducing the size of this new development and keeping our streets safer with less traffic.

Thank you,
Sheryl Hopkins
[redacted]
Castle Rock

Chateau Valley Development

Date	January 27, 2022 at 23:35 UTC
From	Terry Yates
To	Brad Boland; Cara Reed; Camden Bender; Tony Felts; Jason Gray; Desiree LaFleur; Caryn Johnson; [redacted]
Subject	Chateau Valley Development

To All the Above Named Individuals,
I have been following the proposal on the Chateau Valley and am writing about my concerns should this development take place.

My husband and I live on Birch Ave in the Glovers subdivision. It is a relatively quiet community with access in and out to Gilbert St only. We bought our home in 2004 and have watched it's value increase over the years. I personally have lived in Castle Rock for more than 30 years and obviously have seen change and growth during that time. While I am not opposed to the addition of housing my main concern is in regards to traffic.

In the proposal I see an access to Chateau would be via Ash Ave. This concerns me greatly. The street is not as wide as some and not fit for heavier traffic use. Noise would greatly increase and winter snowplowing would not suit the extra traffic. While there is access shown via Plum Creek and via Valley Drive I can see people using the Ash Ave access from central Castle Rock as a shorter commute to the community.

People arriving from the south are likely to use Plum Creek into Chateau Valley. People from north of 5th St would likely use the Valley Dr entrance. However, many others from the north will likely prefer the entrance from Ash Ave as it the most centrally located to all the streets in Chateau Valley.

Please reconsider using Ash Ave and keep our Glovers' neighborhood safe and our property values constant.

Regards,
Terry and David Yates
[redacted]
Castle Rock, CO
[redacted]

Fwd: Chateau Valley Development

Date	January 27, 2022 at 22:09 UTC-07:00
From	Tony Felts
To	Brad Boland
Subject	Fwd: Chateau Valley Development

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: January 27, 2022 at 21:20:06 MST
To: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>, bbolland@crgov.com, Jason Gray <JGray@crgov.com>
Subject: Re: Chateau Valley Development

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There are a lot of children in our area that run and play up and down the sidewalks with neighbor children. We don't have a playground close by for them to play in. There is a small park being built at Columbine and Valley Dr, but it too small for any active play or bike riding.

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Southridge Elementary is already filled to capacity with several modular classrooms on site. This development will put further stress on this school. They will have to add additional modular units to accommodate the increased enrollment.

Santana is a narrow street with a lot of children playing in the street. The townhomes along that street open directly onto Santana. There will be additional hazards for residents backing out of their driveways. We would like to see Santana remain a dead-end street, so the kids have a safe place to play.

Memmon Ridge is such a beautiful place with so much wildlife in it. This development will go over the ridge to the east of there. There are deer, bear, turkey and bobcats in this area, and they migrate along the top of that ridge. This development will run the wildlife out of their natural refuge.

A lot of these concerns were brought up to the developer at the meeting at Mesa Middle School. He dismissed these as the Town's or Department of Wildlife's issues to be solved. Also, the proposed amount of increased traffic on Valley Dr during rush hour was under rated (i.e. additional 6 cars at 6 am). What about the time from 6 to 9 am? They didn't give us those numbers.

If Valley Dr becomes a feeder street, it will be only the fourth street to go north and south through Castle Rock. People will cut though on this street from Plum Creek to 5th Street. This will make the traffic volume comparable to Gilbert St. The difference in these two streets is that Gilbert is, and industrial area and Valley Dr is residential.

A park at the end of Valley Dr, by the Valley House would alleviate the traffic concerns we have for the children and residents in this area.

I've been a resident for 24 years in this area and it would be wonderful to be able to maintain the quality of life residents have had in this area.

Castle Rock is a beautiful town, but it is growing too fast, and we are in danger of losing our quality of life and the wildlife in this area.

Please consider reducing the size of this new development and keeping our streets safer with less traffic.

Thank you,
Sheryl Hopkins
[redacted]
Castle Rock

Water for Chateau Valley development proposal

Date	January 28, 2022 at 13:46 UTC-07:00
From	Jennifer Reed
To	Water Mailbox
Cc	Brad Boland; TownManager Mailbox; Cara Reed; Camden Bender; Tony Felts; Desiree LaFleur; Caryn Johnson; [redacted]
Subject	Water for Chateau Valley development proposal

Hello,

I am writing for some specific information that relates to the Chateau Valley development proposal on the land just east of the existing Memmen Ridge protected space. I am one of the existing citizens in the neighborhood north of the parcel in question who have concerns about the density of the development and its effects on our neighborhoods and Town. In addition to environmental and traffic concerns, the fact that the Chateau Valley proposal intends to build on a 100-year flood plain is concerning. I was told that you would be able to address some of our water-specific questions:

*The Chateau Valley development would put 421 homes on the land. According to the documentation, they are "100-acre-feet short" on the water needed to be supplied to the new homes. In layman's terms, what does "100-acre-feet" mean? Can you please translate that data point to more clearly express how many homes the existing infrastructure will support as compared to the number of homes Highline Engineering would like to develop?
*What are the plans for servicing water to these homes? In other words, where will the water be sourced from?
*How will the new water infrastructure affect existing citizens in the adjacent neighborhoods? Will we see water service impacted at all as the new piping goes in? Will our water rates be affected?
*There are two sources of floodwaters that meet just north of the Valley House property, south of Sierra and Valley Drives. One originates up the Gordon Drive/Streets and was heavily reconstructed in 2019/2020. The other traverses just south of Hover Dr, and they meet behind Valley House, north of the Ridge associated with the Memmen Open Space. Would you please provide the restrictions/rules/codes pertaining to developing homes on top of such a floodplain? When it rains heavily, the homes on the south side of Sierra Dr have been known to have flooding issues in their basements already. I would like some clarification on how Highline Engineering could bypass the codes to build residential structures on a floodplain, likely exacerbating the existing water issues in our neighborhood.

Thank you for your attention and prompt response,
Best,
--
Jennifer M. Reed
[redacted]

Re: Question about proposed developments

Date	January 29, 2022 at 07:44 UTC-07:00
From	Jill Holland
To	Brad Boland
Subject	Re: Question about proposed developments

Thanks for your response. The majority of the people I'm aware of seem to have lost hope that there will be any curtailing of the out-of-control development. Attached is a screen shot of the comments to my post on NextDoor. There are a number of similar threads expressing the same sentiments.

One final question: regarding the new developments, I keep hearing folks say "those rights were granted decades ago" (or similar verbiage). Can you explain to me exactly what that means/entails? Specific documentation would be helpful too.

Thank you!
Jill
[cid:17ea64b7da03619f02d2]

On Wed, Jan 26, 2022 at 7:53 PM Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>> wrote:
Ms. Holland,

Thank you for reaching out. The statement that you mentioned below is a reference to the Town's efforts to continue to make Castle Rock a great place to live by ensuring high-quality growth and development. A part of this includes our continued efforts to provide the public with accurate and up-to-date information. One way we've done this is by launching the Undeveloped Properties Map<https://protect-us.mimecast.com/s/0yOVCpYl74sLKLoIPL65m?domain=castlerock.maps.arcgis.com> on the Town website to increase awareness of potential development on what may be currently vacant land. Our goal is to provide accurate and up-to-date information to the public regarding property entitlements and approved zoning around Town.

We are also working with developers to continue to uphold Castle Rock's high development standards. By ensuring quality development based on Council-approved codes and design standards, we look to maintain the character of what makes Castle Rock special while honoring development rights that were legally granted to property owners in the past. Staff is always seeking to improve our planning and review process as we ensure appropriate open space, park dedications, and trail connections. This on-going dialogue sometimes results in developers choosing to pursue a lower density for residential projects than what they were legally granted during previously approved zoning processes.

Founder's Vista is an example of a project where the applicant, as a part of the development process, has proposed a zoning amendment (also referred to as a rezoning) to update the zoning to the Town's current criteria while reducing the allowed density. While Chateau Valley is not currently pursuing a zoning amendment, the proposed density is below the density allowed by the zoning. Staff will ensure appropriate planning for the community by reviewing the Site Development Plan for conformance to zoning requirements for open space, parks, trails, etc.

If you have any further questions please let me know.

Thanks,

Brad Boland, AICP
Planner II
Development Services
Town of Castle Rock
720-733-3538

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey:
https://www.surveymonkey.com/r/LR35C27<https://protect-us.mimecast.com/s/0FwTCqxmDgurlrNHXif73?do

main=surveymonkey.com>

COVID-19 UPDATES: Find the latest COVID-19 updates from the Town and its government partners, including available community resources and information on how to Work With Us Online, at CRgov.com/COVID.<https://protect-us.mimecast.com/s/5UQgCv2rDncgKg8cA2lyb?domain=crgov.com>

From: Jill Holland [redacted]
Sent: Wednesday, January 26, 2022 8:23 AM
To: Brad Boland <BBoland@crgov.com<mailto:BBoland@crgov.com>>
Subject: Question about proposed developments

Mr. Boland,

The attached photo is from a recently received promo piece from Town of CR?

Can you explain exactly what this statement means, especially in regards to the proposed Chateau Valley and Founders Vista developments?

Thank you for any clarification you can provide.

Regards,
Jill Holland

[redacted]
Parkway<https://protect-us.mimecast.com/s/ulJiCwpvZosQ9QxT1YmTT?domain=google.com>
[cid:image001.jpg@01D812EE.26655080]

Fwd: Chateau Valley Proposal

Date	January 30, 2022 at 19:48 UTC-07:00
From	Tony Felts
To	Brad Boland
Subject	Fwd: Chateau Valley Proposal

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: January 30, 2022 at 19:38:55 MST
To: Cara Reed <CReed@crgov.com>, Camden Bender <CBender@crgov.com>, Tony Felts <TFelts@crgov.com>, Jason Gray <JGray@crgov.com>, Desiree LaFleur <DLaFleur@crgov.com>
Subject: Chateau Valley Proposal

As a responsible citizen who has lived in the Southbridge Townhome neighborhood for over 30 years I would like to express serious concerns for the Chateau Valley Proposal:

Environmental:
-Water is a valuable commodity throughout our town and county. How is the additional demand going to be met and from where? This is becoming a dire concern and needs to be held in check before our resources are depleted.

-Floodplain: Currently the watershed, creek bed, and hillside grassland absorption have for the most part handled the runoff from the hillsides which can be considerable during heavy downpours. What is being planned by the developer to handle street and sewer runoff to avoid flooding of current neighborhoods, especially those of us who are in the lower areas near the creek-bed. Curb and gutter is not sufficient and will not handle all the street run off.

-We need an Ecosystem evaluation of the watershed and wildlife in the area. Every summer we have frogs hatch in the watershed, and they are valuable to mosquito control where there is standing water. Wildlife that we are blessed with seeing on Memmen Ridge and the open space behind current neighborhoods include deer, wild turkeys, coyotes, foxes, raccoons, skunks, bobcats, bears, raptors, and the occasional mountain lion and porcupine. We have learned to live in harmony with these creatures and would hate to see them displaced, as they were here first and are important to the rodent control and natural balance of our environment.

-Noise and exhaust pollution caused by the increased traffic through the neighborhood as a result of Valley Drive being extended is another concern. Especially concerning for residents of Valley House Assisted Living. I can understand the added safety factor of Valley Drive being cut through for Emergency Access, but my concern is speed and noise control. Have police been consulted concerning traffic and speed issues?

Schools:
-with all the development building going on all around Castle Rock, what are plans for handling schooling for the additions of families moving into the area. Southbridge Elementary certainly isn't big enough to handle the influx of the Chateau Valley Development. Has the School District been consulted in this matter? Oversized classes and teacher shortages are already concerns.

-Valley Drive and South Street are already traffic safety concerns for the children going to and from school in our neighborhood. How do you plan to address the added volume of this development, especially with construction equipment accessing the area?

Valley House:
-How is noise, traffic, and emergency access going to be handled during construction? These residents deserve to have their quiet and comfort respected. Many of these residents walk the neighborhood for exercise during nice weather and I see a construction zone as being scary and invasive for them. Other

assisted living facilities in Castle Rock are on quiet off streets, which Valley Drive will no longer be if development goes unchecked.

With all the development already going on to the east of us, I would like to see Chateau Valley taken under serious consideration for open space and parkland even a dog park area and walking trails. Kids currently sled the hillsides when it snows, and we don't have enough spaces like that provided for residents of Castle Rock. If that is not possible, please consider reducing the number of structures and creating buffer zones between new builds and the current neighborhoods.

Thank you for your careful considerations of our neighborhood imput.

Pat Dies
[redacted]
[redacted]
Castle Rock

From:	[redacted]
To:	Tim Rossette; BrieAnna Simon
Cc:	Cara Reed; cbender@crgov.com; tfelts@crgov.com; Jason Gray; TownCouncil Mailbox; TJ Kucewesky
Subject:	Re: Chateau Valley Questions
Date:	Tuesday, January 2, 2024 5:40:10 PM
Attachments:	image001.png

Tim,

Thank you for your questions and concerns.

Below, please find the responses provided to your questions. The Town may have additional information to add.

Sincerely,

Rusty Hall
Highline Engineering
[redacted]

On Tuesday, January 2, 2024 at 02:51:09 PM MST, BrieAnna Simon <bsimon@crgov.com> wrote:

Good afternoon Tim,

Thank you for your email. Staff will review all of the questions below and provide feedback. Let me know if you have any additional questions in the meantime.

Thank you.

BrieAnna Simon

Development Services | Senior Planner

Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
Direct 720.733.3566 | bsimon@crgov.com

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27

From: Tim Rossette [redacted]
Sent: Tuesday, January 2, 2024 2:23 PM
To: BrieAnna Simon <BSimon@crgov.com>
Cc: [redacted] Cara Reed <CReed@crgov.com>; cbender@crgov.com; tfelts@crgov.com; Jason Gray <JGray@crgov.com>; TownCouncil Mailbox

<towncouncil@crgov.com>
Subject: Re: Chateau Valley Questions

Hello,

I have the following concerns/questions that I would like to see addressed regarding the Chateau Valley Site Development Plan:

- This development is going in between several long-standing neighborhoods to the north, west, and south. It appears that all access to the new homes will be through these existing neighborhoods. What are the plans for mitigating the impact of traffic traveling through these areas? Since I live on the south side, I'm specifically concerned with:
    - **Valley and Plum Creek** - The traffic study indicates that this intersection could see a significant traffic increase bringing it to LOS C. What updates will be made to the intersection to handle this?

RE: Valley Drive is designated as a minor collector. Our last neighborhood meeting raised similar concerns to provide traffic calming devices to reduce speed at the North and South ends of Chateau Valley. Staff agreed to allow medians to be placed at both ends of Valley Drive, which are proposed on the current Site Development Plan.

No new or additional traffic devices are proposed at the Intersection of Valley Drive and Plum Creek as part of the Chateau Valley Development. I have copied the following information from our traffic study:

Existing Traffic Conditions: The unsignalized intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours.

Year 2025: The unsignalized intersection of Valley Drive with Plum Creek Parkway has turning movement

operations at or better than LOS C during the morning peak traffic hour and LOS D or better during

the afternoon peak traffic hour.

Year 2043: The study intersection of Valley Drive with Plum Creek Parkway has turning movement operations at or better than LOS D during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour. Exceptions would include the northbound turning movements which operate at LOS F during the afternoon peak traffic hour, as well as the southbound left turning movement which operates at LOS E during the afternoon peak traffic hour. The LOS E and F operations are attributed to the high through traffic volumes along Plum Creek Parkway and the stop-controlled nature of the intersection. It is noted that pursuant to performed signal warrant analyses, although signalization may not be warranted by Year 2043, installation of a signal would provide mitigation to the projected operations. It is recommended that Town Staff continue to monitor the study intersection in order to determine when specific mitigation measures may become applicable

- **Eaton and Plum Creek** - My concerns here are not with the intersection, I assume the new traffic circle can handle that. I'm concerned with increased traffic on Eaton into Chateau Valley. Right now this is a slow, quiet, residential street and I'm worried the added traffic

will cause problems. Will traffic calming measures be put in place encouraging traffic to take Valley bypassing the residential street?

RE: Eaton is a proposed residential street. The additional projected traffic volumes are consistent with the volumes expected in a residential development. No additional traffic volume devices are proposed on Eaton Street as part of the Chateau Valley Development.

- Related to the above, there are a large number of residents from Oakcreast Dr. who currently park along Valley Dr. After the update, will parking still be allowed there? Is there a plan for overflow parking from Oakcreast so that those vehicles do not end up on Sandhurst, Summerfield, and Baldwin Park?

RE: Parking is not allowed by the Town of Castle Rock on Minor Collector streets. Overflow parking would be allowed on the proposed residential streets, being public streets.

- How long is buildout planned to take and how is construction traffic going to be managed?

RE: Infrastructure Construction will take 6-12 months to complete. Depending on the economy, approximately 50 to 100 homes may be constructed yearly.

- South Ridge Elementary is already at capacity and continues to serve the increasing population of Crystal Valley. Have there been discussions with the school district regarding how to handle a further increase in the student population there?

RE: The school district has stated they have sufficient capacity to accommodate children from Chateau Valley Subdivision.

Please let me know if any additional information would be helpful.

Thanks,

Timothy Rossette

[redacted]

On Tue, Jan 2, 2024 at 9:40 AM BrieAnna Simon <BSimon@crgov.com> wrote:

> Good morning Tim,
>
> The applicant is required to record the meeting. You can request a copy of the recording following the meeting. You are welcome to send over questions prior to the meeting. I do recommend also stating or typing in the questions during the meeting as well. I have copied the applicant on this email so you can email both of us the questions prior to the meeting.

From:	Tim Rossette
To:	BrieAnna Simon
Cc:	highlineeng@aol.com; Cara Reed; cbender@crgov.com; tfelts@crgov.com; Jason Gray; TownCouncil Mailbox
Subject:	Re: Chateau Valley Questions
Date:	Tuesday, January 2, 2024 2:23:26 PM
Attachments:	image001.png

Hello,

I have the following concerns/questions that I would like to see addressed regarding the Chateau Valley Site Development Plan:

- This development is going in between several long-standing neighborhoods to the north, west, and south. It appears that all access to the new homes will be through these existing neighborhoods. What are the plans for mitigating the impact of traffic traveling through these areas? Since I live on the south side, I'm specifically concerned with:
  - **Valley and Plum Creek** - The traffic study indicates that this intersection could see a significant traffic increase bringing it to LOS C. What updates will be made to the intersection to handle this?
  - **Eaton and Plum Creek** - My concerns here are not with the intersection, I assume the new traffic circle can handle that. I'm concerned with increased traffic on Eaton into Chateau Valley. Right now this is a slow, quiet, residential street and I'm worried the added traffic will cause problems. Will traffic calming measures be put in place encouraging traffic to take Valley bypassing the residential street?
- Related to the above, there are a large number of residents from Oakcreast Dr. who currently park along Valley Dr. After the update, will parking still be allowed there? Is there a plan for overflow parking from Oakcreast so that those vehicles do not end up on Sandhurst, Summerfield, and Baldwin Park?
- How long is buildout planned to take and how is construction traffic going to be managed?
- South Ridge Elementary is already at capacity and continues to serve the increasing population of Crystal Valley. Have there been discussions with the school district regarding how to handle a further increase in the student population there?

Please let me know if any additional information would be helpful.

Thanks,

Timothy Rossette

[redacted]

On Tue, Jan 2, 2024 at 9:40 AM BrieAnna Simon <BSimon@crgov.com> wrote:

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>
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the meeting. You are welcome to send over questions prior to the meeting. I do recommend also stating or typing in the questions during the meeting as well. I have copied the applicant on this email so you can email both of us the questions prior to the meeting.

Let me know if you have any questions.

Thank you.

BrieAnna Simon

Development Services | Senior Planner

Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
Direct 720.733.3566 | bsimon@crgov.com

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From: Tim Rossette [redacted]
Sent: Monday, January 1, 2024 11:01 AM
To: BrieAnna Simon <BSimon@crgov.com>
Subject: Chateau Valley Questions

Hi there.

I'm going to try to attend the virtual meeting but will be working and might have to dip out. Will the meeting be recorded so I can watch later? Also, can I submit questions by email?

Thanks,

Tim

From: daddysvegs
To: BrieAnna Simon
Subject: RE: Chateau Valley
Date: Friday, January 5, 2024 9:03:17 AM

I have many concerns about the Chateau Valley development one is where will the water come from another is where will the animals go I've seen everything on the ranch from Antelope to Wild Turkey another concern is 400 houses will add at least 800 cars to the neighborhood basically emptying into two streets they'll be traffic congestion and subsequent pollution on another concern is a quality of life is 400 houses will take years to build out it won't be going from a quiet neighborhood where nobody drives through to a active construction site with the subsequent noise traffic we built our house here early 30 years ago this will adversely affect the quality of life

Sent from my T-Mobile 4G LTE Device

-------- Original message --------
From: BrieAnna Simon <BSimon@crgov.com>
Date: 12/27/23 10:18 AM (GMT-07:00)
To: [redacted]
Subject: Chateau Valley

Good morning,

Thank you for taking the time to speak with me this morning about the Chateau Valley Neighborhood Meeting occurring on January 9, 2024. As discussed this is my contact information below if you have any formal comments you would like me to compile and provide to Planning Commission and Town Council.

Let me know if you have any questions.

Thank you.

BrieAnna Simon

Development Services | Senior Planner

Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
Direct 720.733.3566 | bsimon@crgov.com

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January 26, 2022

Brad Boland, AICP
Town of Castle Rock
100 North Wilcox Street
Castle Rock, CO 80104

Re: Proposed Chateau Valley site plan

Sir,

I have known for decades that the Memmens have owned the above property and would at some point be developed. I, also, know that the above site plan is less dense than the current Master Plan.

However, as a homeowner on [redacted], I have the following concerns:

1. This proposal site appears to have a higher density than the South Ridge Townhouse subdivision #3, Michael's 2nd Addition, Glover, and Baldwin Park subdivisions. On the copy of the proposed site that the duplex sites are less than half of the duplex sited in the existing South Ridge Townhomes to the north. Would the town provide a map that would place the proposed plan with the surrounding subdivisions to compare the density?

2. Some drivers already exceed the 30 mph speed limit down Valley Drive by 10 or more mph. This new development would only increase this problem. Will the town consider 4 way stop signs at South St, Gordon Dr and Valley Dr or a stop light or a roundabout or speed bumps down Valley similar to what exists in south Woodlands development?

3. South Elementary School is locked in from any future expansion. How will the increase in students be dealt with by the town?

4. How is the town dealing with the current and future growth regarding water?

At your next neighborhood meeting, I would appreciate your addressing the above questions.

Thank you,

Nikki Hoy

[redacted]

CC: Mayor Jason Gray
Cara Reed, Camden Bender, Tony Felts and Jennifer Reed

From: Kate Muus
To: BrieAnna Simon
Subject: Chateau Valley
Date: Tuesday, January 9, 2024 7:09:17 PM

Hello,
I'm in the Chateau Valley meeting and I was wondering who is in charge of approving this build? Has there been any discussion about buying this property from the Memmens? I know they offered the town to buy it, is there any way that can happen?

Kate Muus
[redacted]

BrieAnna Simon

From: Patrick S Crumal [redacted]
Sent: Wednesday, January 10, 2024 5:35 PM
To: BrieAnna Simon
Subject: Fw: Castle Rock Colorado Developments threaten Western Burrowing Owl habitat

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings BrieAnna,

I am a resident of Glovers at [redacted]

Below please find excerpts from the Land Suitability Analysis Report - a woefully inadequate document.

I have written a brief response to the enclosed statements to share with my neighbors, the Burrowing Owl Conservation Network, and you.

I hope this is somewhat helpful to you in better understanding only one of the many issues that the Chateau Valley and Founders Vista developments bring to Castle Rock.

Thanks for your concern.

Patrick Crumal

Highline Engineering and Surveying Co., Inc [redacted] Chateau Valley August 15, 2023 LAND SUITABILITY ANALYSIS REPORT

VEGETATION Stands of Scrub Gambel Oak are located throughout the site. The Scrub Oak is more dense at the northern portion of the site, becoming more sparse at the central and southern portion of the site. Gambel Oak brush community varies in height and maturity. Ponderosa Pine and scattered evergreen trees are located along the far Southern edges of the property and Northwestern portion of the property. Much of the Scrub Oak will be removed during grading operations to accommodate urban development, while some of the evergreen trees may remain mostly undisturbed along the Southern perimeter. Many of the Evergreen trees located at the Northwestern portion of the site will be removed during grading operations to accommodate urban development. Approximately 100 Evergreen trees under 20-feet in height located at the Northwestern portion of the property will be transplanted in order to preserve the trees and provide aesthetic beauty and screening for the proposed homes. The trees will be transplanted in Tracts AA, D-1 and I.

WILDLIFE Colorado Parks and Wildlife have stated the oak brush vegetative community and surrounding hills provide wildlife with food, water, shelter, and space. It is anticipated that many species of birds and raptors utilize this habitat year-round for nesting and hunting. Mule deer, antelope, elk, bear, coyote, red fox, and mountain lion also use this habitat for carrying out annual life functions. Development will impact habitat, however, continues and connected open space within Founders Vista and the adjacent neighborhoods will promote travel corridors and coverage for wildlife. Additionally, the preservation of vegetation along the site perimeter and along the existing drainageway enables much of the wildlife to stay along the perimeter and permits many species of this wildlife to continue migration, hunting, and gathering patterns unabated. It is anticipated that wildlife will continue to visit the area of development.

No known nationally designated threatened or endangered species have been observed or are known to exist within the property boundary. Prairie dog colonies may exist on site, and the possibility exists for the presence of burrowing owls. A burrowing owl survey is recommended prior to any earthwork moving or earthwork moving should be limited between March 15 through October 31.

Our response:

The statements above reflect the need to perform a detailed environmental impact assessment. "It is anticipated that many species of birds and raptors utilize this habitat year-round for nesting and hunting". Further, it is stated: "No known nationally designated threatened or endangered species have been observed or are known to exist within the property boundary" and "A burrowing owl survey is recommended prior to any earthwork moving or earthwork moving should be limited between March 15 through October 31." (page 2 of ***Land Suitability Analysis Report****)*

Human activity is the biggest threat to our environment, but we often feel helpless because our actions seem minuscule compared to such immense issues. However, millions of people are taking small steps that will benefit generations to come
The fact is that: Burrowing owls are protected under the U.S. Migratory Bird Treaty Act. Their primary threats include ***habitat loss*** *and predation.*
Colorado's burrowing owls are mostly migratory but overwintering owls have been documented. Federal and state laws prohibit the harming or killing of burrowing owls and the ***destruction of active nests****.*
The Burrowing Owl is also on the California Bird Species of Special Concern Priority 3 list and is a federal species of conservation concern (USFWS 2008), primarily because of habitat loss and degradation from rapid urbanization and conversion of agricultural lands.

We assert that a Burrowing owl study ***shall be required*** *and completed before any earthwork moving or earthwork moving should be limited between March 15 through October 31.*

Can you help us protect this habitat from almost certain total destruction?

Thanks in advance for your quick response.

Patrick Crumal
[redacted]

BrieAnna Simon

From: Ron Kingery [redacted]
Sent: Thursday, January 11, 2024 4:58 PM
To: BrieAnna Simon
Subject: Chateau dev

Follow Up Flag: Follow up
Flag Status: Flagged

Hi BrieAnna, I am also very concerned about this new dev. Eventhough the town had thus slated since the 80's, many things have changed since then, in particular the lack of water and unprecedented growth.

I live on the corner of [redacted]. We are already having water restrictions, which are only going to get worse. According to the engineers study, this development will, alone, take half of our areas alloted water. This is unsustainable.

As far as traffic goes, every surrounding neighborhood is a non hoa, meaning, we park our trucks, boats, motorhimes, etc along the streets. These streets are not meant as thoroughfares for high volume traffic. The streets already only have rm for one vehichle at a time in many places. The majority of this new traffic will be coming down valley and Eaton, as they are the most direct routes to I25. This will push a high volume of cars through an already dangerous congested roundabout at Gilbert and Plum.

These are just two of my many concerns about this new development.

Thank you for coming to meeting and listening. Ron Kingery. [redacted]

BrieAnna Simon

From: Terry Beh [redacted]
Sent: Friday, January 12, 2024 11:09 AM
To: BrieAnna Simon
Cc: Max Brooks; Tim Dietz; Desiree LaFleur
Subject: Proposed Chateau Valley Development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear BrieAnna,

I'm writing to express my concerns about the proposed Chateau Valley development that I hope you will take into consideration before it is approved. I also hope you and the Planning Commission will see the need for a detailed wildlife study be performed before granting approval to this housing development.

As you may or may not know, the Memmen Ranch property has some unique characteristics that distinguish it from other parcels of land within the borders of Castle Rock. First, it does not lie on the outskirts of the community, as do most other properties zoned for development. It is right in the center of town! This land is also bordered on three sides by long-established neighborhoods. Our house on [redacted] is in one of the newest and is going on 30 yrs. old. Others, I daresay, have probably been there twice as long—or longer. Needless to say, this project, its construction, additional roads, traffic, etc. will be a *major* disruption to the scores of families and hundreds of people it will impact. Virtually no one in the area I've spoken to is in favor of the plan.

Second—and the primary purpose of this email—is to inform you that this special parcel of land is home to many species of mammals, birds, reptiles and amphibians, not to mention insects. We know this because our house backs up to the southern edge of the proposed development. Sometimes animals from this "open space" end up in our back yard or in one of our window wells. Among them, we have experienced bull snakes, garter snakes, a milk snake (very rare for this part of Colorado), tiger salamanders, Chorus Frogs and mice--including a Preble's Jumping Mouse. We also commonly see a variety of small birds, including different species of sparrow, junco and chickadee, Goldfinch, Mexican Jay, Steller's (Blue) Jay, Colorado Blue Jay, Western Scrub Jay, Rufous-sided Towhee, Mountain Blue Bird, as well as turkeys, owls, hawks, vultures, wood peckers, hummingbirds, doves, magpies, robins, crows, black birds, grackles and the occasional oriole. Among the mammals found in the area are: deer, bobcats, coyotes, foxes, rabbits, skunks, raccoons, squirrels, mice, voles--and possibly cougars. We had two bears on our street last summer. Other creatures could include rattlesnakes, lizards and, most likely, toads--and I'm sure this is not an exhaustive list. In short, the proposed location for Chateau Valley is currently a *major* wildlife corridor, and one of the few remaining within the limits of our town. No doubt one of the reasons for this is that it contains a tributary of Seller's Creek, which could be called an "occasional creek" (though it is usually wet throughout the year), and could likely be considered a riparian habitat.

In particular regard to the Preble's Jumping Mouse—a "threatened species"—a couple of years ago we discovered a mouse in one of our window wells and place a board down into it to enable the little creature to get out. My son happened to take some videos of this mouse climbing out and scurrying away. These videos show a mouse with a long tail and that can jump rather high. We are almost certain that it was a Preble's. I still have the videos (which are not great, but clearly show the mouse) and would be happy to send them to you and/or to whomever or whatever agency would be appropriate. (The files are too large to attach here; however I may be able to forward them to you via my son's original email or put them on a thumb drive,)

In any case, we believe that it is essential for the town to have a ***thorough*** wildlife study performed on this property before the approval process goes much further. Such a study is needed not only to determine if the land is indeed Preble's Jumping Mouse habitat, but also to consider the negative impact the Chateau Valley development will have on both wildlife and people. I know that a Land Suitability Report has been done on this property, but I question its thoroughness and wonder if the Town is truly aware of the abundance of animal species that live here—and has ***fully*** considered the devastating impact that building houses will have on them, the people who reside in the surrounding neighborhoods and the overall quality of life in Castle Rock.

Thank you for your consideration. We look forward to hearing back from you, and please let me know if you would like to see the videos of the Preble's Jumping Mouse, or if there is any other information we can provide in regard to these concerns.

Respectfully,

Terry & Anne Beh

[redacted]

[redacted]

[redacted]

BrieAnna Simon

From: BrieAnna Simon
Sent: Thursday, January 18, 2024 8:51 AM
To: 'Tim Rossette';[redacted]
Cc: Cara Reed; Jason Gray; TownCouncil Mailbox; TJ Kucewesky; Tara Vargish; Kevin Wrede
Subject: RE: Chateau Valley Questions

Good morning Tim,
Thank you for your email below. I apologize for the delayed response. Please see the Town's response in red below.

Additionally, a copy of the applicants recording of the second neighborhood meeting can be found at the following link: https://crgov-my.sharepoint.com/:f:/p/bsimon/EkwUSqpHXC5Dir7m7kzruuABgM6ATrWzOnVkEb5ln7uw3Q

Let me know if you have any questions or additional comments.
Thank you.

BrieAnna Simon
Development Services | Senior Planner
Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
Direct 720.733.3566 | bsimon@crgov.com

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27

From: Tim Rossette [redacted]
Sent: Tuesday, January 2, 2024 2:23 PM
To: BrieAnna Simon <BSimon@crgov.com>
Cc: [redacted] Cara Reed <CReed@crgov.com>; cbender@crgov.com; tfelts@crgov.com; Jason Gray <JGray@crgov.com>; TownCouncil Mailbox <towncouncil@crgov.com>
Subject: Re: Chateau Valley Questions

Hello,

I have the following concerns/questions that I would like to see addressed regarding the Chateau Valley Site Development Plan:

At this time, the TIA (Transportation Impact Analysis) for the SDP has not been approved. Staff is still reviewing and working with the applicant on the provided analysis. Until the TIA is approved the locations and types of mitigation are not clear at this time.

- This development is going in between several long-standing neighborhoods to the north, west, and south. It appears that all access to the new homes will be through these existing neighborhoods. What are the plans for mitigating the impact of traffic traveling through these areas? Since I live on the south side, I'm specifically concerned with:
    - **Valley and Plum Creek** - The traffic study indicates that this intersection could see a significant traffic increase bringing it to LOS C. What updates will be made to the intersection to handle this?

      Per the Town's criteria a LOS C does not require mitigation.

- **Eaton and Plum Creek** - My concerns here are not with the intersection, I assume the new traffic circle can handle that. I'm concerned with increased traffic on Eaton into Chateau Valley. Right now this is a slow, quiet, residential street and I'm worried the added traffic will cause problems. Will traffic calming measures be put in place encouraging traffic to take Valley bypassing the residential street?

  Traffic Calming mitigation measures are both criteria driven for new developments and community driven in existing neighborhoods. Both processes are in the Transportation Design Criteria Manual (TDCM). As we are in the middle of the review process, staff is reviewing the proposed plans and working with the applicant to assess where traffic calming will be needed and to ensure the criterial outlined in the TDCM is met.

- Related to the above, there are a large number of residents from Oakcreast Dr. who currently park along Valley Dr. After the update, will parking still be allowed there? Is there a plan for overflow parking from Oakcreast so that those vehicles do not end up on Sandhurst, Summerfield, and Baldwin Park?

  Parking on Valley Drive is currently allowed. Staff will update Public Works on this concern to see if there is any future recommendations or direction. At this time there is not a specific plan to change parking on Oakcrest. Changes to onstreet parking would need to go through a process with Public Works, after the development is constructed and the actual parking impacts are known.

- How long is buildout planned to take and how is construction traffic going to be managed?

  The applicant responded to this in their reply email.

- South Ridge Elementary is already at capacity and continues to serve the increasing population of Crystal Valley. Have there been discussions with the school district regarding how to handle a further increase in the student population there?

  The Douglas County School District owns and operates the school system in Town. The Town can only regulate public land dedication to hold for future schools. This project has been provided to Douglas County School District who will comment and provide any required contribution to the developer directly. The School District has an overall master plan for the district on student enrollments and has been working to get funding passed for additional schools, although I don't believe the last ballot measure passed. If you have additional questions on school district requirements, please reach out directly to Douglas County School District.

Please let me know if any additional information would be helpful.

Thanks,

[redacted]

On Tue, Jan 2, 2024 at 9:40 AM BrieAnna Simon <BSimon@crgov.com> wrote:

> Good morning Tim,

The applicant is required to record the meeting. You can request a copy of the recording following the meeting. You are welcome to send over questions prior to the meeting. I do recommend also stating or typing in the questions during the meeting as well. I have copied the applicant on this email so you can email both of us the questions prior to the meeting.

Let me know if you have any questions.

Thank you.

BrieAnna Simon

Development Services | Senior Planner

Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
Direct 720.733.3566 | bsimon@crgov.com

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27

From: Tim Rossette [redacted]
Sent: Monday, January 1, 2024 11:01 AM
To: BrieAnna Simon <BSimon@crgov.com>
Subject: Chateau Valley Questions

Hi there.

I'm going to try to attend the virtual meeting but will be working and might have to dip out. Will the meeting be recorded so I can watch later? Also, can I submit questions by email?

Thanks,

Tim

BrieAnna Simon

From: Jill Holland [redacted]
Sent: Thursday, January 18, 2024 9:14 AM
To: [redacted]
Cc: BrieAnna Simon
Subject: Re: Chateau Valley and Founder's Vista

Thanks for the info.

On Thu, Jan 18, 2024 at 9:12 AM [redacted] wrote:

On Wednesday, January 17, 2024 at 07:46:04 PM MST, Jill Holland [redacted] wrote:

Thanks for your response. You used a lot of words to conflate a lot of issues, but I'm still not convinced about the traffic issues not having much of an impact.

A few more questions for you:
1) how many new wells will be drilled on the CV and FV properties?
No new wells will be drilled on either property, Both projects will be supplied by the Towns existing water network.
2) how many new metro districts will be created for Cv and FV?
No new metro districts are proposed to be formed.
3) will any of these metro districts encompass existing properties on the perimeters of CV and FV?
No new metro districts are proposed to be formed. Founders Vista is already in District 9 of the Founders Metro District.
Jill Holland

On Wed, Jan 17, 2024 at 6:02 PM [redacted] wrote:

Jill Holland
[redacted]

Ms. Holland,
Thank you for your involvement in the Chateau Valley Subdivision review process. The following is in response to your email received by our office on January 17, 2024.

1) a larger room and longer time frame is needed to accommodate the large crowd and many comments.
We will investigate a larger room for our next neighborhood meeting.

As best I could hear, there were 116 comments/questions waiting to be heard from online attendees, when Russell Hall (RH) declared the meeting finished, 10 MINUTES BEFORE the scheduled close of the meeting. But he "promised" all of those would be heard at the next meeting.
Russell Hall stated that any questions not heard should be emailed to BrieAnna Simon. The Town of Castle Rock will forward all emails from residents to Highline Engineering for response.
RH needs to condense his presentation to 5 minutes max, in order to give attendees more time to voice our questions and concerns.
The presentation is the summary of the project for information on all major topics and issues to be considered. Hopefully the information contained in the applicants presentation answers many questions for neighbors. Typically these presentations only take 15-20 minutes to complete.

2) BrieAnna Simon (BS), Town of CR rep for the development, should be front and center at this meeting, instead of hanging around in the back of the room and LEAVING the meeting EARLY. She should be prepared to answer all of the questions that RH could not/would not address, regarding the Town's actions, history, requirements, and other pertinent info. Thank you to Sandy Vossler, who was invaluable in fielding questions at the recent Oaks2A meeting. BS should have done the same at the CV meeting.
Please see Tara's response to the Towns role and attendance in these neighborhood meetings.

3). The fellow at the front of the room, manning the PowerPoint presentation and fielding questions from online attendees needs to stop mumbling and speak up, so that the live audience can hear and understand questions and answers.

Chris Meeks is the name of the person running the zoom portion of the neighborhood meeting. He will be copied on this response email for our next meeting.

4) Representatives from CR Water, CR Transportation/Traffic, CR Wildlife (and other) departments should have been in attendance, to address the majority of the concerns expressed. Too easy and too convenient for RH to say "I don't know" or "That's not my department".
Our review of the meeting notes indicate that all of the questions raised by the attendees were addressed. Some of the information provided regarding traffic and water was refuted. We will have our traffic Engineer present at our next meeting to defend their traffic report if necessary. As stated at the neighborhood meeting, the traffic study prepared for Chateau Valley was made in accordance with the Towns standards and was reviewed by the Town's staff for compliance with the Towns standards.

5) IF other Town reps were present, they should have made their presence known and made themselves available to field questions, instead of congregating quietly in the back of the room.

The five points made above certainly give the impression that these meetings are simply to check the requirements boxes for RH. Opinions are not respected, questions are not answered, and valid arguments against these developments are dismissed.
All questions are answered, and all participants are given the opportunity to speak their opinions at these meetings.
The presentation is the summary of the project for information on all major topics and issues regarding development are to be considered. The plans and presentation are intended to represent compliance with the existing zoning and compliance with the Towns standards for development. It is important to know that the existing zoning is the guidelines for development of this property. The developer is not allowed to deviate from the existing zoning which defines the land use and density stated on the zoning documents.

On to my next set of points:

1) To Town Council members:
YOU were elected to represent your constituents, but who do you really represent? Many of us feel that your focus is on representing developers, realtors and big-box home builders, the majority of which DO NOT LIVE HERE! It has been suggested that you're afraid to significantly reduce density because the developer would sue the Town…and also, because other information might come out that you want to keep under wraps. If that is the case, shame on you! You should not be representing our Town as a council member. Thanks to Ms. Cavey and Mr. Dietz for not voting the

status quo. (Even though at least one Next Door commenter has labeled these two as alt-right QAnon-ers.)

As stated in the Neighborhood Meeting, 576.43 allowable units for Chateau Valley. Chateau Valley currently proposes 415 units… A reduction of 161.43 units from that allowed.

2) Speaking of developers, in the case of CV (and maybe FV as well?), RH stated that the sale of the Memmen Property is "under contract". If that is the case, it would seem that the max density allowed could be greatly reduced now, since the developer does not own the property. Then, the developer (who doesn't live here) could decide whether it was worth his bank balance to proceed with the purchase and development.

As stated above, It is important to know that the existing zoning is the guidelines for development of this property. The developer is not allowed to deviate from the existing zoning which defines the land use and density stated on the zoning documents.

3). For Mr. Marlowe and the water department…yes, we see all of the steps being taken to assure that the Town has adequate water supply for all of these new developments. But I submit to you that it is at the detriment of the 1000s of residents in unincorporated Douglas County who have private wells. The water that CR says they have plenty of, is depleting other peoples' well water resources. Many of those wells are in the Denver Aquifer, which is NON-RECHARGEABLE! This, in my opinion, is robbing Peter to pay Paul, and it is not OK!
(Full disclosure: I live in unincorporated Douglas County, and our west property line is the east property line of CV as well as the Town of CR boundary. Our well is 1063' deep and in the Denver Aquifer, because the drillers couldn't hit water in the more shallow aquifers. So Mr. Marlowe and others, how would you like to live here, knowing that CR's rampant overdevelopment is depleting YOUR well water source, and that what was, 10 years ago, a 100-year aquifer is now significantly less than that, according to the USGS?

As presented in the Neighborhood meeting:

4). The overwhelming majority of attendees at the 1/9 meeting had serious and valid concerns about traffic. Many felt like the so-called traffic study was bogus, and RH stumbled over the name of the company that conducted the study, and declined to provide contact information. One attendee pointed out that the level of service at the intersections into and out of CV were classified as E's and F's…yet the Town has determined that an acceptable level of service is level D and above. And what about the arterial streets that feed CV? Plum Creek Speedway, Gilbert and 5th Street are already congested enough, yet RH states that CV will have no negative impact on traffic.

In response to statements made at the meeting, our traffic engineer offers the following insight:

Valley & Plum Creek – Pursuant to Town of Castle Rock Transportation Design Criteria, LOS D is considered the minimum acceptable level of operation for all through movements and right turns, while LOS E is the minimum acceptable level for left turn movements. The TIS results indicate that although the development may increase delay for some movements at the study intersection, these increases are not considered significant with the majority of LOS results remaining within the Town criteria. One exception may include the southbound left turn movement from Valley onto Plum Creek, however it is important to note that this movement is expected to experience increasing delays even without added traffic from the proposed development simply due to the growing through traffic on Plum Creek (i.e. more through traffic on Plum Creek results in fewer gaps for left turning vehicles to enter the stream of traffic). The proposed development is noted to only add 5 vehicles to this left turn movement, which is not a substantial amount. That said, recommendation has been made to the Town to

continue to monitor the intersection in order to assess potential future control improvements, including signalization or roundabout conversion. Current TIS findings indicate that even with the proposed development, signalization of the intersection is not yet warranted, but it may become warranted as the Town continues to expand. Additionally, the completion of Valley Drive connecting the existing northern and southern communities is expected to provide a new north-south route that the existing neighborhoods may utilize as an alternative to heading south to Plum Creek which is currently the only option. With this addition, it is likely that actual intersection operations will be better than shown in the TIS which focuses on a conservative, worst-case, condition.

Eaton & Plum Creek - It should be noted that Traffic Calming methodologies are generally prescriptive in nature in order to address existing problems caused by unwanted driver behaviors. Such behaviors are challenging to design for when non-existent as there are few indications that new vehicle traffic will utilize planned roadways for cut through purposes except based on individual perception. However, roadway designs for the proposed development are coordinated with Town Staff in order to meet specific criteria related to expected function, which includes whether or not a given roadway is expected to be used as a main thoroughfare or neighborhood access. As such, the Eaton connection has been planned to provide a limited cross-section design for accommodating local traffic only, and only those new residents who live within a reasonable travel distance from the intersection are expected to utilize this roadway. Figure 8 of the TIS shows that upon development build-out a maximum of 92 vehicle trips are expected to utilize Eaton during the morning peak hour, and 110 during the afternoon peak. This volume may visually be equated to seeing approximately two vehicles pass by along the road every minute, assuming a standard rate of arrival. Based on this, it is believed that Eaton should not experience a substantial amount of vehicle traffic beyond that which it will be designed for.

5). Trees and Wildlife: the plan to transplant evergreens under 20', and that those over 20' will not be saved, is disgusting and laughable. Who is going to water those transplants for the next several years in order for them to survive? My request is the TOWN require the developer to leave every single evergreen in place, regardless of height, unless the tree would be located directly beneath a paved road, paved sidewalk or paved trail. Failure to adhere to this requirement should result in a hefty fine for the developer PER EACH DESTROYED OR TRANSPLANTED TREE. This is for the sake of our trees and our wildlife habitat.

Unfortunately, grading activities is the major contributor to removal of many existing trees. Existing vegetation consists primarily of Natural grass and shrubs with scrub oak and pine trees. 60 existing pine trees under 20' in height will be transplanted onsite after grading is complete for tree conservation.

For now, my earnest plea would be for the Town to cut the allowed number of dwelling units for CV and FV by AT LEAST HALF of the current proposed numbers. Understanding full well that these entitlements were given in the 80s, I'm not convinced that the allowable density was allowed to be grandfathered in for 40 years without requiring a renewed zoning and density application.

The Young American PUD was designed and approved in 1983, which included Baldwin Estates. Chateau Valley is an infill subdivision which blends with the surrounding neighborhoods having approximately the same density as the surrounding neighborhoods. Chateau Valley was designed to provide open space and amenities to serve the entire community. 50.4 acres of open space are proposed onsite which comprises of

over 45% of the total site. Multiple trails will be constructed for open space enjoyment. A lot for clubhouse amenities are also proposed.

On Wednesday, January 17, 2024 at 10:22:26 AM MST, Tara Vargish <tvargish@crgov.com> wrote:

Rusty,

I am passing this message on to you, as it looks like Ms. Holland got your email address incorrect.

Thank you,

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
direct 720.733.3582 mobile 720-473-2473 tvargish@CRgov.com

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https://www.surveymonkey.com/r/LR35C27

From: Tara Vargish
Sent: Wednesday, January 17, 2024 10:21 AM
To: 'Jill Holland' [redacted]; Mark Marlowe <MMarlowe@crgov.com>; Tim Dietz <TDietz@crgov.com>; TownCouncil Mailbox <towncouncil@crgov.com>; Andrius Petrauskas <APetrauskas@crgov.com>; [redacted] BrieAnna Simon <BSimon@crgov.com>; Desiree LaFleur <DLaFleur@crgov.com>; [redacted] Jason Gray <JGray@crgov.com>; Jacob Vargish <JVargish@crgov.com>; Kevin Bracken <KBracken@crgov.com>; Laura Cavey <LCavey@crgov.com>; Max Brooks <MBrooks@crgov.com>; Parks Mailbox <parks@crgov.com>; Planning Mailbox <planning@crgov.com>; Ryan Hollingshead <RHollingshead@crgov.com>; Safe Routes <saferoutes@crgov.com>; Spencer Raish <SRaish@crgov.com>; Thomas Reiff <TReiff@crgov.com>; Water Mailbox <water@crgov.com>; Water Conservation <WaterConservation@crgov.com>; waterquality@crgov.com
Subject: RE: Chateau Valley and Founder's Vista

Good morning Ms. Holland,

Thank you for reaching out regarding the Chateau Valley Site Development Plan application. This is an active application that is going through the Town's development review process, and we appreciate your comments and concerns regarding it. I would be happy to set up a time to meet with you and our CR Water Director Mark Marlowe and talk through your various questions on the project.

I do want to let you know that the purpose of the neighborhood meeting is for the Applicant to share their project with the neighborhood and to collect their feedback. Town staff attend these meetings to hear the feedback, however it is not a town run meeting. It is unfortunate that yourself or other residents in attendance have been mislead into thinking that BrieAnna left the meeting early, as she did not. She and TJ Kucewesky, our Assistant Director for Development Services, were in attendance through the end, and left after all of the residents left.

Please let me know if you'd be able to meet in person here at Town Hall on any of these times:

Friday Jan 19th at 3pm or 4pm

Wednesday Jan 24th at 8:30 am or 4pm

Thursday Jan 25th at 10 am

If these don't work, let me know and I'll look at some other times that work for Mark and I.

Thank you,

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
direct 720.733.3582 mobile 720-473-2473 tvargish@CRgov.com

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https://www.surveymonkey.com/r/LR35C27

From: Jill Holland [redacted]
Sent: Tuesday, January 16, 2024 1:28 PM
To: Mark Marlowe <MMarlowe@crgov.com>; Tim Dietz <TDietz@crgov.com>; TownCouncil Mailbox <towncouncil@crgov.com>; Andrius Petrauskas <APetrauskas@crgov.com>; [redacted] BrieAnna Simon <BSimon@crgov.com>; Desiree LaFleur <DLaFleur@crgov.com>; [redacted] Jason Gray <JGray@crgov.com>; Jacob Vargish <JVargish@crgov.com>; Kevin Bracken <KBracken@crgov.com>; Laura Cavey <LCavey@crgov.com>; Max Brooks

<MBrooks@crgov.com>; Parks Mailbox <parks@crgov.com>; Planning Mailbox <planning@crgov.com>; Ryan Hollingshead <RHollingshead@crgov.com>; Safe Routes <saferoutes@crgov.com>; Spencer Raish <SRaish@crgov.com>; Thomas Reiff <TReiff@crgov.com>; Tara Vargish <TVargish@crgov.com>; Water Mailbox <water@crgov.com>; Water Conservation <WaterConservation@crgov.com>; waterquality@crgov.com
Subject: Chateau Valley and Founder's Vista

To Whom it may concern (which should be every recipient of this email)…

I'm writing to express my deep dismay over the proposed developments of Chateau Valley (CV) and Founders Vista (FV). My thoughts below are a compilation of the numerous comments stated on 3-4 "NextDoor" posts in recent weeks, as well as a few of my own, not necessarily stated on Next Door.

I attended the first two neighborhood meetings for CV and 2 of the 3 for FV. Regarding the CV meeting held on 1/9, a few comments:

1) a larger room and longer time frame is needed to accommodate the large crowd and many comments. As best I could hear, there were 116 comments/questions waiting to be heard from online attendees, when Russell Hall (RH) declared the meeting finished, 10 MINUTES BEFORE the scheduled close of the meeting. But he "promised" all of those would be heard at the next meeting.

RH needs to condense his presentation to 5 minutes max, in order to give attendees more time to voice our questions and concerns.

2) BrieAnna Simon (BS), Town of CR rep for the development, should be front and center at this meeting, instead of hanging around in the back of the room and LEAVING the meeting EARLY. She should be prepared to answer all of the questions that RH could not/would not address, regarding the Town's actions, history, requirements, and other pertinent info. Thank you to Sandy Vossler, who was invaluable in fielding questions at the recent Oaks2A meeting. BS should have done the same at the CV meeting.

3). The fellow at the front of the room, manning the PowerPoint presentation and fielding questions from online attendees needs to stop mumbling and speak up, so that the live audience can hear and understand questions and answers.

4) Representatives from CR Water, CR Transportation/Traffic, CR Wildlife (and other) departments should have been in attendance, to address the majority of the concerns expressed. Too easy and too convenient for RH to say "I don't know" or "That's not my department".

5) IF other Town reps were present, they should have made their presence known and made themselves available to field questions, instead of congregating quietly in the back of the room.

The five points made above certainly give the impression that these meetings are simply to check the requirements boxes for RH. Opinions are not respected, questions are not answered, and valid arguments against these developments are dismissed.

On to my next set of points:

1) To Town Council members:

YOU were elected to represent your constituents, but who do you really represent? Many of us feel that your focus is on representing developers, realtors and big-box home builders, the majority of which DO NOT LIVE HERE! It has been suggested that you're afraid to significantly reduce density because the developer would sue the Town…and also, because other information might come out that you want to keep under wraps. If that is the case, shame on you! You should not be representing our Town as a council member. Thanks to Ms. Cavey and Mr. Dietz for not voting the status quo. (Even though at least one Next Door commenter has labeled these two as alt-right QAnon-ers.)

2) Speaking of developers, in the case of CV (and maybe FV as well?), RH stated that the sale of the Memmen Property is "under contract". If that is the case, it would seem that the max density allowed could be greatly reduced now, since the developer does not own the property. Then, the developer (who doesn't live here) could decide whether it was worth his bank balance to proceed with the purchase and development.

3). For Mr. Marlowe and the water department…yes, we see all of the steps being taken to assure that the Town has adequate water supply for all of these new developments. But I submit to you that it is at the detriment of the 1000s of residents in unincorporated Douglas County who have private wells. The water that CR says they have plenty of, is depleting other peoples' well water resources. Many of those wells are in the Denver Aquifer, which is NON-RECHARGEABLE! This, in my opinion, is robbing Peter to pay Paul, and it is not OK!

(Full disclosure: I live in unincorporated Douglas County, and our west property line is the east property line of CV as well as the Town of CR boundary. Our well is 1063' deep and in the Denver Aquifer, because the drillers couldn't hit water in the more shallow aquifers. So Mr. Marlowe and others, how would you like to live here, knowing that CR's rampant overdevelopment is depleting YOUR well water source, and that what was, 10 years ago, a 100-year aquifer is now significantly less than that, according to the USGS?

4). The overwhelming majority of attendees at the 1/9 meeting had serious and valid concerns about traffic. Many felt like the so-called traffic study was bogus, and RH stumbled over the name of the company that conducted the study, and declined to provide contact information. One attendee pointed out that the level of service at the intersections into and out of CV were classified as E's and F's…yet the Town has determined that an acceptable level of service is level D and above. And what about the arterial streets that feed CV? Plum Creek Speedway, Gilbert and 5th Street are already congested enough, yet RH states that CV will have no negative impact on traffic.

5). Trees and Wildlife: the plan to transplant evergreens under 20', and that those over 20' will not be saved, is disgusting and laughable. Who is going to water those transplants for the next several years in order for them to survive? My request is the the TOWN require the developer to leave every single evergreen in place, regardless of height, unless the tree would be located directly beneath a paved road, paved sidewalk or paved trail. Failure to adhere

to this requirement should result in a hefty fine for the developer PER EACH DESTROYED OR TRANSPLANTED TREE. This is for the sake of our trees and our wildlife habitat.

My original intent of this lengthy email was to include the hundreds of comments made on Next Door opposing CV and FV, but that will have to wait for another day. I wish you all would read them…you'd find the arguments against these two developments to be valid and substantial.

For now, my earnest plea would be for the Town to cut the allowed number of dwelling units for CV and FV by AT LEAST HALF of the current proposed numbers. Understanding full well that these entitlements were given in the 80s, I'm not convinced that the allowable density was allowed to be grandfathered in for 40 years without requiring a renewed zoning and density application.

Let me put it this way…what if the current town staff and county commissioners were to require today, that 40 years from now, only electric vehicles, equipment and appliances would be allowed in CR or DougCo, and that every resident would be given free college tuition and free healthcare. Would you feel ok about making those mandates permanent? No, I didn't think so.

I haven't written this merely for my own personal amusement. I fully expect to receive a response from the majority of you. If not, it certainly tells where your allegiance is, and it's not to the citizens of CR and Douglas County.

I gratefully await your replies.

Sincerely,

Jill Holland

[redacted]

BrieAnna Simon

From: [redacted]
Sent: Thursday, January 18, 2024 2:07 PM
To: BrieAnna Simon
Subject: RE: Chateau CONERNS

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you BreAnna I appreciate you compiling all the concerns. Residents have many questions on multiple 'studies' or the information provided in regards to wildlife, traffic, and water. We are not pleased with the development group, who gave incorrect facts on what types of animals owls eat and how they will not be impacted, but more importantly, stating that the 'wildlife walk throughs' will allow the wildlife to 'go through to.. wherever they go'. We are destroying so much of their land int his very small space already, they will have nowhere to go. The traffic, runoff, and construction alone will drive any animals from this area and destroy the land. We want development in areas that make sense, not in areas that are cherished for their beauty. An offer must be made for the property to keep it to an open space for residents to enjoy, otherwise this town will fade away into the mass that is 'DENVER' and with it, all the characteristics that follow.

Have a great day,

From: BrieAnna Simon <BSimon@crgov.com>
Sent: Thursday, January 18, 2024 1:55 PM
To: [redacted]
Subject: RE: Chateau CONERNS

Good afternoon Rachel,
Thank you for providing your feedback and comments related to the Chateau Valley site development plan. This information has been compiled and will be provided to both the Planning Commission and Town Council, who makes the final decision on this application. Let me know if you have any questions or additional comments you would like to provide.
Thank you.

BrieAnna Simon
Development Services | Senior Planner
Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
Direct 720.733.3566 | bsimon@crgov.com

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27

From: [redacted]
Sent: Wednesday, January 10, 2024 2:34 PM
To: BrieAnna Simon <BSimon@crgov.com>
Subject: Chateau CONERNS
Importance: High

BreAnna, you have to help.

We must divert this land development for Chateau.

My name is Rachel and I have lived in Castle Rock for over eight years, living on [redacted] for the past two. I moved to Castle Rock because of how beautiful this small town was and how much they cared about their people and the nature around them. The housing that's developed in these last eight years has been astonishing – and we are still expanding. I understand the need for housing but I severely object to this development in our town for many reasons.

I strongly object to Ash Ave being extended to any other neighborhood for an access point, regardless of what homes are built and how many. There is no reason to increase traffic and make Glover a 'through-neighborhood' for those who want to save a few minutes or avoid other traffic. The study performed for traffic flow is completely flawed, as there is no way you can assess traffic at intersections on roads that do not exist yet. You cannot gauge the traffic on Ash/Elm based on the current residents, because two access points will open up hundreds of new vehicles to travel each day down our small neighborhood roads. Why would you want to destroy the roads and clog traffic around downtown here when it's already chaotic enough, bordering on becoming unsafe soon? With all the complexes going up and being built, how can anyone predict any traffic when hundreds of families are set to move in before this land can even start development?

I am severely concerned for the wildlife in this area that is supposed to be cherished by the city and residents, because their homes and grazing land are being destroyed rapidly. With all the construction from Ridge Road many animals have become cramped, confined, or have perished from our actions. Where will the bobcats, foxes, coyotes, deer, turkey, owls, bears, eagles, and beavers go when their homes are taken away with this development? How many will have to be euthanized because they are too comfortable with humans, become aggressive, or won't stop destroying property or killing pets? The study performed in 2022 does not account for the construction and migration changes for 2023. We have seen more wildlife in our back yards than ever before.

We cannot lose these precious trees. We cannot sacrifice this fragile nature. All this construction will drive any wildlife that is present away, and they will not come back. When that happens, the earth will die in these 'preserved open space areas' and it will become a wasteland while we sacrifice the flora and fauna just to cram a thousand homes into a small space. We cannot displace or sacrifice our water, it's scarce as it is. We need to encourage good decisions for the land, our people, and the state of Colorado and preserve the beauty. Homes can be built further east where forests don't have to be destroyed.

BrieAnna Simon

From: Kevin Wrede
Sent: Friday, January 19, 2024 2:29 PM
To: Jennifer Reed
Cc: Max Brooks; Tara Vargish; TJ Kucewesky; Dave Corliss; Cara Reed
Subject: RE: Response to Ms. Reed concerning Chateau Valley

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Reed: see below in red for answers to your questions. Please let me know if you have any further questions.

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27

Kevin Wrede
Planning Manager
Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80104
720-733-3537
KWrede@CRgov.com
www.CRgov.com

From: Jennifer Reed [redacted]
Sent: Friday, January 19, 2024 12:10 PM
To: Kevin Wrede <KWrede@crgov.com>
Cc: Max Brooks <MBrooks@crgov.com>; Tara Vargish <TVargish@crgov.com>; TJ Kucewesky <TKucewesky@crgov.com>; Dave Corliss <DCorliss@crgov.com>; Cara Reed <CReed@crgov.com>
Subject: Re: Response to Ms. Reed concerning Chateau Valley

Thank you, Mr. Wrede, for your response. It very much clarifies the difference(s) between the response after the Nov 2021 Neighborhood Meeting and this most recent one. I appreciate the time you took to outline the shift in such detail.

May I assume, then, that Cara Reed is no longer working for the Town? (1) Has someone else replaced her as the Neighborhood Liasion for the Memmen South neighborhood? (2) If so, may I have their contact information? (3)
Cara Reed still works for the Town and has not changed positions so you can continue to contact her anytime for questions she typically answers for you.

I do not know if you live in Castle Rock, but our particular neighborhoods are unique in that (at least on the N.Valley side) we are relatively close-knit. Neighbors in Memmen South talk to each other, help each other, have deep friendships. As such, I find myself often being asked questions about the proposal and want to make

sure I relay the information I have as accurately as possible. I will pass on that all emails should go to BrieAnna, however, it is likely that other parties will be CC'd on them.

I was aware that Town policies require a minimum of 3 Neighborhood meetings -- how often are more held? We don't track that data, but I would say the majority hold 3 meetings, but a handful of projects hold more than that for a myriad of reasons. (4) Secondly, after the Neighborhood Meetings come the Public Hearings -- how many are required by Town policy? The applicant will be required to have 1 "Public Hearing" meeting with the Planning Commission and 1 "Public Hearing" meeting with the Town Council at a minimum. (5) If the developer is the host of Neighborhood Meetings, who hosts and runs the Public Hearing(s)? The Town schedules and manages all the official "Public Hearing" meetings which Town staff attend to answer any questions from the Board and Commission, as well as present a final staff report showing how the project conforms or doesn't conform to Town Zoning, Codes and Technical Criteria. (6)

Finally, no representative for traffic questions was present at either of the first two Neighborhood Meetings -- will Tom Reiff be available for the third and/or Public Hearings? Tom and the public works department will be represented at the Planning Commission and Town Council "Public Hearings". Tom and our public works department review multiple drafts of transportation studies prior to any "Public Hearings" before the Town Council and Planning Commission. They also ensure that the Transportation Impact Assessment meets all Town Codes and Criteria prior to signing off and allowing the project to be scheduled for official public hearings. (7) It is my understanding that he must sign off on all of the traffic surveys and there were a LOT of traffic-specific questions at the Jan 9th meeting. Mr. Hall was unable to answer questions about traffic, shrugging his shoulders and saying that the Town had said it was okay and he knew nothing more than that. One resident had a full copy of the traffic survey and found that an alarming amount of the data was inconsistent and inaccurate. Your suggestion to "establish a remote or in person meeting with appropriate town personnel to discuss [your] technical questions" sounds like a wonderful solution to understanding the pending traffic issues. Chateau Valley has modified their site plan multiple times and thus have submitted multiple traffic studies for review by our public works team. The last completed review was rated a "Red", which means it has significant issues missing or incorrect. Thus, the review and acceptance of a final and acceptable plan is a significant amount of time away and most likely many more draft versions to be seen. I want to reiterate, Neighborhood Meetings are held for applicants to present their projects and receive feedback in order to make better plan outcomes. During these times Town staff diligently work on multiple reviews over many months to bring proposed projects into conformance with the Zoning Plan, Town Codes, and Technical Criteria. The plans presented by the applicant at neighborhood meetings have not been finalized by the Town reviewers, as they are intended to inform interested residents and non-residents and elicit feedback for the applicant as they work through creating a project that they hope to be approved by Town Council.

Please provide your detailed questions for public works so that BrieAnna can route them for answers. If you find you have more questions please contact us to set up a one on one meeting with our team to clarify any questions you may have remaining.

Again, thank you for your time and attention,

--
Jennifer M. Reed
[redacted]

On Fri, Jan 19, 2024 at 9:16 AM Kevin Wrede <KWrede@crgov.com> wrote:

Hello Ms. Reed.

My name is Kevin Wrede and I am the Development Services Planning Manager for the Town of Castle Rock. I am in receipt of your email sent to Cara Reed in our office. I wanted to respond and explain how our department reviews and handles land use applications with respect to public comments. Our department works in a "Project Manager" model in which we have a single point of contact to oversee each application type that comes through our department. With the high level of resident involvement in the Chateau Valley development case we work extremely hard to ensure we identify and efficiently delegate responses to all of the Town's review departments (i.e. Water, Drainage, Traffic…etc.) We have found that it is much more efficient for the Project manager to be the point of contact for resident questions about the process and technical concerns when projects reach a large level of participation from residents and non-residents. The project manager will answer questions attributable to our department and distribute questions to other Castle Rock department reviewers for written responses to questions attributable to each department. This effectively allows the project manager to collate and manage the vast amounts of comments received over the course of a project's lifespan. Please understand that we have multiple projects under review at the same time and we work diligently to review and respond to all residents and non-residents of the town who send in comments and questions. As you know the applicant is responsible and required to host a minimum of 3 neighborhood meetings during the review period of a project. Town staff are at different phases with respect to review of the documents submitted and thus may not have answers to some of your questions during this initial "applicant" led phase of neighborhood outreach for the project. Rest assured prior to formal "Public Hearings" before the Planning Commission and Town Council, who are the ultimate recommending and approval bodies, your questions will have be answered as our reviewers will have completed all relevant reviews of submitted documents associated with the project to ensure they meet all required laws and technical criteria of the Town.

I would urge you to write all your questions with specifics so that our project manager, BrieAnna Simon, can collate and route these to the appropriate departments and obtain answers that will be returned to you as soon as possible. Our plan reviewers in other departments have many responsibilities besides just plan review and will provided responses as soon as they possibly can. Having these questions in written form allows other department reviewers a better chance to research and provide concrete answers to your concerns. Rest assured BrieAnna is not working on this project alone. Our team of veteran planners and myself work alongside each other every day answering questions and concerns of residents for ALL projects under review. We work tirelessly ensuring all projects meet the legal requirements of the approved zoning, Town Code, and technical criteria manuals approved by the Town.

I want to also assure you that if you cannot get answers to any questions within a reasonable time we can establish a remote or in person meeting with appropriate town personnel to discuss your technical questions more in depth. Having your questions in writing before allows our team to be better prepared if a future meeting is required.

I hope this email finds you well and we look forward to working to ensure you get as much information as needed to answer your questions.

Please do not hesitate to contact me at any time if you have any questions at this email or the number below.

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.

https://www.surveymonkey.com/r/LR35C27

Kevin Wrede

Planning Manager

Town of Castle Rock

100 N. Wilcox St.

Castle Rock, CO 80104

720-733-3537

KWrede@CRgov.com

www.CRgov.com



BrieAnna Simon

From: [redacted]
Sent: Monday, January 22, 2024 11:03 AM
To: BrieAnna Simon
Cc: TJ Kucewesky; Kevin Wrede; [redacted] Jason Gray; Max Brooks
Subject: Chateau Valley Development proposal

Follow Up Flag: Follow up
Flag Status: Flagged

To All,

For the record, I live at [redacted] and have some suggestions for the Chateau Valley Development:

- Anything that can be done to make the area as fire resistant friendly as possible would help the new and existing residents. It is difficult and expensive to get homeowner insurance for this area. Insurance is not my expertise, but I think there are ratings the development can possibly boost to help us all.
- I do recommend larger open space buffers next to adjacent, existing homes. I think especially at Santanna where the existing houses will back up to the side of the new houses. If not a larger area, certainly as large as screen trees as possible.
- Like many others, I do think the density is too much when compared to the existing neighborhoods. The developer is comparing the overall acreage with the number of units. Much of Chateau Valley is not developable anyway with the runoff area. Please subtract what is not developable and rerun your numbers. I think the neighborhood to the south is around 300 houses and the footprint isn't much different (at a glance) to that of Chateau.
- On density, I have worked more than 20 years with HOA's and Metro Districts including serving on a Metro District Board in a newer, densely populated community. The PUD's fail in these communities because owners (or more likely renters) do not use garages for parking, they use them for storage, gyms, workshops, etc. I have seen many times where a unit with a 2 car garage has 4 adults with 4 cars and only one car parked in the garage. Unless you want a trashy, congested look, please allow adequate parking beyond the routine of 1.5 spaces per house or whatever you're using.
- I would ask for consideration of all parties to skip the cul-de-sac that heads west from Valley toward the Memmen Open Space. I would encourage that parcel to remain open space as a trade off for the density of the other areas.
- Lastly, this is far-fetched but in thinking of all the questions and concerns over retention ponds (which as a landscape professional of almost 40 years, I don't get) I was wondering if there could be some consideration of constructing a reservoir (if that's the correct definition) pond that would retain the runoff and then trickle down stream? My thought is there is literally nowhere to take a kid fishing in the Town. For example, Highlands Ranch has a pond at Redstone Park and Worf Ranch in COS has a small reservoir. A fishing pond west of Valley would be a benefit to the town, the new development, and the existing neighborhoods. I wonder if this would be seen as helping to sustain wildlife while also being a benefit to the development. I think much of the open space gets turned over to the Town anyway? They would then maintain and manage it as a Town park.

Mike Bolsinger
[redacted]
[redacted]

BrieAnna Simon

From: Patrick S Crumal [redacted]
Sent: Monday, January 22, 2024 12:14 PM
To: BrieAnna Simon
Cc: Jason Gray; TownCouncil Mailbox; Planning Mailbox; Kevin Wrede; TJ Kucewesky; Thomas Reiff; Max Brooks; Tara Vargish
Subject: Chateau Valley Proposal - State Parcel #2505.124.00.001

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings,

This is a LONG email with a lot of information because the list of issues surrounding the Chateau Valley Proposal - State Parcel #2505-124-00-001 is long, and the issues addressed here are far from exhaustive.

Please take the time to read it where/when you can concentrate on its contents.

We are being told that "***The Town is actively looking for opportunities to preserve land once zoned for residential development for public use***." Two such parcels the town has already obtained for this purpose: 1) a park, called Plum Creek Park, north of Emerald Dr., and 2) the Metzler Ranch Open Space. Both properties were previously zoned for housing.

The Young American PUD now consists of two developments – Chateau Valley (State Parcel #2505-124-00-001) and Founders Vista. Chateau Valley was originally zoned as agricultural and re-zoned residential in August of 1983. How things have changed since the summer of 1983 when water rationing first began and we moved to Castle Rock 41 years ago. Water rationing remains in place today.

Simply put - The Chateau Valley parcel is ideal for returning to public use.

Returning this parcel to public use makes perfect sense given the large number and complexity of the issues developing this parcel brings to existing infrastructure and the natural environment.

Issues such as:

Noise – During construction, there will be significant noise from heavy equipment and blasting!

Water - The first question is always "Where in the heck are they getting all of this water from?" 1129 SFEs in the three developments. Here the utility report did not take into account that there are three simultaneous developments proposed.

The annexation agreement states that the Town of Castle Rock will provide water and sanitary sewer service to the property. ***The property has water rights for only 100 single-family equivalents.*** Additional water will be required to be purchased from the town for additional proposed single-family dwelling units.

It is assumed that the existing purple zone storage tanks will be adequate to supply the project site. The true SFE count on the purple zone tanks shall be verified to ensure adequate supply. Per the Master Plan, it is proposed that a new 2.3-million-gallon tank (11B) is to be constructed in the future. The obvious question becomes "When?"

Although the proposed SFE's in this project's SDP are less than the allowable SFE's, per the Young Americans PUD, it is assumed therefore that the purple zone storage tanks will be able to adequately supply the project site. Not a sustainable assumption.

While assumptions are nice, in this case, they falls far short of reality. The Master Plan states that a new tank (11B) shall be ***built in the future*** and will provide an additional 2.3 MG. Tank 3 is to be replaced by an ***equal-sized tank in the future***. The Town has stated that tanks 11A and 11B will not connect to the proposed site and therefore the site shall only be served by tanks 3 and 9. The result is the new proposed development that presents an additional 920,660 gallons of water required at PHD there is in reality no additional water storage for the existing purple zone residences. Cutting the existing storage supply nearly in half means all of the purple zone will just be served by tanks 3 and 9 and is ignoring the requirements of the existing residences. Again.The annexation agreement states that the Town of Castle Rock will provide water and sanitary sewer service to the property. The property has water rights for only 100 single-family equivalents. Additional water will be required to be purchased from the town for additional proposed single-family dwelling units.

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Although the proposed SFE's in this project's SDP are less than the allowable SFE's, per the Young Americans PUD, it is assumed therefore that the purple zone storage tanks will be able to adequately supply the project site. Not a sustainable assumption.

While assumptions are nice, in this case, they falls far short of reality. The Master Plan states that a new tank (11B) shall be ***built in the future*** and will provide an additional 2.3 MG. Tank 3 is to be replaced by an ***equal-sized tank in the future***. The Town has stated that tanks 11A and 11B will not connect to the proposed site and therefore the site shall only be served by tanks 3 and 9. The result is the new proposed development that presents an additional 920,660 gallons

of water required at PHD and there is in reality no additional water storage for the existing purple zone residences. Cutting the existing storage supply nearly in half means all of the purple zone will just be served by tanks 3 and 9 and is ignoring the requirements of the existing residences. Again.

Schools, Law enforcement, Fire protection. All are understaffed now and will only get worse.

Traffic – The second question is of course "What is the traffic going to look like?"

It is quite apparent that the existing roadways with access to and from the parcels are insufficient for the intended populations. Additionally, the traffic study completed for the Chateau Valley development is seriously flawed.

Flawed in that it does not take into account the additional traffic that will be generated by adjacent development in Founders Vista and Castlewood Oaks (just south of Plum Creek). Each study for these three parcels was done standalone and does take into consideration the traffic from the adjacent properties and all are proposed to be completed at nearly the same time.

The study, while quite voluminous, makes erroneous assumptions about the ability of South Valley Drive, Ash Ave., and Elm Ave. to accommodate the predicted traffic flow. A close inspection of the findings shows that some 3,488 “trips” will be generated each day just from this one parcel. Of these, only 243 occur during the morning peak period and 322 in the afternoon peak period (defining the AM peak period counts during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.). That ratio seems unrealistic.

525 expected trips along Ash Ave. per day upon build-out, in a neighborhood with a narrow right of way of 60', parking on both sides of the street, further narrowing to 45', and with no planned "traffic calming" proposed. This is quite unacceptable.



Should the return to public use not be accomplished, having Ash Ave. continue with only emergency equipment access, law enforcement access or maintenance access is a

viable alternative to through traffic, on Ash Ave.. This will dissuade unnecessary travel on Ash Ave.

A similar solution would be effective at Elm Ave.

"To account for projected increases in background traffic for Years 2025 and 2043, a compounded annual growth rate of approximately two percent was applied to existing traffic volumes."

Castle Rock has a 2024 population of 84,899. Castle Rock is currently growing at a rate of 3.6% annually and its population has increased by 15.2% since the most recent census, which recorded a population of 73,700 in 2020.

A new traffic impact study should be required to provide recalculated daily traffic volumes on each of the previously studied roadways as well as the peak hour volumes which ***include the cumulative effect*** from the other developments.

It is also important to note that no existing volume data was collected or calculated for ***school zone peak hours,*** and each school zone needs to be studied as well.

Capacity and other traffic analyses focus on the peak hour of traffic volume because it represents the most critical period for operations and has the highest capacity requirements. The peak hour volume, however, is not a constant value from day to day or from season to season and is quite often underestimated.

Trees and Grasslands - Stands of Scrub Gambel Oak are located throughout the site. The Scrub Oak is denser at the northern portion of the site, becoming more sparse at the central and southern portions of the site. Gambel Oak brush community varies in height and maturity. Ponderosa Pine and scattered evergreen trees are located along the far Southern edges of the property and the Northwestern portion of the property. ***Much of the Scrub Oak will be removed during grading operations to accommodate urban development***, while ***some*** of the evergreen trees ***may remain*** mostly undisturbed along the Southern perimeter.

"Many of the Evergreen trees located at the Northwestern portion of the site will be removed during grading operations to accommodate urban development". Approximately ***100 Evergreen trees*** under 20 feet in height located at the Northwestern portion of the property will be transplanted ***in an attempt*** to preserve the trees and provide aesthetic beauty and screening for the proposed homes. The trees will be transplanted in Tracts AA, D-1, and I.

The survival rate of transplanted evergreen trees, especially those up to 20 feet tall, can vary depending on several factors. Transplanting large trees is generally far more challenging than transplanting smaller ones, and success is influenced by factors such as species, health of the tree, soil conditions, weather, and proper transplanting techniques.

Here are some considerations:

- Species: Different evergreen species have different transplanting success rates. Some species are more resilient to transplanting stress than others.
- Health of the Tree**:** Healthy trees have a higher chance of survival after transplanting. Trees that are stressed, diseased, or have damaged roots may struggle to establish themselves in a new location.
- Transplanting Techniques**:** Proper transplanting techniques are crucial for the survival of large trees. This includes careful root ball preparation, minimizing root damage, proper planting depth, and providing adequate water and nutrients.
- Soil Conditions**:** The type and condition of the soil in the new location play a significant role. Soil that is well-drained and has good fertility can support the establishment of transplanted trees.
- Weather Conditions**:** Transplanting during the right season and avoiding extremes during the tree's dormant season.
- Aftercare**:** Adequate care after transplanting is essential. This includes proper watering, mulching, and monitoring for signs of stress or disease.

While there isn't a specific survival rate that applies universally, success can indeed vary. Some studies suggest that with proper care and attention to detail, the survival rate for transplanted large trees can be relatively high - to 60 percent. In contrast, others may experience transplant shock and struggle to establish themselves. While unpredictable weather conditions can improve survival rates, weather conditions can also decrease survival rates - to 20 percent.

Information regarding the specific species of evergreen trees along with the local conditions in the area must be gathered and a complete study done in consultation with arborists, horticulturists, and the local agricultural extension services should be required.

Wildlife - Human activity is the biggest threat to our environment, but we often feel helpless because our actions seem minuscule compared to such immense issues. However, millions of people are taking small steps that will benefit generations to come.

Colorado Parks and Wildlife have stated the oak brush vegetative community and surrounding hills provide wildlife with food, water, shelter, and space. It is anticipated that many species of birds and raptors utilize this habitat year-round for nesting and hunting. Mule deer, antelope, elk, bear, coyote, red fox, and mountain lion also use this habitat for carrying out annual life functions. The development will impact this community irreparably. A wildlife population census needs to be done.

Simply put - The Chateau Valley parcel is ideal for returning to public use.

Thank you in advance for taking the time to read this information, and look forward to hearing your responses.

Patrick Crumal & Maureen O'Reilly

[redacted]

BrieAnna Simon

From: Karen Schultz [redacted]
Sent: Tuesday, January 23, 2024 9:21 AM
To: BrieAnna Simon; tkucerwesky@crgov.com; [redacted] Max Brooks; [redacted]
Cc: Brian Schultz; Brian Schultz; Rick Baird
Subject: SDP21-0060 Drainage runoff to boundary properties

Follow Up Flag: Follow up
Flag Status: Flagged

Although we were present at both neighborhood meetings, we did not get the opportunity to express an area of drainage concern.

We are submitting this email and requesting that it be added as a permanent record to the filing known as Chateau Valley, SDP 21-0060.

Drainage Concern

We are Brian and Karen Schultz the property owners of [redacted] Glover subdivision. Our address is [redacted], west boundary property specific to [redacted] identified on the proposed grading plan, (viewable on page 14). We are concerned that this area has no drainage outlet for the runoff to Track E's north or south collection areas and the grading plan shows very tight contours and steep grades directing runoff back toward and onto the bordering properties. We are presuming an increase in what is now a natural flow with the removal and disruption of the natural terrain.

We appreciate your time and timely response

BrieAnna Simon

From: Gary Reed [redacted]
Sent: Wednesday, January 24, 2024 10:35 AM
To: BrieAnna Simon
Cc: Max Brooks; TJ Kucewesky; Kevin Wrede; Thomas Reiff
Subject: Chateau Valley Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Simon, I am very concerned about the increased traffic this development will bring to our area. I currently live on [redacted] and have been here for 20+ years. With the opening of Valley Drive and Santana streets, I can foresee needing a stoplight just to get out of my driveway. I am also very concerned about the loss of open space. We have an abundance of wildlife in this area. I think adding this open space to Memmen Ridge would be far more beneficial than another housing development. Thank you for your consideration.

Gary Reed

From: Tara Vargish
To: Jill Holland; BrieAnna Simon; Mark Marlowe; Kevin Wrede
Subject: RE: Thank you!
Date: Thursday, January 25, 2024 3:53:47 PM

Jill,

Thank you for your kind words below, and most importantly for taking the time to meet with us to go over your and your neighbor's questions. We appreciated having the opportunity to understand the concerns and the confusion also.

Kevin Wrede is our Planning Manager, I have copied him on this also. Kevin and his team will look at your suggestions and we will work to get a more informative introduction stated at the beginning of all future neighborhood meetings.

As additional questions arise, please reach out to BrieAnna and Kevin as needed.

Thank you,

Tara Vargish, PE, Director Development Services
Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
direct 720.733.3582 mobile 720-473-2473 tvargish@CRgov.com

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey:
https://www.surveymonkey.com/r/L83SC27

From: Jill Holland[redacted]
Sent: Thursday, January 25, 2024 11:08 AM
To: BrieAnna Simon <BSimon@crgov.com>; Mark Marlowe <MMarlowe@crgov.com>; Tara Vargish <TVargish@crgov.com>
Subject: Thank you!

To Tara, Mark, BrieAnna and the gentleman sitting next to BrieAnna (sorry, I didn't catch his name)…

Please accept my sincere thanks for the meeting that you hosted yesterday. It was so refreshing to meet face to face with Town staff, and to feel like our concerns were listened to, heard, and in many cases, validated. Even though we were small in number, (that was intentional, by the way), I know that you recognize that we represented a far greater number of citizens who share our concerns…

Concerns that current CR and DougCo residents and taxpayers are being/will be "thrown under the bus" for the benefit of developers and future residents who don't even live here.

It was very helpful to me to learn more about how the process works, and that changes aren't made at the neighborhood meeting phase, unless made by the developer. To that end, I would make the following comments:

The Town staff would do well to provide a brief (in person) summary of the purpose of neighborhood meetings at the beginning of each meeting (i.e., Town decisions and recommendations are not made at this stage). It was stated several times yesterday that the neighborhood meetings, led by the developer, are primarily for the purpose of getting current residents "on board" and in favor of the proposed new development.

Personally (although I believe I speak for many others), by the time I attend 2-3 neighborhood meetings, I am left so disheartened by the developers'* apathy, and projected sense of entitlement, that I feel that it does no good to attend the subsequent Planning Commission and Town Council meetings. By then, it seems that the decisions have already been made, and the development is a "done deal". This may be erroneous on my part, but perhaps the Town could do a better job of letting people know that this is not the case. I certainly would not have known, if not for Tara's excellent overview of the process.
* not just Rusty Hall, but also the developer for the Oaks2A.

I feel that if people weren't so discouraged after neighborhood meetings, that they/we might be more likely to attend the Planning Commission and Town Council meetings, if we felt that there was still room for concessions by the developer at that point.

In closing, I hope you will continue to pay close attention to the voices and concerns of the CURRENT citizens of CR and DougCo. Anyone can make anything look good on paper, but reality is often a different animal. I am still gravely concerned that when Travis and I take a dirt nap in 20 years, our water availability will be drained dry, and our property value will plummet. (Again, what looks good on paper doesn't always translate to reality).

Again, much appreciation to the four of you for yesterday's meeting. I can imagine that trying to appease everyone makes your job very unpleasant at times. Please forward this to the gentlemen whose name I didn't catch.

Sincerely,
Jill Holland

Attached is a photo of Chateau Valley and a small portion of Founders Vista, taken from our deck yesterday.



From:	Sharon Conlon
To:	BrieAnna Simon
Cc:	Kevin Wrede; Kevin Wrede; [redacted] ktucewesky@CR.gov.com; Sharon Conlon; Kevin Wrede
Subject:	Chateau Valley Proposal
Date:	Sunday, January 28, 2024 11:49:51 AM

To whom it may concern,

I have a major concern about the traffic and the wildlife who will be displaced.

I live at [redacted], this street has been proposed to be a main through way to Chateau Valley and I am concerned.

First,
Traffic - Impacts to get to the new Chateau Valley Development

1. HWY 86 to Valley Drive does not have a complete turn lane to Valley Drive; this road is congested currently.
2. South Street which leads to Valley Drive is a small road with cars parked on either side and an Elementary school which is concerning with small children; this is a major concern.
3. Santana Drive is the same as South Street; it is also an older neighborhood, with children playing and parked cars on both sides of the street. Santana is currently a busy street which leads into adjoining homes.
   ALREADY, there is concern for the neighboring children playing and with a major increase of **415** units the traffic going through this neighborhood is dangerous!

Secondly,
Wildlife -

1. We have a herd of elk/deer, bears, mountain lions, coyotes, turkeys who live in that open space - their home.
2. They will be forced out of this open space. What is the movement plan to get them to a safe place?

I appreciate your time to review my concerns for the wildlife, children, traffic and congestion.

A concerned neighbor in Memen South.

Thank you,
Sharon Conlon

From: Deanna Smith
To: BrieAnna Simon
Cc: TJ Kucewesky; KWrede@crgove.com; [redacted]
Subject: Re: Chateau Valley Development Proposal
Date: Monday, January 29, 2024 6:27:00 AM

Hello BriaAnna,

I am writing in response to the Chateau Valley Proposal and wanting to express our concerns. I currently own the property located at [redacted] and would like to express my feedback and concerns and provide an alternative solution for the development land usage behind us.

My main concern with the current proposed land development is that Lots 27 and 28 will completely remove our view of the open space making my property value decline. I purchased this home specifically for the view of the open space behind me which will be taken away with the proposal of a house on Lot 28 and also on Lot 27. Truly the ONLY view we have to enjoy is behind us and is why this house was designed with the largest windows facing south to the open land. As an Army veteran I truly feel one of the joys I have left in life is enjoying the sun and wildlife through my panoramic back windows and cannot imagine living each day without it. I am scared to think how depressed it will make me to see the side of a neighbors house instead.

My proposed solution would be to combine Lots 27 and 28 along with Area 15 to be a public area for residential use, such as a dog park, playground or just leave it open. I feel there is better usage for this land space and hope you will take our valid concerns into consideration.

Thank you,

Chuck and Shirley Karlstrum
[redacted]

From:	Sara Bowers
To:	Jason Gray; BrieAnna Simon
Cc:	TJ Kucewesky; [redacted] Kevin Wrede; Max Brooks; Thomas Reiff
Subject:	Chateau Valley Development Proposal Concerns
Date:	Tuesday, January 30, 2024 1:30:11 PM

PLEASE, MAYOR! ANNEX MEMMEN RIDGE for Public Use and expanding the existing open space!!

I'm writing with concerns for the proposed site development of Chateau Valley.

Please annex this land into the expansion of Memmen Ridge open space and a NATURE CENTER!!!
WE NEED MORE OPEN SPACE!

Wildlife! The bluebirds in this area are fewer than ever and the Memmen Ridge contains houses for the Colorado Bluebird Project. This is a habitat for birds, bears, deers, coyotes, foxes and more. It's home to many varieties of wildflowers, insects, butterflies, lizards, etc. One of the pleasures of living in this area is the call of the coyotes in the middle of the night. Please don't take this habitat away for more development.
WE NEED MORE OPEN SPACE!

We **don't have the infrastructure** to support more dense development. King Soopers is packed, the post office is smaller, the traffic is horrendous and the community tolerance for the construction on each side of this valley community is over. I've watched the impact of population growth due to over development with **no infrastructure** negatively impacting Castle Rock's quality of life, all traffic throughways, natural beauty, town cleanliness, community events, parks and pools. Each new development brings traffic, garbage trucks, landscaping trailers, cement trucks, construction trucks and furniture delivery trucks onto our roadways.
WE NEED MORE OPEN SPACE!

Traffic!! The only entrances to I-25 from this area are Plum Creek Parkway, Founders Parkway (Ridge Road) and Wilcox.
Valley Street, leading out of this proposed community, is through a *neighborhood* to Fifth Street. Fifth street,(even though under expansion), is already a very busy thoroughfare and when there's a train, it's a traffic jam. We'll have Calvary Chapel traffic soon, we already have St. Francis Assisi traffic and all of the traffic out of Elizabeth on Hwy 86.
Plum Creek Parkway and Lake Gulch now need a stop light, not a turnabout. There are constantly back ups, delivery trucks, gas trucks, tractors, etc.on the road. Gilbert is slow moving with speed bumps and cement trucks. **WE NEED MORE OPEN SPACE!**

Overcrowded Parks and Rec! --The Memmen open space, Gateway Mesa, Rock Park, Hidden Mesa, Castlewood Canyon, *all* of the parks, rec centers and incline have become *very* **overcrowded.** Expansion of this open space is needed.
WE NEED MORE OPEN SPACE!

Paved walking trails between homes are not open space. Dirt under our feet, trees, wildlife, wildflowers and a place of refuge are open spaces.

Memmen Ridge Open Space needs expansion, not development. *Castle Rock needs to preserve this area for the children, elderly, wildlife and future residents of this growing population. The more people, the more open space!*

Please listen to the people! Once this Open space is developed there's no turning back. ANNEX and expand MEMMEN RIDGE NOW and don't accept more dense development.

Sincerely,

Sara Bowers

From: Kevin Wrede
To: Terry Beh; BrieAnna Simon
Cc: Max Brooks; Tara Vargish
Subject: RE: Response to Mr. Wrede - Chateau Valley
Date: Tuesday, January 30, 2024 2:06:02 PM

Mr. Beh:

Thank you for your last email. I want to assure you that our partner reviewers and all internal reviewers of the plan will be ensuring that the project meets all applicable laws for development. Your concerns over wildlife have been passed on to the applicant and will be copied for the Planning Commission and Town Council public hearings in the future. Your objection to the project is clear and I would encourage you to stay involved with the neighborhood meetings as they occur, and attend the official public hearings when they occur, to place your concerns verbally on the record for Planning Commission and Town Council when they make their determinations. As stated previously, our Development Services Department is charged with ensuring that all development applications meet Town Codes and Technical Criteria prior to holding public hearings with the Planning Commission and Town Council. We appreciate your comments and rest assured take them under consideration as we review each project for conformance with applicable requirements.

Thank you again for your interest. Have a great day.

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.
https://www.surveymonkey.com/r/LR35C27

Kevin Wrede
Planning Manager
Town of Castle Rock
100 N. Wilcox St.
Castle Rock, CO 80104
720-733-3537
KWrede@CRgov.com
www.CRgov.com

From: Terry Beh [redacted]
Sent: Monday, January 29, 2024 3:56 PM
To: BrieAnna Simon <BSimon@crgov.com>; Kevin Wrede <KWrede@crgov.com>
Cc: Max Brooks <MBrooks@crgov.com>; Tara Vargish <TVargish@crgov.com>
Subject: Re: Response to Mr. Wrede - Chateau Valley

Kevin,

Thank you for your prompt response of 1/25 to my email of 1/24 concerning this proposed development. I appreciate the additional information you provided, as well as the attachments.

I understand that areas along E. Plum Crk. (and others) are protected Preble's Jumping Mouse habitat and, while I don't know how that designation is determined, I would simply re-iterate that I have evidence that the property at issue is also PJM habitat. This perhaps should not be surprising since the watershed is a tributary of Seller's Crk., which is a tributary of Plum Crk.

I also understand that the planned flood plain (watershed) alterations will not eliminate the flow of water. However, my concern is that such "improvements" (not everyone would agree with the use of this word) will effectively destroy the riparian habitat surrounding it and thus the home of the many semi-aquatic/amphibious creatures that depend on it (as I have detailed previously), including the PJM.

As you may have gathered, there is little support among people in the nearby neighborhoods for this proposed development, but rather major
apprehensions, not only about the destruction of wildlife habitat, but also about increased traffic, noise and endangerment to children, inadequate roadways, the supply of water and the overall reduced quality of life in these long-established communities.

I understand that landowners have certain rights, but I would like to think that those of you on the Planning Commission would take into consideration whether a proposed development is actually in the best interest of the citizens of Castle Rock (if you would like to see a consensus on the feelings about this in the neighborhood, visit Nextdoor.com and do a search for "Chateau Valley").

Beyond this, no town or community in America should be legally obligated to comply with zoning plans made decades before its current citizenry (in this case 40+ years). These kinds of "laws" effectively undermine representative government, and virtually eliminate "the will of the people," which is contrary to the very founding principles upon which this country is based.

I would encourage you, Kevin, and others receiving this to listen carefully to the voice of The People, and to always seek to do what is in their best interest--yes, even when it's difficult (and perhaps *especially* when it's difficult). In this case, that means finding a way to preserve the land as dedicated open space, as stated as a primary goal of the town in the winter edition of the Castle Rock "Outlook," pp. 10-11.

Thank you for your indulgence.

Terry Beh

On Thursday, January 25, 2024 at 03:37:15 PM MST, Kevin Wrede <kwrede@crgov.com> wrote:

Hello Mr. Beh, please see my responses below in red.

Your feedback is important to us, please let us know how we are doing by taking our Customer

Service survey.

https://www.surveymonkey.com/r/LR35C27

Kevin Wrede

Planning Manager

Town of Castle Rock

100 N. Wilcox St.

Castle Rock, CO 80104

720-733-3537

KWrede@CRgov.com

www.CRgov.com

From: Terry Beh [redacted]
Sent: Wednesday, January 24, 2024 3:25 PM
To: Kevin Wrede <KWrede@crgov.com>; BrieAnna Simon <BSimon@crgov.com>
Cc: Max Brooks <MBrooks@crgov.com>
Subject: Re: Response to Mr. Beh - Chateau Valley

Kevin,

Thank you for your reply regarding my concerns with the Chateau Valley development, and sorry for this delayed response.

I appreciate knowing there will be a wildlife corridor in this development (is there a current map showing this corridor, proposed setbacks, etc.?)I have attached 2 sheets that show the large corridor and have tried to identify the area for you with red markings.. However, you did not address the matter of the Preble's Jumping Mouse. I understand that it is no longer considered endangered, but I believe it is regarded as threatened, and that there still

may be building requirements related to it. If so, as I mentioned previously, I have video evidence of their presence in the proposed development area. The Pebbles Jumping Mouse is still a federally protected species. The Town has a development constraints map that defines the mouse habitat and that which we insure is not impacted by development. I have attached a link so you can see the areas that have been defined as viable Pebbles mouse habitat. The areas in brown are the habitat that have been researched and mapped to ensure they meet the protection needs of the species. https://castlerock.maps.arcgis.com/apps/webappviewer/index.html?id=5c5d0850a4c9468a88359aec463158b9

Additionally, you failed to respond to the issue of the likely presence of the milk snake within the site. This animal is not supposed to live in this part of Colorado, which I would think would be of significant interest to the CPW. I suspect that whoever did the CPW analysis was/is not aware of these facts. Is there a CPW report on this property that I/the public can access? See attached

Also, while the wildlife corridor may allow for *some* wildlife to traverse the property, my understanding is that the waterway that runs through the land is going to be "mitigated" by the developer. This will essentially eliminate the habitat for virtually all water-dependent animals, such as amphibians, snakes--and the Preble's Jumping Mouse--as I detailed for you before. I would appreciate you addressing these specific issues in your next reply. Thanks again. The flood plain on the property will have improvements made to protect the flood plain and not eliminate it.

As stated before the Town relies on the professional at the Colorado Parks and Wildlife Departments to review and recommend best practices which we work with the applicant to integrate into their plans as I described in the previous email. The other animal species you have discussed are not endangered species and are not on our constraints maps which would impact where development is proposed. Also, the project is in the middle of a long review timeframe with the town and is not near its final form. The neighborhood meetings in which the applicant has presented their plans is for them to receive feedback and modify their plans as they deem acceptable to build community consensus for their project prior to official public hearings in front of the Planning Commission and the Town Council. I am attaching the response received from the CPW reviewer for your review. Thank you again for your email and hopefully I have answered your questions.

Have a great day

Terry Beh

On Friday, January 19, 2024 at 02:47:40 PM MST, Kevin Wrede <kwrede@crgov.com> wrote:

Good afternoon Mr. Beh,

My name is Kevin Wrede and I am the Town's Planning Manager. BrieAnna is out of the office today so I am responding on her behalf. Thank you for providing your feedback and comments related to the Chateau Valley site development plan. This information has been compiled and will be provided to both the Planning Commission and Town Council, who makes the final decision on this application.

This property was annexed into the Town of Castle Rock jurisdiction and zoned in 1983. The approved zoning allows for 666 dwelling units. The current proposal under review with the Town is for 415 dwelling units and 50.4 acres of public land and open space, which equates to 45 percent of the property. The roadway connections outlined in the zoning have been planned in conjunction with the adjacent neighborhoods. These were all contemplated at the time of zoning for each neighborhood in order to create a cohesive transportation network. Staff is reviewing the Traffic Impact Analysis (TIA) and proposed plans and working with the applicant to ensure Town criteria is met.

The applicant is responsible for providing a Land Suitability Analysis for the property. As part of the Town's review process, we work closely with the professionals at Colorado Parks and Wildlife (CPW) to review the Land Suitability Analysis and Site Development Plan (SDP). The Chateau Valley SDP is currently under review with the Town. This SDP is the next step in the development process that shows how the 415 homes and road network will be laid out. Staff has received a response from the wildlife professionals at the Colorado Parks and Wildlife. Staff is currently reviewing this information and the SDP submittal. All external referral responses and comments from the public are being provided to the applicant as part of this review. The recommendations from CPW are to cluster the homes, provide large areas of open space and provide wildlife-friendly fencing. Living with wildlife is very common in Colorado, and in Castle Rock specifically, and we work to educate our residents on how to live with various wildlife such as fox, coyotes, deer, elk, and the occasional bear or mountain lion. Staff will continue to work with the developer through the review process on this project, to ensure they meet these recommendations from CPW.

We appreciate your comments and concerns on this development. This Site Development Plan will have future Neighborhood Meetings and Public Hearings before the Planning Commission and Town Council as it advances through the process. Please feel free to send any additional questions or concerns to the Town project manager on this case: BrieAnna Simon, bsimon@crgov.com.

Thank you.

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey.

https://www.surveymonkey.com/r/LR35C27

Kevin Wrede

Planning Manager

Town of Castle Rock

100 N. Wilcox St.

Castle Rock, CO 80104

720-733-3537

KWrede@CRgov.com

www.CRgov.com

From: gary youngs
To: BrieAnna Simon
Cc: TJ Kucewesky; Kevin Wrede; [redacted] Thomas Reiff; Jason Gray
Subject: Chateau Valley Development
Date: Tuesday, January 30, 2024 4:37:15 PM

As a longtime resident, 20+ years, in the Glover neighborhood In Castle Rock, specifically on [redacted], I would like to weigh in on this proposed development. We have witnessed the rapid growth over the years, the increased traffic and parking, often appearing to be not well thought out or executed. Sure, growth is inevitable, but this development as proposed is planning access routes that were built over 60 years ago. This will have a devastating impact on our historic, quiet neighborhood. 800 plus cars passing through twice a day. Unacceptable! I think the developers should go back to the drawing board and build roads and access routes on the Eastern side of the development, more in line with the other mega housing projects that have been added to our community.
Sent from my iPad

From:	Gina Holden
To:	BrieAnna Simon
Cc:	TJ Kucewesky; Kevin Wrede; [redacted] Thomas Reiff; Jason Gray; Max Brooks
Subject:	Chateau Valley Proposal
Date:	Wednesday, January 31, 2024 9:59:14 PM

Good afternoon,

As I know you are all aware, the Chateau Valley Proposal is a controversial topic among us Menmen residents. I am concerned about the environmental impacts that a development like this will impose on our quiet community. I wanted to add my voice to the conversation. What is to be done here?

I am concerned that adding additional housing will not only disrupt the environment for us currently living here, but will impact the wide variety of wildlife that calls this space their home. Turkeys greet me every morning and deer saunter by as the sun sets. Prairie dogs will need to be relocated, bull frogs displaced, and coyotes will hunt elsewhere. But for what, and for who?

I urge you to take a bigger look at how this impacts traffic, water usage, and over all infrastructure for the space as a whole. Please consider a restructured plan that would account for the current residents that live here. Wider buffers between houses would be helpful, additional traffic control infrastructure, and less units overall would help with water mitigation.
I personally reside behind where the planned retention pond will be. I am very concerned with flooding and how this will affect my property (and property's value).

Please continue the conversation how best to ensure that the residents who have resided here for years will be affected by this development. I love where I live and I will continue to fight for keeping Menmen Ridge as beautiful as it is today.

Thank you for your time spent considering this. I appreciate the accessibility here.

Gina Holden - proud resident of [redacted]

From:	Doug funny
To:	BrieAnna Simon; TJ Kucewesky; Kevin Wrede; [redacted] Thomas Reiff; Jason Gray; Max Brooks
Subject:	Chateau valley proposal
Date:	Thursday, February 1, 2024 3:31:02 PM

Hello,

To start off, not many of the citizens in the area are very thrilled about this development. It's very peaceful and quite here. Not too much traffic so kids can play outside and not worry about rush hour traffic coming through and ruining the day. We also enjoy very much the wildlife that loves around here. The turkeys are always fun to see waddle around. Have you ever seen one of them fly off the roof, it's pretty comical. The deer that hangout in your front yard early morning sometimes. Not to mention the "Prebels meadow jumping mouse" that inhabits the grounds as well. An endangered species if im correct, is it legal to kill off an endangered species? (We are looking into if you are able to do that.) These new developments will kill part of a dwindling species and take away the homes of the other animals!!!! Not like the developers care, as soon as these are built they are gone and never heard from again. How much have they paid you mayor?

From:	Sharise Plescia
To:	BrieAnna Simon
Cc:	TJ Kucewesky; Kevin Wrede; [redacted] Thomas Reiff
Subject:	Chateau Valley Development
Date:	Thursday, February 1, 2024 7:04:12 PM

Ms. BrieAnna Simon, Senior Planner

As a concerned Castle Rock resident I would like to reach out. My first concern with this development is taking away the beautiful land and trees. The trail that is in between the land and the South Ridge Elementary school is a quiet and lovely trail. This is a perk to living in this area. It would be nice to keep it quiet like it is now. We also are going to be inviting even more people into our becoming an overly-busy town. Traffic has become unbearable most days of the week. Adding more properties will not help this issue. Safety for children and walkers is a concern with more cars on the road.

As a suggestion, the need for a buffer between existing homes and new homes with at least 50 feet. Overcrowding will be a possible deterterant to people who would like to live not on top of each other, especially home owners.

It would be good to add parks for people to have a place to go for exercise and peace of mind. This is a plus for current and future residents to stay, buy or rent.

Thank You

Alicia Plescia

Current Resident

[redacted]

From: RAYMOND CZIZIK
To: BrieAnna Simon
Cc: TJ Kucewesky; Kevin Wrede; [redacted]
Subject: Chateau Valley Proposal
Date: Friday, February 16, 2024 6:03:53 PM

Dear BrieAnna, et al:

As a 20+-year resident of one of the neighborhoods directly bordering on the proposed Chateau Valley development, I respectfully request that decision makers reconsider the impacts of **this and other nearby proposed developments together as "systemic change"**. My home is bracketed by S. Valley Road and Eaton Street, which reasonably appear to be the most natural, popular entry/exit roads since they provide the most direct access to Plum Creek Parkway and I-25.

The proposed number of houses, and their associated cars will overload the Plum Creek Parkway traffic flow (especially during "rush hour"). I respectfully request a "systematic traffic study" that considers not only the Chateau Valley impact, but that of other proposed developments along Plum Creek Parkway. The additional traffic volume, combined with the steep grade of the hill, creates a dangerous road condition, especially at the intersections with Eaton and Gilbert Streets. The number of new homes (and additional cars) needs to be determined such that the Plum Creek Parkway corridor remains safe and navigable.

The recent additions of a small "circle" at the intersection of Eaton and Plum Creek Parkway and a full-sized circle at the intersection of South Gilbert (just below S. Valley) and Plum Creek Parkway have shown to be inconsistent remedies to the current increased traffic through the Plum Creek Parkway corridor. The small circle at the intersection with Eaton is dangerously close to the homes of the north side of Plum Creek Parkway and already creates challenging braking conditions for those traveling westbound (down the hill) and entering that small, tight traffic circle. Additional traffic on Easton (from the proposed developments) could cause a severe traffic backup onto Eaton as they would be forced to yield to westbound traffic. Perhaps this small tight circle needs to be expanded to safely handle the larger volume of vehicles in that area?

Similarly, the larger number of vehicles attempting to enter Plum Creek Parkway from S. Valley Road would be backed up on S. Valley Road because of the additional traffic coming west on Plum Creek Parkway. Just one block away is the traffic circle at Plum Creek Parkway and Gilbert St (South Lake Gulch Road). There is currently a line of cars each morning attempting to enter the circle from Plum Creek Parkway. This is caused by the high volume of cars entering the circle from the south, because cars on Plum Creek parkway must yield to those who have already entered the circle (from Lake Gulch Road/Gilbert St.). By increasing the number of westbound cars on Plum Creek Parkway, we are creating backlogs into the neighborhoods on both sides of the Parkway. I do not see an easy solution to the projected

traffic-circle backlog into the neighborhood, but perhaps lights which stagger the entry into the circle during high traffic periods?.

I believe that a broader, more "systematic" approach to determining traffic capacities is needed to properly size Chateau Valley and nearby new developments, given the existing infrastructure limits. Ignoring these constraints will result in less safe roads and increased frustrations due to congestion in the surrounding community.

Respectfully,

Ray Czizik

From: Tim Roundy
To: BrieAnna Simon
Cc: Kevin Wrede; Max Brooks; TJ Kucewesky; [redacted]
Subject: Chateau Valley Development Proposal issues and concerns
Date: Saturday, February 17, 2024 8:38:07 AM

To whom it may concern
My name is Timothy Roundy and I reside at [redacted] in Castle Rock.
As development of this project progresses, I have some concerns regarding the activity of traffic including automobile as well as foot traffic. It appears that there will be a road as well as sidewalk directly behind my property and all I have for privacy is a split rail fence. At this point the split rail fence is perfect for open space and I know that Castle Rock is looking for opportunities to preserve open space and this would be a GREAT idea for this space. That said, if this project moves forward I would like to see an incitive to help provide some privacy for the existing properties on Sandhurst Dr. this could potentially include new privacy fencing, and I would like to see the buffer zone between our properties increase in size.

I also own a property on Ash Ave, [redacted] that my elderly mother currently resides in. My concern for this property is that this project will turn our nice little residential neighborhood into a major throughfare for hundreds of new homes. Has there been a study of traffic patterns on this street before the project begins and a proposed outcome of the traffic patterns once the project is finished and populated?

Thank you in advance for your attention to these concerns.

Timothy Roundy
[redacted]

From:	Kelsey Thiessen
To:	BrieAnna Simon
Cc:	TJ Kucewesky; Kevin Wrede; [redacted] Thomas Reiff; Jason Gray; Max Brooks
Subject:	Chateau Valley Proposal
Date:	Wednesday, February 21, 2024 11:15:12 PM

Hello,

First and foremost, thank you for taking the time to hear from residents in the Glover community, along with others who are expressing their concerns about this proposal.

Listen, I know that the area in the proposal is zoned for residential growth and I'm not writing to you all with the intent of stopping this growth. I am asking you to please consider the density of this project, and lack of main roads in and out of this community. When I think of many other communities that were built long after the one we are currently residing in, there were main roads built with the intention of getting people to and from their homes and the rest of the community. Loop Road....Meadows Parkway....etc..I am very nervous to see that there is not the development of a new in-and-out road specific for these homes. Using small, residential side streets will not be a safe option specifically for those residing on Elm Ave, or Ash Ave. I am asking that you take into consideration safe alternatives to this issue in addition to the concern of traffic being added to the downtown area/access to I-25.

I thank you for the hard work that has been put into the changes to this proposal, such as the addition of more open spaces, centering the duplexes, and reducing the number of houses. There was great progress made, and I believe that more can be done to make sure this is an appropriate and safe addition to the community.

Best,

Kelsey Thiessen
[redacted]

P.S. I'll shoot my shot to just say, wouldn't this be a beautiful place to keep open space? It's not too late! Let's make it happen!

--
Kelsey Thiessen
[redacted]

February 23, 2024

Dear Castle Rock Town Development Committee members,

I am submitting this letter to express my comments on the proposed housing development known as the Chateau Valley in Castle Rock Colorado. As a 46 year resident of the Glovers Subdivision and living on Elm Avenue, I have concerns with the developer's proposed road connections to existing roads to the roads of surrounding subdivisions. This new subdivision's use of our existing roads will negatively impact the lives of the currently established residents. By allowing additional traffic to be provided to our subdivision's current roads, our quality of life presently experienced in our established neighborhood's will deteriorate.

My personal objections to the use of existing roadways to provide entrance and exit to or from the proposed Chateau Valley subdivision is based on the concern that additional noise, accelerated road deterioration, increased vehicle accidents, and the personal safety of the residents will be a resulting consequence. One may argue that noise and road deterioration may be minimal, my objections are with the potential for increased traffic accidents and personal safety. An increase in the number of cars on the road will statistically provide for an increase in collisions. My greatest concern is of the safety of our residents. In Glovers, cars are permitted to parallel park on the sides of the roads. Young children of the neighborhood are often seen darting out into the road to recover balls and items. Older children often learn to ride their bikes in the streets in front of their homes. And my greatest concern is for the school aged children walking the streets to their bus stop. Douglas County Schools does not have their school busses travel through the streets of the subdivisions. The busses currently have pick up and drop off locations on or near Gilbert Street. Students are required to walk to their bus stop where they congregate in the road awaiting pickup. The students walk and their pickup time coincide with the early morning and afternoon work traffic. There are no designated crosswalks in the effected subdivisions. An increase in vehicle traffic will increase to potential for harm to our neighborhood children!

In reviewing the Chateau Valley – Traffic Impact Study as provided by SM Rocha LLC, Dated August 2023, I have some issues with the information and statements provided within this study.

Reference Page 4.

Plum Creek Parkway: "Is an East-West arterial having two lanes…East of the intersection with of the intersection with Eaton Street and four lanes…West of Eaton Street. Plum Creek parkway is now a four lane roadway from Gilbert St. to Ridge Rd. Widing to four laned should have completed prior to the August 24, 20203 Traffic Impact Study submittal.

Ridge Road: "is a North-South Arterial roadway having two lanes…". As of this Fall, 2024, the road has been widened to four lanes. I do not know when the work to widen this roadway began, but I feel to proposed widening has established with the Town prior the August 2023 Traffic Impact Study.

Reference Page 6

II: Existing Traffic Conditions

Paragraph 1: " Counts were collected in September 2021,..." Please be aware that September 2021 was in the middle of the Covid 19 crisis with Schools closed, many Businesses closed, and Office workers working remotely from home. It is therefore my belief that the Traffic Impact Study data collected in September 2021 does not reflect a normal traffic count and is notably reduced within the study's numbers.

Reference Pages 7 & 9

The intersection in volume diagram shown in image #5 indicates a four way intersection for Elm Ave

and Gilbert St. This image is in error. Elm Ave. only runs East of Gilbert Street. The road indicated to the West of Gilbert St is in fact a private drive serving access to the garages of the Greystone Townhomes development. Although the numbers indicated for traffic from the Greystone Towns, the error shows possible flaws in the collection of data.

Reference Appendix A, Traffic Count Data

Data used for this report is submitted by ADT (All Traffic Data Services). As previously noted, the date for this collection of this reports data was September 1, 2021 during the Covid 19 Shutdown.

Reference Appendix C, Capacity Worksheets

No revised or recent data collection date are indicated in this report. It is thereby assumed the questionable September 1, 2021 data has been used.

And finally, after reviewing the Douglas County Assessors Office land ownership maps, it has been observed that vacant properties surrounding proposed Chateau Valley Subdivision might be purchased by the developing contractor to provide roadways for exiting the proposed subdivision site. Need to use the existing roads serving the surrounding subdivisions should not be necessary. These surrounding properties are privately owned with some ownership currently being held by the Town of Castle Rock.

I thank you for the opportunity to respond to this land develo respond for further contact concerning my responses, please email me at [redacted] I will make myself available to discuss any of these issues.

Regards,
David Paytosh

From: james decker [redacted]
Date: April 7, 2024 at 1:05:07 PM MDT
To: Thomas Reiff <TReiff@crgov.com>
Subject: Re: the Chateau Valley Development proposal

To slow traffic down on Elm Ave. and Ash Ave put in 3 & 4 way stop signs. Or speed bumps.
Thank You James Decker
Sent from Mail for Windows

BrieAnna Simon

From: Patrick S Crumal [redacted]
Sent: Tuesday, November 26, 2024 3:56 PM
To: BrieAnna Simon
Subject: Traffic Impact Study - Chateau Valley

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings,

I noticed that the traffic impact study was recently revised.

The big problem with the study was not addressed in the revisions.

" Counts were collected in September 2021, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m."

The problem is obvious as this was done during the peak time of COVID lockdowns and work-from-home mandates.

The study needs to be redone using data from now.

Patrick Crumal
Glover

BrieAnna Simon

From: Sharon Conlon [redacted]
Sent: Thursday, December 5, 2024 8:16 AM
To: BrieAnna Simon
Cc: Kevin Wrede; Kevin Wrede; [redacted] ktucewesky@CR.gov.com; Kevin Wrede
Subject: Re: Chateau Valley Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I have a major concern about the traffic and the wildlife who will be displaced.

I live at [redacted] this street has been proposed to be a main through way to Chateau Valley and I am concerned.

First,
Traffic - Impacts to get to the new Chateau Valley Development

1. HWY 86 to Valley Drive does not have a complete turn lane to Valley Drive; this road is congested currently.
2. South Street which leads to Valley Drive is a small road with cars parked on either side and an Elementary school which is concerning with small children; this is a major concern.
3. Santana Drive is the same as South Street; it is also an older neighborhood, with children playing and parked cars on both sides of the street. Santana is currently a busy street which leads into adjoining homes.

   ALREADY, there is concern for the neighboring children playing and with a major increase of **415** units the traffic going through this neighborhood is dangerous!

Secondly,
Wildlife -

1. We have a herd of elk/deer, bears, mountain lions, coyotes, turkeys who live in that open space - their home.
2. They will be forced out of this open space. What is the movement plan to get them to a safe place?

I appreciate your time to review my concerns for the wildlife, children, traffic and congestion.

A concerned neighbor in Memen South.

Thank you,
Sharon Conlon

BrieAnna Simon

From: Anthony Dalla [redacted]
Sent: Thursday, December 5, 2024 6:02 PM
To: BrieAnna Simon
Subject: Chateau Valley Site Development Concerns

Follow Up Flag: Follow up
Flag Status: Flagged

Hello BrieAnna,

I am not able to attend the meeting this evening but I wanted to voice my concern about the proposed Chateau Valley site development. The current plan to add 400+ high density housing units will undoubtedly cause traffic problems for those future residents and the existing residents in the Memmens, Glover, Baldwin Park and Castle Grove neighborhoods.

When the zoning for this property was approved in the 1980's, the town could not have forecasted the current traffic congestion issues that we are currently facing. We are currently behind on road construction projects, and this addition of a new north-south connection between 5th and Plum Creek will be a desirable shortcut for many commuters. As a resident of Memmens, I can assure you that Valley Dr already has too many speeding cars, and adding 800+ daily trips for those new residents will only worsen the problem. This is likely to lower the property values in the adjacent neighborhoods, including mine.

I respect the property rights of the Memmen family, however, I urge the Town of Castle Rock to deny the current plans and instead consider a less-dense, larger-lot alternative plan.

Thank you,

Anthony Dalla
[redacted]

BrieAnna Simon

From: [redacted]
Sent: Thursday, December 5, 2024 6:55 PM
To: BrieAnna Simon
Subject: Stop Chateau Valley - Save Our Town

Follow Up Flag: Follow up
Flag Status: Completed

Dear Town of Castle Rock Officials,

My name is Rachel Putman, and I've had the privilege of calling Castle Rock home for nearly a decade. Over these years, I've lived in both the Cantril Street area and the Glover neighborhood, and I've come to deeply appreciate the unique character of our town—a balance of thoughtful development and the preservation of open spaces that define the spirit of Castle Rock.

Today, I write to implore the town to take decisive action regarding the Chateau Valley land near the Memmen Open Space, currently owned by Derek Memmen. I urge you to consider purchasing this land and expanding the open space for the benefit of our community, wildlife, and future generations. Castle Rock has previously shown remarkable foresight in preserving land and creating open spaces. Why not extend that vision now, when our town needs it most?

The proposed development of this land threatens to unravel the qualities that make Castle Rock so special. Rapid development in the Ridge Road area has already placed enormous strain on our infrastructure, increased traffic congestion, and displaced countless wildlife. Further development in the Memmen area would compound these problems and drive away the very residents who are invested in preserving the town's character. In their place, it risks attracting individuals who may not share the same commitment to community and conservation—a stark contradiction to what Castle Rock stands for.

Our open spaces are not mere patches of land. They are essential refuges for both people and wildlife. The area surrounding Memmen Open Space is home to a rich array of wildlife, including wild turkeys, bears, bobcats, coyotes, eagles, foxes, raccoons, rabbits, prairie squirrels, deer, and elk. Destroying this habitat for development would be an irreversible loss, not only to the ecosystem but to the identity of Castle Rock itself. As stewards of this town, you have the opportunity to preserve this treasure and ensure its continued role as a sanctuary for all.

Investing in this land as open space aligns with the town's past decisions to prioritize conservation and thoughtful growth. It's an opportunity to reinforce the values that Castle Rock's residents hold dear. Choosing preservation over development sends a powerful message: that the town values its constituents and the legacy it leaves behind. It demonstrates a commitment to sustainable growth, one that respects both the people who live here and the environment that sustains us all.

I urge you to reflect on what this decision means for the future of Castle Rock. By purchasing this land and expanding the open space, you can protect the unique character of our town, provide a haven for wildlife, and offer a lasting gift to current and future generations. The decision to preserve this land is a decision to preserve the very heart of Castle Rock.

Thank you for your time and consideration. I trust that you will make a choice that reflects the best interests of our community and upholds the values we cherish.

Sincerely,
Rachel Putman
[redacted]

BrieAnna Simon

From: Kate Muus [redacted]
Sent: Thursday, December 5, 2024 8:28 PM
To: BrieAnna Simon; [redacted] Jason Gray; TownCouncil Mailbox
Subject: Chateau Valley

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Town Council Members and Mayor Gray,

I would like to express my deep concern with the outdated traffic study provided by the Chateau Valley development team. There are 5 potential exits from the proposed development, and the traffic study stated that Valley and Plum Creek would be rated an F in the next few years without traffic mitigation. First, this traffic study ONLY takes into account the proposed Chateau Valley, not the other 3 proposed developments in the area. It only accounted for 403 new homes, not 1112. Their mitigation plan was to potentially add a roundabout at Valley and Plum Creek. The roundabout at Gilbert and Plum Creek is already congested and failing. We've seen multiple accidents there, and our friends have been victims of an accident there. It is not a safe roundabout. Adding another roundabout right next to this failing roundabout is irresponsible. Also, I am concerned about accessibility for first responders with roundabouts. Tonight they stated that they, the developers, are not responsible for the safety of roads. The town is. I would love it if the town would value our voices by declining this proposal. We should not wait for someone to be killed here before we take action.
Additionally, if you were at the meeting tonight, you would have seen the older residents of Castle Rock. I actually sat next to my high school Physics teacher, who lives in my neighborhood. I graduated in 2002, for reference :) They are people who have lived in these neighborhoods for over 30 years. We matter just as much as those who you want to entice here with new homes. This development will turn our once quiet neighborhoods into chaotic traffic accidents waiting to happen. As a mother of two young boys, I want them to be able to ride their bikes on these quiet streets, and not be worried about speeding newcomers. Develop, yes, but this is simply irresponsible.
Another concern is the removal of 20ft ponderosa pines that will not survive a replanting. They are too established. The developers say they will relocate them, and maybe they will try, but they will die. Ponderosa pines are one of the best things about Colorado. Do you know they smell like butterscotch in the summer? I do, because I hike Memmen ALL the time. Please don't let these trees be relocated with the addition of this new development.
Another concern is South Ridge Elementary. It is already overcrowded. I know this is the school district issue, but please consider that we are growing too fast. It is untenable. We need to grow responsibly so we don't ruin what we have here.

I also overheard the engineer talk about how there's "one yellow item" and the rest are all green. I've been at every meeting with my neighbors. Do our voices matter? I hope they do. We don't want this. Please listen to us.

Kate Muus
[redacted]

BrieAnna Simon

From: Patrick S Crumal [redacted]
Sent: Thursday, December 12, 2024 10:20 AM
To: BrieAnna Simon
Subject: A case for providing emergency access only at the ends of Ash Ave, and Elm Ave. – adjacent to the proposed Chateau Valley development

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

A case for providing emergency access only at the ends of Ash Ave, and Elm Ave. – adjacent to the proposed Chateau Valley development

Reducing traffic by closing streets or alleys means that: • criminal outsiders are less likely to become familiar with the area.
• residents learn who does not belong in the neighborhood, which helps them to keep watch on the streets near their homes more effectively.
• residents committing a crime in their neighborhood cannot so easily blame outsiders and thus deflect suspicion from themselves.
• burglars cannot so easily gain access to properties, especially from access behind houses; • escape routes for robbers are blocked off; and
• violent crimes are prevented because cars cannot easily enter a street, or because they have to backtrack to escape, exposing them to retaliation from those shot at.

Research findings are consistent with this theory: Areas with street layouts that permit easy access experience more crime than areas with restricted access and complicated street patterns. A study in Vancouver, British Columbia, found that the more entrances to a street, the more crime on that street.

Most research supports the idea that burglars avoid houses in cul-de-sacs unless these abut wooded areas or wasteland affording access from the rear. A study of 86 Norfolk, Va., neighborhoods found that those with high burglary rates had more access points from arterial roads.

An early study comparing adjacent high- and low-crime neighborhoods found that the low-crime areas did not have thoroughfares. The reconstruction of a major highway led to the closing of all cross streets in Pompano Beach, Fla., on the highway right-of-way. An unexpected side effect was a dramatic reduction in drug dealing, robbery, assault, and other crimes in the adjacent neighborhoods during reconstruction. Side streets were reopened after

the work was done, but Pompano Beach made traffic modifications and adjusted police patrols to control neighborhood access.

Making the current dead ends at Ash Ave. and Elm Ave. emergency-only access prevents the creation of a thoroughfare through Glover and Chateau Vista. Offenders would be dissuaded from both Glover and Chateau Valley since it would be an effective dead end from both directions (except for emergency purposes).

CONS: Fire departments may have concerns about cul-de-sacs and dead-end streets due to the potential challenges they pose for emergency response. Some reasons include:

1. Limited Access: Cul-de-sacs and dead-end streets often have limited access points, making it difficult for fire trucks and emergency vehicles to quickly reach the scene of a fire or other emergencies.

2. Maneuverability: The turning radius in cul-de-sacs can be tight, limiting the ability of large fire trucks to maneuver efficiently. This can lead to delays in response times.

3. Lack of Through Routes: Dead-end streets typically don't provide through routes, meaning there is only one way in and out. This lack of connectivity can be problematic during emergencies when alternative routes may be needed.

4. Time Constraints: In emergencies, time is crucial. Cul-de-sacs and dead-end streets may result in longer travel times for fire trucks, potentially impacting the ability to contain and control a fire or respond to other emergencies promptly.

It's important to note that fire departments aim to prioritize public safety and efficient emergency response. While cul-de-sacs and dead-end streets can present challenges, fire departments work to develop strategies to address these issues and ensure the safety of residents in all types of neighborhoods.

Having an emergency-only gate reduces the concern regarding limiting access points. Unlike Cul-de-sacs which offer very limited access and dead ends that offer no access.

While law enforcement and fire protection may have differing views on dead ends, they both have the same goal – the protection and safety of our communities – an emergency gate mitigates these concerns and should be deployed at the ends of Ash Ave. and Elm Ave.

Closing Streets and Dead Ends to Reduce Crime: Should We Go Down This Road? Yes – with the caveat that emergency services are not impeded in their jobs.

From: [redacted]
To: BrieAnna Simon; [redacted]
Subject: Chateau Valley Drainage Concerns at Glover Subdivision
Date: Thursday, February 13, 2025 12:04:09 PM
Attachments: Chateau Valley - W Boundary - Drainage Issue.pdf

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Good afternoon BrieAnna

My name is Brian Schultz. We've met at the past neighborhood meetings and corresponded via email in the past regarding the Chateau Valley proposed project. I live at [redacted] in the Glover subdivision (the west boundary to the proposed development) and have concerns regarding our lot and how the current grading plan drainage appears to be draining back onto our two (2) lots.

Back during the third neighborhood meeting, my wife identified this in a question to Mr. Hall. The issue was not answered and he appeared as though he possibly did not want to or couldn't address it. He stated that he knew exactly where the location was and began to explain that they have designed a high point that will force the water from the western boundary east into the project towards the front of the lot(s) so that no storm runoff would leave the site. This does not appear to be reflected on past nor the current plans.

The last set of drawings posted on the CR website for the project continue to show a 3:1 back drainage from the project property onto ours for approximately 200-250 LF north and south. I have attached a screenshot of page 14 of the current drawings that I marked up indicating the areas of my concerns. Would you be able to get this email to the appropriate review staff to take a look at to ensure that this is addressed? In a heavy rainfall, with the existing grades and established vegetation, our basement will flood and water has been within two (2) feet of entering our family room, slab on grade construction, from the back porch.

Thank you, and staff, so much for taking a look at these concerns. Please let me know if you have any questions.

Thank you again
Brian and Karen Schultz

PLEASE INCLUDE IN CHATEAU VALLEY PUBLIC RECORD

To the Castle Rock Planning Commission,

I am writing as a Castle Rock resident of nearly five years to urge you to reject, substantially reduce, or require major revisions to the proposed Chateau Valley Site Development Plan.

This is no longer a theoretical concern about what another large development might do to this part of Castle Rock. Residents have now had years to watch the effects of continued development around Ridge Road and the surrounding area. We are seeing increased traffic, disappearing open land, and wildlife pushed farther into established neighborhoods. Bear and bobcat sightings have become increasingly common, along with deer, coyotes, foxes, birds of prey and other wildlife seeking space as habitat around them disappears.

Chateau Valley proposes 402 residential units on only 112 acres. That is an extraordinary amount of additional development to insert into an area that is already feeling the effects of rapid growth.

Traffic remains one of my greatest concerns. Extending Ash Avenue and creating new connections through established neighborhoods changes the function of those streets entirely. A quiet residential road should not become a shortcut or through-route for hundreds of additional households. Traffic analysis based primarily on existing conditions cannot fully represent what happens after entirely new traffic patterns are created.

The water issue has also changed dramatically since residents first raised concerns about Chateau Valley.

Castle Rock is currently under Stage 2 drought restrictions. Residents are being required to reduce outdoor water use, watering is limited to two days per week, and the Town is seeking a 25% reduction in water consumption. At the same time, Castle Rock has acknowledged strained renewable water supplies and sustained high demand.

It is difficult to reconcile asking existing residents to dramatically conserve a limited resource while simultaneously approving hundreds of additional homes in already heavily developed areas.

I am not opposed to Castle Rock growing. I am opposed to growth that ignores cumulative impacts simply because each development can be evaluated individually on paper.

Please consider the reality residents are already living with: increasing traffic, decreasing habitat, wildlife displacement, drought restrictions and continued pressure on infrastructure.

Once this land is developed, the decision cannot be reversed. Trees cannot simply be replaced. Wildlife habitat cannot be recreated between houses. A residential street converted into a major access route cannot easily become quiet again.

Please do not treat the approval of 402 homes on this property as inevitable simply because this project has moved further through the process.

The responsible decision is to stop, substantially reduce, or redesign Chateau Valley before irreversible damage is done.

Sincerely,

Rachel

Castle Rock Glover Resident

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
office 720.733.3582 tvargish@CRgov.com

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From: Tara Vargish
Sent: Thursday, July 30, 2026 11:51 AM
To: TownCouncil Mailbox <towncouncil@crgov.com>
Cc: Dave Corliss <DCorliss@crgov.com>
Subject: RE: Please Stop Chateau Valley - Castle Rock Is Already Showing the Consequences of Overdevelopment

Dear Rachel,

Thank you for taking the time to share your thoughtful comments regarding the proposed Chateau Valley development. I appreciate that your concerns are centered on balancing future growth with the long-term character, natural environment, and quality of life in Castle Rock. I am copying Town Council so they are aware of your comments as the project moves forward.

Over the past several months, Town staff has completed a comprehensive review of this proposal for compliance with the Town's adopted standards, including traffic, utilities, drainage, grading, open space, and other applicable requirements. The project is now moving into the public hearing phase, where Town Council will consider the proposal, hear public testimony, and make the final decision.

I understand your concerns regarding the Town's current Stage 2 drought restrictions and how that may appear inconsistent with continued residential development. The Stage 2 restrictions are a response to the current regional drought conditions and are intended to reduce peak water demand through conservation. They do not indicate that the Town has exhausted its long-term water supply or stopped planning for future growth. The Chateau Valley property has been approved for residential development since 1983, and the anticipated water demands associated with this area have been incorporated into Castle Rock Water's long-term planning for decades. In addition, new development is

required to meet today's water conservation standards and contribute toward the water supplies and infrastructure needed to serve it. Castle Rock Water also continues to implement its long-term strategy of transitioning from reliance on deep groundwater aquifers to renewable water supplies. Additional information is available in the Town's Water Resources Strategic Master Plan:
https://crgov.com/DocumentCenter/View/11384/Water-Resources-Strategic-Master-Plan-2021.

I also understand your concerns regarding neighborhood connectivity and the impacts that continued development can have on wildlife and existing neighborhoods. Those topics have been part of the Town's review and will also be considered by Town Council as they evaluate the overall proposal.

Thank you again for taking the time to provide your comments. They will become part of the public record for Town Council's consideration.

Sincerely,

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
office 720.733.3582 tvargish@CRgov.com

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From: R P [redacted]>
Sent: Monday, July 27, 2026 9:54 AM
To: TownCouncil Mailbox <towncouncil@crgov.com >; Jason Gray <JGray@crgov.com >
Cc: Ryan Hollingshead <RHollingshead@crgov.com >; Laura Cavey <LCavey@crgov.com >; Kevin Bracken <KBracken@crgov.com >; Mark Davis <MDavis@crgov.com >; Max Brooks <MBrooks@crgov.com >; Tim Dietz <TDietz@crgov.com >; TownCouncil Mailbox <towncouncil@crgov.com >
Subject: Please Stop Chateau Valley - Castle Rock Is Already Showing the Consequences of Overdevelopment

[Email-security redirect link omitted; substantive message text retained]

Mayor Gray and Members of Town Council,

I am asking you to intervene and stop the Chateau Valley development in its current form.

I have lived in Glover for nearly five years, Castle Rock for a decade, and during that relatively short period of time I have watched an enormous amount of land disappear under development. I understand that Castle Rock will continue to grow. What I do not accept is the idea that every available piece of land must be developed to its maximum possible density regardless of what residents are already experiencing around it.

Chateau Valley would add 402 homes to 112 acres in an area already dealing with significant development pressure.

We are being asked to accept more traffic, more infrastructure demand, more habitat destruction and hundreds of additional households while Castle Rock is simultaneously telling its current residents that our water situation is serious enough to require Stage 2 drought restrictions and a community-wide 25% reduction in water use.

Those two messages do not fit together.

Residents are limiting watering because renewable supplies are strained and demand is high. We are watching our grass turn brown, reducing irrigation and changing how we use water because the Town is asking us to protect the community's supply.

Meanwhile, another 402 households are moving toward approval.

At some point, Town leadership has to be willing to say that growth has limits.

The environmental effects are also no longer hypothetical. Development along Ridge Road and surrounding areas has steadily eliminated habitat. In our neighborhood we are seeing wildlife pushed closer to homes, including increased bear and bobcat activity. Deer, coyotes, foxes, raptors and numerous other species have fewer places to go every time another tract of open land disappears.

Calling narrow strips of remaining land "wildlife corridors" does not solve the underlying problem. A corridor is only useful when it connects viable habitat. We cannot continually eliminate the habitat on both ends and then claim wildlife has been accommodated because animals have somewhere to pass through.

I also continue to strongly oppose turning Ash Avenue and surrounding neighborhood streets into access routes for additional development. Existing residents should not lose the character and safety of their neighborhoods so a new development can gain convenient connectivity.

Please remember that the people objecting to Chateau Valley are not simply "anti-growth." Many of us are asking for responsible growth.

There is a tremendous difference between building housing and cramming the largest possible number of units into every remaining piece of land.

Castle Rock's natural environment is one of the reasons people choose to live here. Once we destroy it, Castle Rock becomes indistinguishable from the continuous development surrounding the rest of the Front Range.

Please protect what remains.

Reject Chateau Valley in its current form, require a substantial reduction in density, or pursue preservation of this land as open space.

You still have an opportunity to make a decision that residents will be grateful for decades from now.

Please take it.

Sincerely,

Rachel
Castle Rock Glover Resident

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
office 720.733.3582 tvargish@CRgov.com

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From: Mark Marlowe <MMarlowe@crgov.com>
Sent: Tuesday, July 28, 2026 4:36 PM
To: [redacted]
Cc: Tara Vargish <TVargish@crgov.com>; TJ Kucewesky <TKucewesky@crgov.com>; Dave Corliss <DCorliss@crgov.com>; Town Council Direct <TownCouncilDirect@crgov.com>
Subject: RE: Stage 2 Drought Restrictions and the Proposed 402-Home Chateau Valley Development

Dear Rachel,

Thank you for your email. As the Director of Castle Rock Water, I have shared your email with the Castle Rock Water Commission. The Commission is heavily involved in reviewing and making recommendations to our Town Council on long term water planning and ensuring adequate supplies for Castle Rock. The Commission does not get involved in individual development plans or approvals, but they do understand the importance of each of those decisions. The Castle Rock Planning Commission reviews individual development plans as a whole including the aspect of water, ensuring each development has an adequate supply. The final decision on individual development goes to Town Council again taking into account all aspects of the proposed development including adequate water supply.

The current requests for residents to conserve water are in relation to a drought that is the worst drought seen in Colorado since at least 2002. The stage 2 watering restrictions put in place by Castle Rock Water recently do not indicate that we are running out of water supply and are not directly related to the acquisition of water supplies for future development. During hot and dry periods like what we have seen recently, existing customers can sometimes overutilize water supplies for outdoor landscapes in a manner that puts significant stresses on the surface water systems at a time when these surface supplies are reduced. This puts more pressure on non-renewable Denver Basin groundwater supplies.

The restrictions are meant to ensure that we continue to utilize all of our water supplies in a responsible, conservative, and efficient manner especially when surface water supplies are stressed by the most significant drought in over 20 years. This helps protect and limit impacts to our significant non-renewable Denver Basin aquifer supplies.

Castle Rock Water utilizes watering day and time of day restrictions even when we are not in drought and has done this since 1985. The reason is to ensure efficient use of water and to minimize the cost for very expensive water treatment plants, pipelines and pumps stations. During a normal summer with no drought, residential customers are only allowed to irrigate every 3rd day (consistent with the rules first established in the 1980s). The current Stage 2 drought restrictions only reduce the number of watering days for a typical residential customer by 2 days over the course of a month over what is normally allowed during a typical summer with no drought.

Castle Rock Water appreciates you taking the drought restrictions to heart and conserving our existing renewable and non-renewable supplies of water where you can. I can assure you that efficient, responsible and water conservation oriented actions are not put solely on existing customers. New residential development in Castle Rock is required to comply with water conserving policies beyond what existing customers do including our Coloradoscape ordinance which reduces outdoor water use for new development over existing development by over 60%. Additionally, new residential development is required to utilize ultra-high efficiency toilets which reduce indoor water usage a huge amount. Equally relevant, it is important to understand that new development contributes and funds new water supplies, both renewable and non-renewable supplies, to the Town to ensure supply is available for that new development.

Castle Rock Water agrees with you that drought conditions are a critical scenario to utilize when evaluating water supplies for future development. To that end, Castle Rock Water reviews every development (existing and proposed) and includes all of the planned development in our long term water supply modelling updated at least annually to ensure that we are on track for adequate water supplies for any new development that is proposed. Every water supply that we incorporate into our planning is evaluated for “firm” supply to determine to what extent the supply will be available during drought conditions. Our long term water plan also includes scenario planning and climate impacts. Castle Rock Water has been planning for the currently approved development in Castle Rock’s service area for 20 plus years. The Chateau Valley Development has been annexed into the Town and a part of that planning since 1983.

Over the last 20 years, Castle Rock Water has been intentionally transitioning our water supply off of Denver Basin non-renewable groundwater supplies (the aquifers where you likely have your well) towards renewable water supplies (surface water supplies). Castle Rock Water has also constructed and permitted five aquifer storage and recovery wells that allow Castle Rock to put renewable water supplies back into the Denver Basin aquifer. Overall, the plan outlines a transition to 75% renewable water supplies by 2050 and 100% by 2065. I invite you to review our current Water Resources Strategic Master Plan which is located here, Water Resources Strategic Master Plan 2021 <https://www.crgov.com/DocumentCenter/View/29321/Water-Resources-Strategic-Master-Plan-2021-PDF> . Castle Rock Water has been aggressively implementing the Plan and is on schedule for meeting its goals. The Plan is undergoing its five year update this year.

Conservation is a key part of that plan for many reasons. First improving the efficiency of water use and conserving supplies makes sense financially for existing customers. When customers are more efficient with water use, the costs for capital investments can often be reduced over time ultimately having a positive impact on rates for existing customers. Existing customers are not being asked to conserve water to support new development. New development is required to pay the costs for the supplies and infrastructure needed to support that new development.

Castle Rock Water agrees that water is not an unlimited resource and that decisions made today will impact future generations. That is why Castle Rock Water has financial planning out to 2065 (updated every year) to support the Water Resources Strategic Master Plan (updated every 5 years) which also plans needed water supplies and infrastructure well into the future.

If you have additional questions, please feel free to reach out to me. Thanks, Mark

Mark Marlowe

Director of Castle Rock Water

Town of Castle Rock

175 Kellogg Ct.

Castle Rock, CO 80109

720-733-6001 Cell 720-371-0278

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

From: R P [redacted]>
Sent: Monday, July 27, 2026 9:55 AM
To: Communications Mailbox <CMailbox@crgov.com >; Tara Vargish <TVargish@crgov.com >; TJ Kucewesky <TKucewesky@crgov.com >
Subject: Stage 2 Drought Restrictions and the Proposed 402-Home Chateau Valley Development

[Email-security redirect link omitted; substantive message text retained]

Members of the Castle Rock Water Commission,

I am asking the Water Commission to closely examine the cumulative water-demand implications of the proposed Chateau Valley development before another 402 residential units are approved.

Castle Rock residents are currently being asked to make substantial sacrifices to conserve water.

The Town has moved to Stage 2 drought restrictions, limited outdoor watering to two days per week, reduced Tier 2 outdoor water budgets by half, and established a goal of reducing community water consumption by 25%.

The Town has also acknowledged sustained high demand and pressure on renewable water supplies.

As a resident, I take those warnings seriously. I am conserving water because I understand that protecting our long-term water supply requires responsible decisions from everyone.

But conservation cannot rest exclusively on existing residents.

It is reasonable for residents to ask how approving hundreds or thousands of additional households is being reconciled with a water system that is presently asking its existing customers to dramatically reduce demand.

Chateau Valley alone proposes another 402 housing units on 112 acres.

I understand that municipal water planning considers long-term supplies, projected growth, infrastructure and many factors beyond the immediate drought. However, drought conditions are exactly when assumptions about future availability deserve the greatest scrutiny rather than the least.

I respectfully ask the Commission to examine Chateau Valley not only in terms of whether sufficient water can technically be provided, but whether adding this level of demand is prudent given Castle Rock's long-term sustainability goals and the cumulative development already occurring throughout Town.

Existing residents should not continually be asked to conserve more aggressively while development decisions continually increase baseline demand.

Water is not an unlimited resource, and land-use decisions made today will affect demand for generations.

Please make Castle Rock's long-term water security a meaningful factor in decisions regarding Chateau Valley and future high-density development.

Sincerely,

Rachel
Castle Rock Glover Resident

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
office 720.733.3582 tvargish@CRgov.com

Your feedback is important to us, please let us know how we are doing by taking our Customer Service survey: https://www.surveymonkey.com/r/LR35C27

Important notice regarding payment scams: Official payment requests from the Town of Castle Rock will only come from your specific staff contact using an “@CRgov.com” email address. The Town will never request payment via wire transfer. Verify all fees through eTRAKiT and contact your staff contact directly if you receive a suspicious request prior to paying it.

From: Tara Vargish
Sent: Wednesday, July 29, 2026 8:25 AM
To: [redacted]
Cc: TownCouncil Mailbox <towncouncil@crgov.com>; Dave Corliss <DCorliss@crgov.com>; Brad Boland <BBoland@crgov.com>
Subject: RE: Memmen ridge

Dear Ms. Crosier,

Thank you for taking the time to share your concerns regarding the proposed Chateau Valley development. I understand why a project adjacent to an established neighborhood raises concerns, particularly related to traffic, water resources, and wildlife. I am copying Town Council so they are aware of your comments as the project moves forward.

Over the past several months, Town staff has completed a detailed review of this proposal for compliance with the Town's adopted standards, including traffic, utilities, drainage, grading, open space, and other applicable requirements. The project is now moving into the public hearing phase, where Town Council will consider the proposal and hear public testimony before making a final decision.

The Chateau Valley property has been approved for residential development since 1983. As a result, both the transportation impacts and water demands associated with this area have been incorporated into the Town's long-term planning for many years. Castle Rock Water reviews each proposed development to confirm that an adequate water supply is available and continues to implement its long-term strategy of transitioning from reliance on deep groundwater aquifers to renewable water supplies. You can learn more about that long-term planning in the Town's Water Resources Strategic Master Plan: https://crgov.com/DocumentCenter/View/11384/Water-Resources-Strategic-Master-Plan-2021.

Regarding your concern about the neighborhood notification, the applicant was required to mail notices to all property owners within 1,500 feet of the project. If you would provide me with your address, I would be happy to verify whether your property was included on the required mailing list.

Thank you again for taking the time to share your comments. They will become part of the public record for Town Council's consideration.

Thank you,

Tara Vargish, PE, Director Development Services

Town of Castle Rock, Town Hall, 100 N. Wilcox St, Castle Rock, CO 80104
office 720.733.3582 tvargish@CRgov.com

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From: [redacted] [redacted]>
Sent: Tuesday, July 28, 2026 9:33 AM
To: TownCouncil Mailbox <towncouncil@crgov.com >
Subject: Memmen ridge

[Email-security redirect link omitted; substantive message text retained]

Dear Town Council Members,

As a resident living directly adjacent to the proposed site near Memmen Ridge, I am writing to formally log my objection to the 402-house Chateau Valley development. While I understand the realities of municipal growth, a project of this massive scale introduces severe, irreversible risks to our infrastructure, safety, and natural resources:

* Traffic & Household Safety: Introducing hundreds of new daily vehicle trips onto quiet, localized residential roads creates an immediate safety hazard. These are the exact streets where our neighborhood children play, walk to parks, and where families walk their dogs.
* Water Supply Constraints: Castle Rock relies heavily on deep groundwater aquifers. Adding 402 high-density homes places an unsustainable strain on our city water supply, utility infrastructure, and the local ecosystem that native flora, wildlife, and my beehives depend on.
* Wildlife Corridor Impact: This development obliterates a vital natural buffer, disrupting established wildlife habitats in Memmen Ridge and forcing displaced animals directly into surrounding residential backyards.
* Procedural Mandate Failure: The developer, Mr. Hall, completely failed to send out the legally mandated neighborhood notification letters to immediate residents. Coupled with the lack of a virtual Zoom attendance option, the affected community has been systematically left in the dark.

Because of these severe safety risks, water security concerns, and direct procedural violations, I urge the Council to deny this proposal, or at minimum, postpone the hearing entirely until proper legal notice is given to every neighbor.

Thank you for your time and for protecting our community. -Lauren Crosier

Neighborhood Meeting Summary – Chateau Valley
Neighborhood Meeting #1 – November 9, 2021

Rusell Hall with Highline Engineering held a neighborhood meeting to discuss a proposed Site Development Plan for a 113 acre, 423-unit subdivision in the Young American PUD (see attached vicinity map)

This meeting represented the second required neighborhood meeting. The meeting was conducted in a hybrid format, both in-person and virtual via Zoom. The neighborhood meeting notice was mailed to all neighbors within 500-feet of the project site. Prior to the neighborhood meeting, the neighbors were provided with a vicinity map, a project narrative, and site plan. The meeting was scheduled for Nov. 9, 2021 from 6:00 p.m. to 7:00 p.m. The following represents a summary of the neighborhood meeting.

Applicant Representatives:

- Russell Hall, Highline Engineering
- Chris Meeks, Highline Engineering
- Roy Mason, Malcor
- Adam Maxwell, SM Rocha

Town Representatives:

- Councilmember Johnson
- Tara Vargish, PE Director of Development Services
- Tony Felts, AICP, Assistant Director of Development Services
- Brad Boland, AICP, Planner II
- Cara Reed, Neighborhood Liaison
- Camden Bender, Community Outreach Program Manager

In-person Participants:

1. Darcy Macknight
2. Andelynn Davis
3. Angela Fezza
4. Judith Svegel
5. John Lipe
6. Heather Garcia
7. Jill Casas
8. Susan Paulsen
9. Donna Murray
10. Phyllis Tumey
11. Maria Gallegos
12. James Gallegos
13. Garry Heffty
14. Amy Heffty
15. Pete Ruhl
16. Sheryl Hopkins
17. Jennifer Reed
18. Amy Hommel
19. Rulane Merz
20. Carol Ferguson

21. Pam Houser
22. Joy Manarik
23. Lanne Cammack
24. Terry McEntee
25. Eileen Broer
26. John Greene
27. Jessica Greene
28. Terry Beh
29. Travis Holland
30. Jill Holland
31. Josh Hay
32. Courtney Hay
33. Raelyn Lee
34. Holly Parkhurst
35. Leon Gaynor
36. Gina Smith
37. Justin Smith
38. Dave Hoy
39. Nikki Hoy
40. Jodi Jackson
41. Marla Sullivan
42. Jesse Pedroni
43. Lynnae Johnson
44. LanceJohnson
45. Annamarie Engelhard
46. Laura Hancock
47. Jill Cheek
48. Tim Garcia
49. Gary Ellison
50. Yoland Ellison
51. Natalie Weber
52. Richard van Seemus
53. Charles Rees
54. Jason Mahoney
55. Steve Hidalgo
56. Karen Schultz
57. Richard Baird

Virtual Participants

1. Andrea Daihl
2. A Davis
3. Andree
4. Anita
5. Anne Beh
6. Barb
7. Cindy
8. David
9. Elena Emets Henson
10. fatcatfan@junion

11. Joy
12. Julie
13. Kaitlyn Kelley
14. Kate Muus
15. Kathy
16. Kimberly Park
17. Kevin
18. Kevin
19. Lisa
20. Marie
21. Mike
22. Mzelt
23. Rickd
24. Tim Buschar
25. Tom

The applicant presentation discussed the following:

- Property is 113 acres in size
- Property was zoned in 1980s as Planned Unit Development (Young American)
- South Ridge Townhomes is part of the Planned Unit Development
- Baldwin Park Estates is part of the Planned Unit Development
- Remaining allowed units in the Planned Unit Development is 567 units
- Proposed unit count is 423 units and is a mixture of single family detached and paired homes
- 14 acres has already been dedicated to the Town
- Proposing 37 percent open space (not including already dedicated 14 acres)

Attendees had the following comments:

- Concerns about traffic
    - Concerns about Valley being connected due to traffic volume, speed, and safety on the street. Could there be another connection into the development? *Applicant stated they would look at possible traffic calming options and potential other connections.*
    - Concerns about connection to Ash. *Applicant will discuss the need for that connection with the Town.*
    - Concerns about the 5th and Valley intersection. *Applicant stated that they were not aware of or proposing any traffic control at the time but will work with Public Works to identify any proposed traffic control being proposed in the future.*
- Concerns over open/space park
    - Private or Public Open Space? *Applicant responded that it is proposed as private but will work with Town on what should be public and what should be private.*
    - How will it connect into the existing Memmen Park. *Applicant will look further into that.*
    - Are there any parks severing the proposed subdivision? *There will be neighborhood hood park in the center of the development that will have a playground that will be HOA maintained.*

    - What about trails? *There will be a maintenance road/trail that will run along the drainage way. Will work with parks department to identify connections including to the proposed Founders Vista/Memmen Young open space and Memmen Park and across Plum Creek Parkway.*
- Concerns about the trees in the northwest part of the property adjacent to Memmen Park being removed. *Applicant acknowledged concern and will look at mitigation options.*
- Concerns about the drainage way flooding. *Per the applicant a drainage study was performed and proposes improvements. Will follow all Town requirements.*
- Concerns about the impacts on wildlife. *Per the applicant, Colorado Parks and Wildlife will receive a referral during the review process.*
- What will the impact be on the surrounding schools? *Per the applicant, Douglas County Schools will receive a referral during the review process.*
- Several comments about buffering/transitions to adjoining neighborhoods. *Applicant stated they will look at mitigation options such as grading/landscaping.*
- Will the boundary of the development be fenced to prevent trespassing on to adjacent properties? *No boundary fencing is proposed at this time.*
- General concerns about overall development in the Town were expressed.

The meeting ended at approximately 8:45 PM

A video of the presentation can be found at the following link

Neighborhood Meeting Summary

Application: Site Development Plan
Property Owner: 113 M LLC C/O Derek Memmen
Meeting #: 2
Date/Time: Tuesday, January 9, 2024, 6:00p.m. (Adjourned at 8:30p.m.)
Meeting Location: Mesa Middle School
Councilmember District: Councilmember Brooks

Applicant's Proposal:

Highline Engineering & Surveying has submitted an application for the Chateau Valley Site Development Plan (SDP) proposing a 415-unit residential subdivision on 112 acres. The 415 units are composed of 257 single family detached homes and 158 single family attached units. The property, which is within the Young American Planned Development (PD), is generally located east of Memmen Park, north of the Baldwin Park subdivision, and south of the Southridge Townhome subdivision. The Site Development Plan includes a total of 50.4 acres of public open space.

Attendees

Applicant Representatives:

1. Rusty Hall, Highline Engineering
2. Chris Meeks, Hope Homes Co

Public Attendees:

In-person Attendees:

1. Rulane Merz
2. Phyllis Tumey
3. Nikki Hoy
4. Dave Hoy
5. Lloyd Patterson
6. Sue Patterson
7. Sara Kern
8. Matt Oneal
9. Scott Gricks
10. Ron Kingery
11. Austin Roberts
12. Kirk Roberts
13. Caryn Johnson
14. Maureen O'Reilly
15. Patrick Crumal
16. Sheryl Hopkins
17. Jim Watson
18. Jill Holland
19. Peter Johnston
20. Brian Dvegel
21. Rachel Ritman

22. Pat Dies
23. Patty Wright
24. Mark Witte
25. Andrea Hart
26. Keiko Kruger
27. Jennifer Reed
28. Amy Hommel
29. Caleb McLaughlin
30. Gary Reed
31. Larry Banister
32. Sarah Manassee
33. Faith Hollingsworth
34. Leon Gaynor
35. Amanda Gaynor
36. Brian Schultz
37. Karen Schultz
38. Chris Koeppl
39. Nick Puleo
40. Heriberto Sanchez
41. Casi Reynolds
42. Anna Engelhard

Online/Phone Attendees:

1. Ann
2. Annamarie Engelhard
3. Anthony Dalla
4. Ashlynn Ray
5. Ben
6. C
7. Chris
8. Crgranny's iPad
9. David Barr
10. Deb Ventrello
11. Dejerae
12. Hibba's iPhone
13. Holmes
14. iPhone
15. Jennifer Hanley
16. Joy A's iPad
17. Julie
18. Justin Van Sickle
19. Kayd
20. Kevin's iPad
21. Kiki

22. Kim Trowell
23. KMUUS
24. Kristin
25. Laurie Dargert
26. Lisa
27. Lynn Conner
28. Marla
29. Matthew Tonge
30. Nash Verano
31. Ron Fresquez
32. Scott
33. Sean S
34. Stacy Wagner
35. Tom
36. VazquezCD
37. 13037175954
38. 17202171448
39. Heide

Town Staff Attendees:

1. TJ Kucewesky, Asst Director of Development Service, Town of Castle Rock
2. BrieAnna Simon, Senior Planner, Town of Castle Rock

Presentation Description

Applicant's Presentation:

The applicant provided a presentation summarizing the zoning approved in 1983 and how the proposed site development plan provides 45 percent open space. The applicant also discussed proposed trail connections, potential locations for club house amenities, water for the development and drainage pond locations. The applicant also provided a summary of the Traffic Impact Analysis currently under review, along with anticipated traffic trips from the proposed development.

Questions Presented to Applicant:

Q: Can the existing roadway network handle the additional traffic?

A: The applicant stated the Traffic Impact Analysis looks at the existing street connections.

Q: What traffic calming measures will be put in place on Elm Avenue or Ash Avenue?

A: The applicant stated the connections from Chateau Valley are residential local streets to residential local streets. There are no speed reduction measures proposed at this time on these streets. The north and south end of Valley Drive narrows and has medians to provide traffic calming measures.

Q: What is the distance between the south boundary line and the closest structure?

A: The applicant stated a 30-foot tract with a trail separates the southern property line and the adjacent lots on the Chateau Valley development.

Q: The property and ridgeline has many large and mature trees. What areas will be impacted?

A: The applicant showed on the map what areas of open space will not be disturbed and what areas will be impacted by grading. The applicant also identified where trees that are eligible for transplant will be relocated.

Q: In the North-West corner of the development, is there an opportunity for the Town to partner with the developer to purchase that area in order to preserve the ridge and existing vegetation?

A: The applicant stated conversations with the Town have not been had as it relates to purchasing this area of the development.

Q: How is the development mitigating wildlife on the site including the burrowing owl, elk, antelope, etc.?

A: A Wildlife and Habitat Study was completed on the property. This development was referred to Colorado Parks and Wildlife to review the existing wildlife and potential impacts of the proposed development. The applicant also stated construction would not take place when the burrowing owl is nesting.

Q: The pond at the South-West corner of the development will be released onto Elm Street. Have studies been completed on the existing run-off on Elm Street?

A: A drainage study was completed for the existing development when it was developed. This project has a drainage report that is being reviewed by the Town professionals. The applicant will review and look into the outflows and soils of the pond at that location.

Q: Will an additional school be built in this development? How will schools be addressed with this new development?

A: The applicant stated the Douglas County Schools has reviewed the proposed development and have stated capacity is available for these residents.

Q: When is construction anticipated to start?

A: The applicant stated the earliest infrastructure construction would start would be a year from now.

Q: Is there a way for residents to be more involved in the review of the materials for this application?

A: The applicant stated the materials for this application are public record and available online. Residents should contact Town staff to get a direct link to the information.

Q: How often will the adjacent residents receive updates on the Development? Will updates be provided during construction?

A: The applicant stated this is the second neighborhood meeting. There will be one more neighborhood meeting, along with future Planning Commission and Town Council public meetings. Notice on these meetings will be provide as outlined in the Town's code. The applicant also stated no updates will be provided by the developer once construction starts.

General statements and comments on the project included:

- Questions on how to stop the development entirely. Statements on overall anti-growth and not needing anymore new development, that quality of life is going down.
- Concerns on the traffic impact study numbers, the methodology is not accurate, and statements that the Levels of Service are not acceptable.
- Intersection of Valley Drive and 5th Street level of service is not good.
- Questions on project location – can the development move out east and not occur here.
- The four new detention ponds will bring mosquitos and dead animals.
- The proposed development should be ½ acre lots or larger with custom homes. This area should not have this much density.
- The proposed development does not meet the Town's vision statement.
- Has Town Council evaluated the zoning of this property since the approval in 1983? The lack of development until this time is a failure of intent to follow through on the zoning and the zoning should therefore be invalidated.
- Concerns on emergency services accessing the current and new development due to traffic.
- Roundabouts do not work and are more dangerous than traffic lights. The Town should remove the roundabout at Gilbert Street and Plum Creek and replace with a traffic light.

Neighborhood Meeting Summary

Application: Chateau Valley Site Development Plan
Property Owner: 113 M LLC C/O Derek L Memmen
Meeting #: 3
Date/Time: Thursday, December 5, 2024, 6:00p.m. (Adjourned at 8:20p.m.)
Meeting Location: Town of Castle Rock, Town Hall Council Cambers
Councilmember District: Councilmember Brooks'

Applicant's Proposal:

Highline Engineering & Surveying has submitted an application for the Chateau Valley Site Development Plan (SDP) proposing a 415-unit residential subdivision on 112 acres. The 415 units are composed of 257 single family detached homes and 158 single family attached units. The property, which is within the Young American Planned Development (PD), is generally located east of Memmen Park, north of the Baldwin Park subdivision, and south of the Southridge Townhome subdivision. The Site Development Plan includes a total of 50.4 acres of public open space.

Attendees

Applicant Representatives:
Stephen Simon, SM Rocha, LLC
James Marine, Aegis Engineering
Rusty Hall, Highline CM, Inc
Chris Meeks, Hope Homes

Public Attendees:
39 In-person Attendee:
34 Online/Phone Attendees

Town Staff Attendees:
Councilmember Dietz, Town of Castle Rock
Tara Vargish, Director Development Services, Town of Castle Rock
TJ Kucewesky, Assistant Director Development Services, Town of Castle Rock
Kevin Wrede, Planning Manager, Town of Castle Rock
BrieAnna Simon, Senior Planner, Town of Castle Rock

Presentation Description

Applicant's Presentation:
The applicant gave a summary of the proposed site development plan. The applicant provided a presentation showing the proposed design of the site including proposed access connections, open space, and amenity center locations. The applicant outlined the details of the Traffic Impact Analysis under review with the Town of Castle Rock.

Questions Presented to Applicant:

Q: The provided Traffic Impact Analysis does not take into consideration recently approved development or recently submitted development (i.e., Founders Vista, YardHomes, or Oaks F2).

Should the Traffic Impact Analysis be considered with a larger number of residential homes in the surrounding area?

A: The applicant stated the Traffic Impact Analysis review process is ongoing with the Town and subject to revisions. The current Traffic Impact Analysis is based on data that was available at time of submittal, however it anticipates continued grown within the area that would accommodate these other projects.

Q: What traffic improvements are being provided with this development to address the additional traffic?

A: The applicant stated the Traffic Impact Analysis provides recommendations to address traffic conditions based on the projected traffic. The applicant is working with the Town to determine what mitigation requirements will be needed for this project. These will be determined before the SDP is ready for public hearing. The improvements will be constructed when the traffic generation warrants the required improvements.

Q: There are traffic safety concerns on the existing roadways. What traffic calming measures have been proposed with this development?

A: The applicant stated they have worked with the Town of Castle Rock on a number of traffic calming measures to include on-site for this development. These include medians, flashing pedestrian beacons, and speed humps. The applicant stated they will be working directed with adjacent neighborhoods through the Town's Traffic Calming Program to determine what off-site traffic calming measures are appropriate.

Q: Does the Traffic Impact Analysis take into account school traffic and congestion?0

A: The applicant stated the Traffic Impact Analysis looks at both AM and PM peak traffic. The AM peak traffic estimates takes into school traffic. Since schools typically let out before the PM peak, the school traffic is not accounted for in the peak PM traffic estimates.

Q: The traffic counts for the Traffic Impact Analysis were completed in September of 2021. This is not accurate representation of traffic as this was during the pandemic. How will this be addressed?

A: The applicant stated they will be conducting new traffic counts in 2025 to address these concerns and meet the Town's standards regulations for traffic counts.

Q: The Traffic Impact Analysis states there is estimated to be no change in 2025 for traffic. Since it is 2024, what is the estimated change in traffic patterns in 2028?

A: The applicant stated they will be updated the Traffic Impact Analysis and working with the Town of Castle Rock.

Q: Why was Santana Drive not included in the Traffic Impact Analysis? Could Santana Drive be included in the Traffic Impact Analysis?

A: The applicant stated they worked with the Town of Castle to determine what streets needed to be included in the Traffic Impact Analysis. The applicant stated if residents

would like to see traffic calming on adjacent residential streets, they should contact the Town of Castle Rock Public Works or the project planner for this development with their concerns.

Q: Will Valley Drive have designated bike lanes or protected bike lanes?

A: The applicant stated the current plan does not propose bike lanes along Valley Drive.

Q: Would the applicant consider eliminating the connections to Elm Street and/or Ash Street?

A: The applicant stated these connections were anticipated in the Town of Castle Rock Regional Master Plan. The Town would need to direct the applicant to remove these or conduct additional traffic analysis impacts without these connections.

Q: How wide are the buffers around the development?

A: The applicant stated the minimum buffer width around the development is 30 feet.

Q: What is the estimated timeline for the completion of this development?

A: The applicant stated they anticipate the planning and platting process to be completed early fall. It is anticipated builders will have a 6-9 month construction process. The applicant estimates the first house will be constructed in 2026 and full build out will occur in 2028 or 2029.

Q: What impacts will this new development have on the existing schools and school district?

A: The applicant stated they are required to pay their pro rata share to the school district for this development.

Q: What is the plan to address the existing flooding and proposed drainage along Elm Street?

A: The applicant identified the location of each proposed detention pond. The applicant also stated the project will meet all Town standards as it relates to floodplain and drainage.

Q: The north-west corner of the property has a number of established and mature trees and vegetation on Memmen Hill. The current plan shows this vegetation being removed for proposed lots. Is there a way this area could be preserved and those homes be relocated to a different part of the development?

A: The applicant stated the zoning for the development outlines the number of homes permitted in each area. The north-west corner of the development allows for a much higher density than what is proposed. The applicant stated they will be transplanting as many trees as possible from this area to other areas of the development. The HOA will be responsible for caring for these transplanted trees or replacing these trees if they die.

Q: The property has a number of existing wildlife including bevers, elk, deer, etc. Has an environment study been completed for this project?

A: The applicant stated this project was sent as a referral to the Colorado Parks and Wildlife. The Colorado Parks and Wildlife has identified the drainage way as the

preferred wildlife corridor. This area will be maintained as open space. The applicant is currently proposing 47% of the overall development be open space.

Q: Does this project have enough water supply for the number of homes it is proposing? Will this project be subject to the renewable water regulations at the Town?

A: The applicant stated the water for this project was dedicated at the time of zoning. The Town stated this project is not subject to the Town's current renewable water regulations. The water demand in this area has been planned for in the Town's future water plans.

Q: Residents had the following comments pertaining to the project.

- Residents would like to see size of homes and lots match existing residential lots adjacent to this development.
- Residents would like to see a reduction in the proposed density. The requested density reduction would be 1/3 of what is shown on the current plan.
- Residents requested larger lots with on-site RV storage for each lot be built on this property.
- Residents would like to see a provision imposed on this property that the new development fit in with the existing residential developments.
- Residents do not want to see traffic increase on Easton Street or Ash Street.
- Residents have existing traffic and safety concerns at the Plum Creek Parkway/Gilbert Street roundabout.
- Residents have existing traffic and safety concerns entering onto Plum Creek Parkway with this roadway being a truck route.